

Item

ITEM DETAILS

Item ID:	30999 - PDO	Item Type:	Email
Date Created:	14/02/2012 02:39:30 PM	Project ID:	
Date Captured:	14/02/2012	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:		Copies Sent To:	
Subject:	Mail Memo - DTMR Submission/Comments on Ooralea Urban Design Principles Document and Waters at Ooralea Structure Plan		
Function Term:	ROAD NETWORK MANAGEMENT	Activity Term:	NETWORK PLANNING (DEVELOPMENT)
Container Title:	Planning - Strategic Plan - Ooralea Local Area Plan	Container ID:	500/00206[1]

ACTIONS & OWNERSHIP

Author:	Ainsley E Welsh	Corporate Author:	
Author Title / Position:	Town Planning Officer	Complaint Classification:	
Business Unit:	Corridor Management		
Action Officer:			
Home Location:	Central Records	Last Movement Date:	14/02/2012

SECURITY & ACCESS

Security Classification:	UNCLASSIFIED INFORMATION		
Security Access:	Unrestricted		

ADDITIONAL INFORMATION

Description / Additional Info:		
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DOCUMENT CONTENTS

DTMR Submission/Comments on Ooralea Urban Design Principles Document and Waters at Ooralea Structure Plan

Ainsley E Welsh to: Leah Harris, andrew.schembri

14/02/2012 02:39 PM

[Hide Details](#)

From: Ainsley E Welsh/Central/qdot/au

To: Leah Harris <Leah.Harris@mackay.qld.gov.au>, andrew.schembri@mackay.qld.gov.au

Hi Andrew and Leah,

We met late last year at the DTMR office to discuss these two documents.

Please find attached the department's formal comments for Council consideration.

We look forward to further liaison with Council during the development of these documents.



SUBMISSION _Waters at Ooralea Structure Plan and Ooralea Urban Design Document_amended PDA.doc.pdf

Kind regards,

Ainsley Welsh

Town Planning Officer | Mackay/Whitsunday Region / Mackay Office

Program Delivery & Operations | Department of Transport and Main Roads

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📧 Please consider the environment before printing this email

13 February 2012

The Chief Executive Officer
Mackay Regional Council
PO Box 41
Mackay QLD 4740

Department of
Transport and Main Roads

Attention: Andrew Schembri and Leah Sorohan

Dear Andrew and Leah

**SUBMISSION ON OORALEA LOCAL AREA PLAN – URBAN DESIGN PRINCIPLES FOR
THE MAJOR CENTRE AND A TYPICAL NEIGHBOURHOOD & WATERS AT OORALEA
STRUCTURE PLAN**

I refer to the above planning documents relating to the Ooralea Local Area Plan (MRC Strategic Planning Document) and The Waters at Ooralea Structure Plan (Developer Structure Plan). Review of these documents has raised the following issues and concerns from the department and as such we formally submit the enclosed comments for Council consideration.

**Ooralea Local Area Plan: Urban Design Design Principles for the Major Centre and a
Typical Neighbourhood (October 2011):**

1. Intersection at Stockroute Road

Page 4 of the document provides an indicative land use intent for the Ooralea Development Area. This Land Use intent diagram shows a road connection onto Stockroute Road (Walkerston Bypass). The new Walkerston Bypass Road will be an important freight route and as such, unsuitable for local traffic. Connections between Ooralea and the Walkerston Bypass Road have not been included in funding considerations for the State Controlled Road Network, however consideration may be given to an east bound on-ramp and west bound off-ramp should this be negotiated as part of a planning application. The bypass will be a limited access road and as a result, no direct access to it will be permitted. This connection has previously been discussed and is not supported by the department for road safety reasons.

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Mackay/Whitsunday Region, Mackay Office

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ABN 57 836 727 711

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Facsimile +61 7 4951 8500
Website www.tmr.qld.gov.au
Email mackay.office@tmr.qld.gov.au

2. Pedestrian and Cycle links across Stockroute Road

In reference to Strategic Land Use Plan (page 4) there appears to be two (2) pedestrian and bicycle connections shown across Stockroute Road. Given the function of the Walkerston Bypass, pedestrian/cycle facilities across the road would not be considered appropriate nor safe given the mix of highway traffic and heavy vehicles.

3. Land Uses (Homemaker Centre)

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4. Buffers

An Infrastructure Corridor is depicted on the Indicative Plan along Stockroute Road (pages 25 and 27). Although the infrastructure corridor shown is strongly supported by the department, we reiterate our comments dated November 2010 that a minimum 200 metre buffer width along Stockroute Road is encouraged (previous comments attached for reference).

Waters at Ooralea Structure Plan (Project No. 109654_11a, prepared by RPS, October 2011):

5. Two (2) additional accesses onto Bruce Highway

The structure plan depicts two (2) undiscussed access points on the Bruce Highway north and south of the Dundula State School. The Bruce Highway is a gazetted limited access road, and to ensure the preservation of the safety, efficiency and function of the Bruce Highway these additional intersections/access are not permitted nor supported.

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In reference to the off ramps depicted at the intersection of Cowleys Road/ Stockroute Road intersection, it is advised that such off ramps are not within the scope of the current department's Walkerston Bypass design. Therefore, whilst these connections may be considered by the department, provision for them will ultimately be the responsibility of other parties/private development.

It would be appreciated if you could review and consider the issues and concerns outlined. This advice is also to be taken as a properly made submission for the purpose of any subsequent appeal. We look forward to your response and further consultation on these documents. If you require any further information please contact Ainsley Welsh, Town Planning Officer, 4951 8624.

Yours sincerely

Not Relevant

Ian Husband

Regional Director

Enc. Department Comments – November 2010

Waters at Ooralea Structure Plan (Project No. 109654_11a, prepared by RPS, October 2011)



19 November 2010

The Chief Executive Officer
Mackay Regional Council
PO Box 41
MACKAY QLD 4740

Dear Sir

SUBMISSION ON MACKAY CITY COUNCIL'S OORALEA LOCAL AREA PLAN

This is a Department of Transport and Main Roads' response to a request for submissions on the Ooralea Local Area Plan (the Ooralea LAP) by Mackay City Council. The submission is intended to highlight particular issues that are of concern to this department. These issues primarily relate to the road network and traffic movements.

The Department of Transport and Main Roads (DTMR) offers to work jointly with Council on the network planning to ensure that the assumed growth locations and characteristics can be accommodated by the road network.

Depending on the results of the network planning, and the expected impacts of future growth on the road network, changes to the Ooralea LAP may be necessary before DTMR will support it. For example, it may be necessary to:

- Amend the plan's boundary
- Change or define the rate or timing of development in this area
- Reduce the amount of developable land
- Provide additional points of access/egress

This department has reviewed the Ooralea LAP and the planning assumptions and would like to make the following comments:

Department of Transport and Main Roads

Assets & Operations

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Website www.tmr.qld.gov.au
Email mackay.office@tmr.qld.gov.au

G:\Road Corridor\Corridor Management\Dev Assessment\Shire\Mackay\Planning Scheme\Ooralea Ebd\Submission_MRC_Ebd_19 Nov 2010.doc

1. Protection of Corridors

The importance of Cowleys Road and Horse Jockey Road as major transport corridors for intra and inter suburban movements needs to be recognised. It must be made clear that neither the Bruce Highway nor the proposed Walkerston by-pass (Stockroute Road), are appropriate corridors for facilitating local movements.

2. Potential Access to the Walkerston By-pass Road (Stockroute Road)

The new Walkerston By-pass Road will be an important freight route and so unsuitable for local traffic. Connections between Ooralea and the Walkerston By-pass Road have not been included in funding considerations for the State Controlled Road Network, however consideration may be given to an east bound on-ramp and west bound off-ramp should this be negotiated as part of a planning application. The by-pass will be a limited access road and as such no direct access to it will be permitted.

3. Clarification of Project Timing/Staging

Parallel links of a high standard will need to be in place to support development of this magnitude in this area. Further planning by Council will be required to fully ascertain the impacts such development will have on the road network. Planning undertaken to date by the department has made no allowance for intensification south of Stockroute Road. It is therefore important that the design horizon for the local area plan be extended far enough into the future to allow for informed decision making and to maximise the benefit of current infrastructure enhancements.

To provide certainty for the development industry and the local community it is vital that the timing and staging of development within this future precinct be made clear. Taking the issues raised above into consideration, specifically in relation to maximising the benefits of existing and planned enhancements, it is requested that the Ooralea LAP reinforce a 15⁺ year design horizon.

4. Information Gaps – Precautionary Restriction of Developable Land

As indicated above, no detailed network planning has been undertaken by DTMR that considers the implications of intensification of development in this area on the State Controlled Road Network. Therefore there may be a need to reduce the amount of land initially available for development until a local area traffic analysis is undertaken by Council to determine the standard of local internal road hierarchy required and also the potential implications on existing Bruce Highway and Peak Downs Highway intersections.

4a. South of Schmidtke Road

Stockroute Road is designated as a Future State Controlled Road (FSCR). The Temples Lane intersection has a limited capacity and will be unable to accommodate the level of traffic such intensification will produce. For the operating performance of the road network south of Schmidtke Road to remain viable there will need to be enhanced western egress through additional connections to Cowleys road before intensified development occurs.

4b. West of Cowleys Road

Areas to the west of Cowleys Road should be excluded from rezoning until such time as the location of the potential alternate Highway alignment has been established. Additional egress to the North and West of Cowleys Road will be required.

Until detailed planning for the potential highway alignment has been completed, it is considered prudent and necessary to establish an initial 200m buffer from the Stockroute Road and the Calrossie Road alignment to ensure future options are not compromised.

5. Internal Connectivity

DTMR would like to reiterate the importance of internal connectivity within the developable area. This extends to good Public Transport and Active Transport networks. In this regard the internal road hierarchy shall make appropriate allowance for the safe and efficient movements of cyclists, pedestrians and buses.

6. Drainage

Any change in stormwater drainage could have significant implications on existing facilities across the road network. The impact of any alterations to flow regimes on existing drainage structures under the State Controlled Roads will need to be assessed.

7. Noise

Appropriate considerations/buffers are to be made for noise. DTMR will not be responsible for the provision of any buffers or noise attenuation measures necessary to maintain an appropriate level of amenity for new areas of residential or other noise.

Thank you for the opportunity to provide input into the Ooralea LAP. As a major stakeholder, we ask that DTMR be involved in any decision making processes with the potential to impact on State Controlled Roads. If you have any queries regarding the above matters please contact Patrick Aprile (Corridor Management and Operations Manager) on 49518577.

Ian Husband

Regional Director

Item

ITEM DETAILS

Item ID:	35952 - PDO	Item Type:	Email
Date Created:	23/04/2012 11:34:11 AM	Project ID:	
Date Captured:	23/04/2012	Sub Project ID:	
Item Format:	Electronic	Other Reference:	Previous File - 830/00724
Circulation:		Copies Sent To:	
Subject:	Mail Memo - 12NQ071 - The Waters at Ooralea - DTMR Meeting Agenda		
Function Term:	INTEGRATED SUSTAINABLE TRANSPORT	Activity Term:	DEVELOPMENT APPLICATIONS (CONCURRENCE AGENCY STATUS)
Container Title:	10G Bruce Highway - St Lawrence to Mackay	Container ID:	455/00005[4]

ACTIONS & OWNERSHIP

Author:	Ben Russell	Corporate Author:	Cardno Ullman & Nolan
Author Title / Position:		Complaint Classification:	
Business Unit:			
Action Officer:			
Home Location:	Central Records	Last Movement Date:	23/04/2012

SECURITY & ACCESS

Security Classification:	UNCLASSIFIED INFORMATION		
Security Access:	Unrestricted		

ADDITIONAL INFORMATION

Description / Additional Info:			
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DOCUMENT CONTENTS

Fw: 12NQ071 - The Waters at Ooralea - DTMR Meeting Agenda
 Ross M Young to:

23/04/2012 02:43 PM
[Hide Details](#)

Structure Plan for The Waters at Ooralea Master Plan for further information.

Please advise if the proposed time is suitable.

Regards

Ben Russell

PLANNER

Cardno HRP



Phone +61 7 4953 2877 Fax +61 7 4953 2577

Address Level 2, 56 Gordon Street, Mackay QLD 4740 / PO Box 244, Mackay QLD 4740

Email ben.russell@hrppc.com.au Web www.hrppc.com.au Web www.cardno.com

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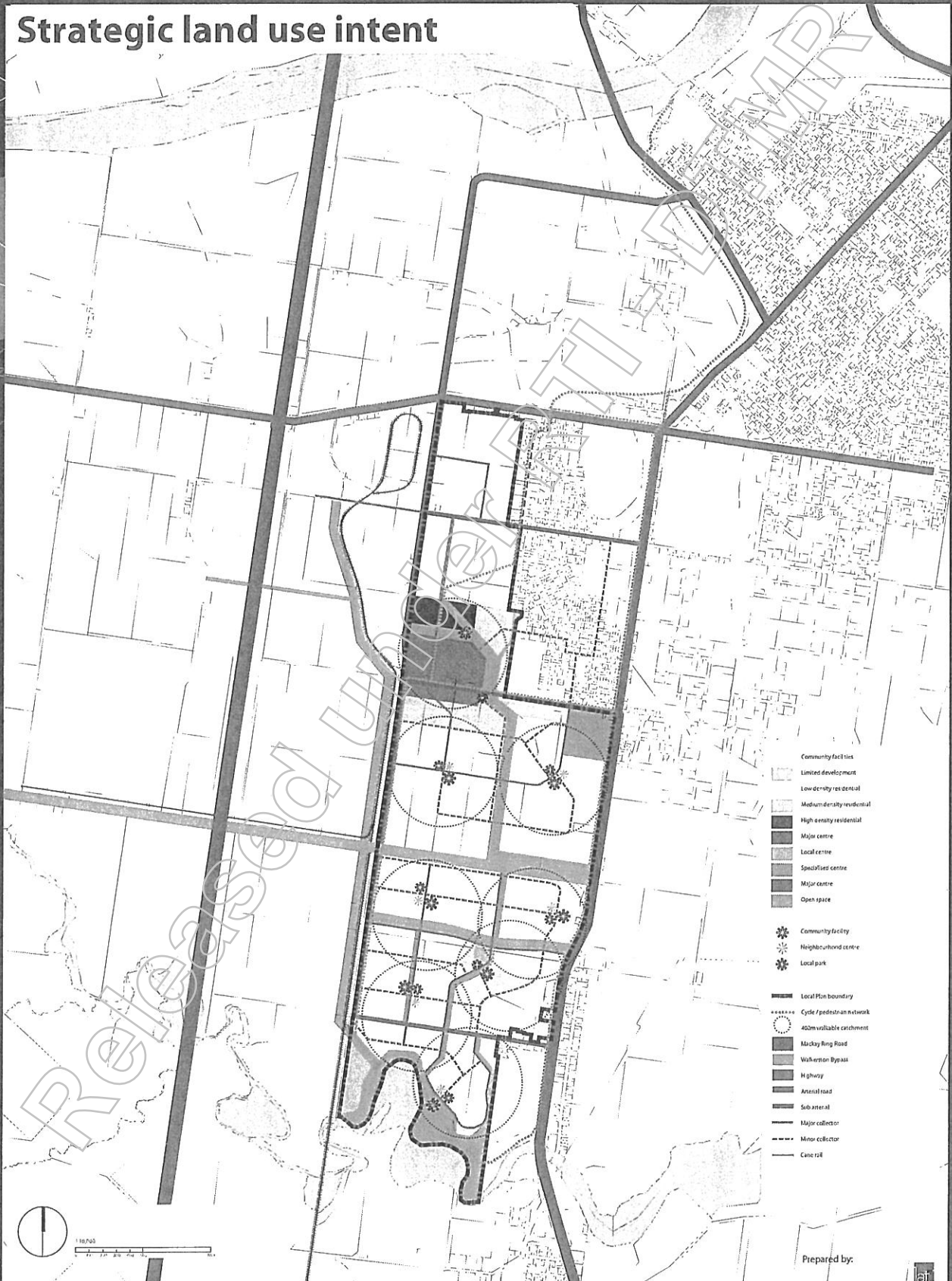
109654-11b Structure Plan Council.pdf 111026-Presentation Board_2 Precinct_Plan.pdf SPRP Map 8 - Bucasia, Mackay, Rosella.pdf

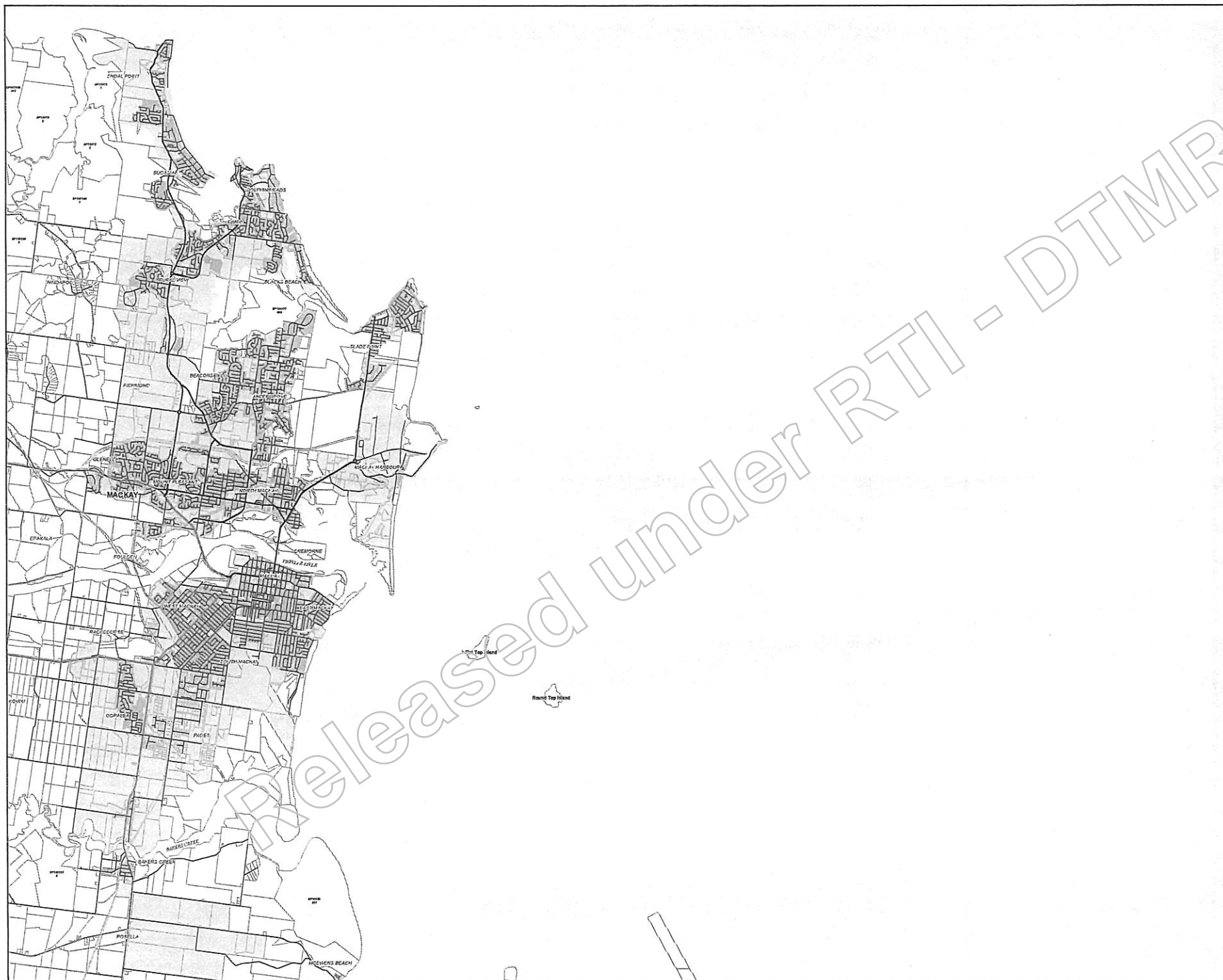


L.120423. DTMR Meeting Agenda.pdf



Strategic land use intent





■ Growth Management Queensland

Mackay, Isaac and Whitsunday
Regional Plan
Mackay, Isaac and Whitsunday
State Planning Regulatory Provisions 2012

February 2012

Map MIW RP 8

Legend

- Local Government Area
- Highway
- Major Road
- Local Connector Road
- Local Street
- Digital cadastral database 2011
- Urban Footprint
- Rural Living Area
- Regional Landscape and Rural Production Area

Map Index



QCRS, MGA 2011 50

Scale 1:50,000 at A1



All information contained within this map is derived from the
Official Gazette of Queensland (2012) 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Where necessary, the map is derived from the Official Gazette of Queensland (2012) 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

MEETING AGENDA



Shaping the Future

<u>Project:</u>	The Waters at Ooralea Master Plan		
<u>Ref:</u>	12NQ071		
<u>Attendees:</u>	Pat April (DTMR), Ross Young (DTMR), Peter Lightbody (Cougar Developments), Rick Poppleston (Cougar Developments), Michael Jewell (Cardno HRP), Pat Brady (UDP) and Bryce Trevilyan (McCormick Rankin Cagney)		
<u>Venue:</u>	DTMR Office, 46 Gordon Street	<u>Meeting Start:</u>	1:00pm (TBC)
<u>Date:</u>	3 May 2012 (TBC)	<u>Meeting Close:</u>	2:00pm (TBC)

Cardno Humphreys
Reynolds Perkins
Jewell Pty Ltd
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MEETING AGENDA

3rd May 2012 – 1:00pm DTMR Offices

The Waters at Ooralea Master Plan

1. Review secondary access option onto Bruce Highway north of Temples Lane intersection.
2. Review north-south at-grade crossing option of Stockroute Road, located west of the Stockroute Road and Bruce Highway intersection.
3. Update on anticipated timing of construction of Walkerston Bypass Road.

Attached for your information and discussion in order of sequence are:

1. DLGP – MIW Regional Plan Urban Footprint
2. MRC Ooralea Local Plan – Structure Land Use Intent
3. MRC and Cougar Developments – Agreed Structure Plan for the Waters at Ooralea.

Item

ITEM DETAILS

Item ID:	36704 - PDO	Item Type:	Email
Date Created:	24/04/2012 02:53:30 PM	Project ID:	
Date Captured:	08/05/2012	Sub Project ID:	
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Circulation:		Copies Sent To:	
Subject:	Mail Reply - 12NQ071 - The Waters at Ooralea - DTMR Meeting Agenda		
Function Term:	INTEGRATED SUSTAINABLE TRANSPORT	Activity Term:	DEVELOPMENT APPLICATIONS (CONCURRENCE AGENCY STATUS)
Container Title:	10G Bruce Highway - St Lawrence to Mackay	Container ID:	455/00005[4]

ADDRESSEE

Name:	Ben Russell	Address:	
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ACTIONS & OWNERSHIP

Author:	Ross M Young	Corporate Author:	
Author Title / Position:	Project Coordinator (Development Control)	Complaint Classification:	
Business Unit:	Corridor Management		
Action Officer:			
Home Location:	Central Records	Last Movement Date:	08/05/2012

SECURITY & ACCESS

Security Classification:	UNCLASSIFIED INFORMATION
Security Access:	Unrestricted

ADDITIONAL INFORMATION

Description / Additional Info:

DOCUMENT CONTENTS

Ross M Young/Central/qdot/au
24/04/2012 02:53 PM

To Ben Russell <Ben.Russell@hrppc.com.au>
cc Michael Jewell <michael.jewell@hrppc.com.au>, "peter@cougardevelopments.com.au"

<peter@cougardevelopments.com.au>, Patrick D Aprile/Central/qdot/au@qdot
bcc
Subject Re: FW: 12NQ071 - The Waters at Ooralea - DTMR Meeting Agenda
8A22853FE579FD2654931D5A734B0737

Dear Ben

Thank you for your e-mail below.

Attached for your information is a copy of a submission DTMR made to Mackay Regional Council in relation to the structure plan you have submitted.

Dot Points 1 and 5 of the submission addresses Items 1 and 2 in your proposed agenda. DTMR's position has not altered regarding access to Walkerston Bypass/Stockroute Road and access to the Bruce Highway north of Temples Lane. Also note that no pedestrian/cycleway crossings of Stockroute Road will be allowed other than at Cowleys Road.

In regard to Item 3 of your proposed agenda, DTMR is currently finalising the design of the Walkerston Bypass, however there is no committed funding for construction.

The Applicant has approval for a maximum number of lots accessing via Temples Lane, and as advised previously, any further development beyond these stages will need to gain access via Cowleys Road.

We suggest that there is no need to meet given the additional information provided in this e-mail.



SUBMISSION _Waters at Ooralea Structure Plan and Ooralea Urban Design Document_amended PDA.doc.pdf

Kind regards,

Ross Young

Project Coordinator (Development Control) | Mackay/Whitsunday Region / Mackay Office

Program Delivery & Operations | Department of Transport and Main Roads

Ground Floor | Mackay Office | 46 Gordon Street | Mackay Qld 4740

PO Box 62 | Mackay Qld 4740

P: (07) 49518532 | F: (07) 49518500

E: ross.m.young@tmr.qld.gov.au

W: www.tmr.qld.gov.au

Ben Russell

Ross, As discussed we would like to meet with yourself and Pat April on 3 M...

23/04/2012 11:44:40 AM

From: Ben Russell <Ben.Russell@hrppc.com.au>
To: "ross.m.young@tmr.qld.gov.au" <ross.m.young@tmr.qld.gov.au>
Cc: Michael Jewell <michael.jewell@hrppc.com.au>, "peter@cougardevelopments.com.au" <peter@cougardevelopments.com.au>
Date: 23/04/2012 11:44 AM
Subject: FW: 12NQ071 - The Waters at Ooralea - DTMR Meeting Agenda

Ross,

As discussed we would like to meet with yourself and Pat April on 3 May 2012 at 1:00pm to discuss proposed access from The Waters at Ooralea Master Plan site to the surrounding road network. Please refer to the attached meeting agenda, Council's draft Ooralea Local Area Plan and the Structure Plan for The Waters at Ooralea Master Plan for further information.

Please advise if the proposed time is suitable.

Regards

Ben Russell

PLANNER

Cardno HRP



Phone +61 7 4953 2877 Fax +61 7 4953 2577

Address Level 2, 56 Gordon Street, Mackay QLD 4740 / PO Box 244, Mackay QLD 4740

Email ben.russell@hrppc.com.au Web www.hrppc.com.au Web www.cardno.com

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[attachment "109654-11b Structure Plan Council.pdf" deleted by Ross M Young/Central/qdot/au] [attachment "111026-Presentation_Board_2_Precinct_Plan.pdf" deleted by Ross M Young/Central/qdot/au] [attachment "SPRP Map 8 - Bucasia, Mackay, Rosella.pdf" deleted by Ross M Young/Central/qdot/au] [attachment "L.120423. DTMR Meeting Agenda.pdf" deleted by Ross M Young/Central/qdot/au]



13 February 2012

The Chief Executive Officer
Mackay Regional Council
PO Box 41
Mackay QLD 4740

Department of
Transport and Main Roads

Attention: Andrew Schembri and Leah Sorohan

Dear Andrew and Leah

**SUBMISSION ON OORALEA LOCAL AREA PLAN – URBAN DESIGN PRINCIPLES FOR
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Program Delivery & Operations
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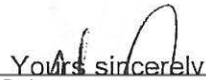
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Yours sincerely

Not Relevant



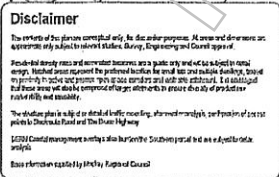
Ian Husband

Regional Director

Enc. Department Comments – November 2010

Waters at Ooralea Structure Plan (Project No. 109654_11a, prepared by RPS, October 2011)

Released under RTI - DTMR



19 November 2010

The Chief Executive Officer
Mackay Regional Council
PO Box 41
MACKAY QLD 4740

Dear Sir

SUBMISSION ON MACKAY CITY COUNCIL'S OORALEA LOCAL AREA PLAN

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Depending on the results of the network planning, and the expected impacts of future growth on the road network, changes to the Ooralea LAP may be necessary before DTMR will support it. For example, it may be necessary to:

- Amend the plan's boundary
- Change or define the rate or timing of development in this area
- Reduce the amount of developable land
- Provide additional points of access/egress

This department has reviewed the Ooralea LAP and the planning assumptions and would like to make the following comments:

Department of Transport and Main Roads

Assets & Operations

Mackay/Whitsunday Region, Mackay Office
46 Gordon Street Mackay Queensland 4740
PO Box 62 Mackay Queensland 4740
ABN 57 836 727 711

Enquiries John Fitzsimon
Telephone +61 7 4951 856
Facsimile +61 7 4951 8500
Website www.tmr.qld.gov.au
Email mackay_office@tmr.qld.gov.au

1. Protection of Corridors

The importance of Cowleys Road and Horse Jockey Road as major transport corridors for intra and inter suburban movements needs to be recognised. It must be made clear that neither the Bruce Highway nor the proposed Walkerston by-pass (Stockroute Road), are appropriate corridors for facilitating local movements.

2. Potential Access to the Walkerston By-pass Road (Stockroute Road)

The new Walkerston By-pass Road will be an important freight route and so unsuitable for local traffic. Connections between Ooralea and the Walkerston By-pass Road have not been included in funding considerations for the State Controlled Road Network, however consideration may be given to an east bound on-ramp and west bound off-ramp should this be negotiated as part of a planning application. The by-pass will be a limited access road and as such no direct access to it will be permitted.

3. Clarification of Project Timing/Staging

Parallel links of a high standard will need to be in place to support development of this magnitude in this area. Further planning by Council will be required to fully ascertain the impacts such development will have on the road network. Planning undertaken to date by the department has made no allowance for intensification south of Stockroute Road. It is therefore important that the design horizon for the local area plan be extended far enough into the future to allow for informed decision making and to maximise the benefit of current infrastructure enhancements.

To provide certainty for the development industry and the local community it is vital that the timing and staging of development within this future precinct be made clear. Taking the issues raised above into consideration, specifically in relation to maximising the benefits of existing and planned enhancements, it is requested that the Ooralea LAP reinforce a 15+ year design horizon.

4. Information Gaps – Precautionary Restriction of Developable Land

As indicated above, no detailed network planning has been undertaken by DTMR that considers the implications of intensification of development in this area on the State Controlled Road Network. Therefore there may be a need to reduce the amount of land initially available for development until a local area traffic analysis is undertaken by Council to determine the standard of local internal road hierarchy required and also the potential implications on existing Bruce Highway and Peak Downs Highway intersections.

4a. South of Schmidtkes Road

Stockroute Road is designated as a Future State Controlled Road (FSCR). The Temples Lane intersection has a limited capacity and will be unable to accommodate the level of traffic such intensification will produce. For the operating performance of the road network south of Schmidtkes Road to remain viable there will need to be enhanced western egress through additional connections to Cowleys road before intensified development occurs.

4b. West of Cowleys Road

Areas to the west of Cowleys Road should be excluded from rezoning until such time as the location of the potential alternate Highway alignment has been established. Additional egress to the North and West of Cowleys Road will be required.

Until detailed planning for the potential highway alignment has been completed, it is considered prudent and necessary to establish an initial 200m buffer from the Stockroute Road and the Calrossie Road alignment to ensure future options are not compromised.

5. Internal Connectivity

DTMR would like to reiterate the importance of internal connectivity within the developable area. This extends to good Public Transport and Active Transport networks. In this regard the internal road hierarchy shall make appropriate allowance for the safe and efficient movements of cyclists, pedestrians and buses.

6. Drainage

Any change in stormwater drainage could have significant implications on existing facilities across the road network. The impact of any alterations to flow regimes on existing drainage structures under the State Controlled Roads will need to be assessed.

7. Noise

Appropriate considerations/buffers are to be made for noise. DTMR will not be responsible for the provision of any buffers or noise attenuation measures necessary to maintain an appropriate level of amenity for new areas of residential or other noise.

Thank you for the opportunity to provide input into the Ooralea LAP. As a major stakeholder, we ask that DTMR be involved in any decision making processes with the potential to impact on State Controlled Roads. If you have any queries regarding the above matters please contact Patrick Aprile (Corridor Management and Operations Manager) on 49518577.

Ian Husband
Regional Director

Item

ITEM DETAILS

Item ID:	41617 - PDO	Item Type:	Email
Date Created:	23/07/2012 12:25:22 PM	Project ID:	
Date Captured:	23/07/2012	Sub Project ID:	
Item Format:	Electronic	Other Reference:	Previous File - 830/00724
Circulation:		Copies Sent To:	
Subject:	Mail Reply - Councils strategic position for The Waters at Ooralea for Major Projects office		
Function Term:	INTEGRATED SUSTAINABLE TRANSPORT	Activity Term:	DEVELOPMENT APPLICATIONS (CONCURRENCE AGENCY STATUS)
Container Title:	10G Bruce Highway - St Lawrence to Mackay	Container ID:	455/00005[4]

ADDRESSEE

Name:	Adam Yem	Address:	
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ACTIONS & OWNERSHIP

Author:	Patrick D Aprile	Corporate Author:	
Author Title / Position:	Manager (Network Planning & Performance)	Complaint Classification:	
Business Unit:	Management		
Action Officer:			
Home Location:	Central Records	Last Movement Date:	23/07/2012

SECURITY & ACCESS

Security Classification:	UNCLASSIFIED INFORMATION
Security Access:	Unrestricted

ADDITIONAL INFORMATION

Description / Additional Info:

DOCUMENT CONTENTS

Patrick D Aprile/Central/qdot/au
23/07/2012 12:25 PM

To "Adam Yem" <Adam.Yem@dlgp.qld.gov.au>
cc Ross M Young/Central/qdot/au@qdot

bcc

Subject Councils strategic position for The Waters at Ooralea for Major Projects office
ED46756A98C7F6C9AEF8C050F06C7E8F

Hi Adam

Thanks for the email below.

We are scheduled to have a meeting this week with Council officers about the Ooralea local area plan. No doubt we will discuss the issues raised below.

I think that once we have this meeting we will be in a better position to arrange to meet with the proponent.

As I indicated before Stockroute Road has been declared a future state controlled Road and the Bruce Highway is Limited Access Road, both under the control of TMR. TMR is the appropriate agency to comment on potential impacts on safety and efficiency of the existing or future State Controlled Road network. I am surprised that someone would be prepared to suggest that the introduction of an at grade signalised intersection in a high speed 100 kph environment on a heavy vehicle route (mixing pedestrian, cycle and residential traffic with b-doubles carrying 50,000 litres of fuel) would potentially not have any detrimental effects on safety and efficiency.

Adam these are my thoughts in relation to what Council has provided below and they are consistent with what we have historically advised them in the past. I would appreciate it however if these comments not be passed onto Council until after we can talk to them further. We may need to formalise another departmental response to Council in relation to the local area plan for Ooralea.

I am still not certain if I will be in Brisbane this Thursday, and as such preference is to meet after this week.

The following days are suitable:

- Wednesday 1 August or
- Tuesday 7th August - Thursday 9th August

Kind regards,

Pat Aprile

Manager (Network Planning & Performance) | Mackay/Whitsunday Region / **Mackay Office**
Program Delivery & Operations | Department of Transport and Main Roads

Floor 1 | Mackay Office | 46 Gordon Street | Mackay Qld 4740

PO Box 62 | Mackay Qld 4740

P: (07) 49518577 | F: (07) 49518546

M: Not Relevant

E: patrick.d.aprile@tmr.qld.gov.au

W: www.tmr.qld.gov.au

"Adam Yem"

Patrick/Ross,

19/07/2012 10:33:57 AM

From: "Adam Yem" <Adam.Yem@dlgp.qld.gov.au>
To: <patrick.d.aprile@tmr.qld.gov.au>, <Ross.M.Young@tmr.qld.gov.au>
Date: 19/07/2012 10:33 AM
Subject: FW: Councils strategic position for The Waters at Ooralea for Major Projects office

Patrick/Ross,

Please find below Council's feedback regarding The Waters at Ooralea development.

Regards,

Adam Yem
Manager - Major Projects Office
Development Program and Projects (DP&P) Division
Growth Management Queensland
Department of State Development, Infrastructure and Planning
Queensland Government

tel +61 7 3404 8225 (ext 72225)

mobile Not Relevant

post PO Box 15009 City East Qld 4002

visit Level 5, 63 George Street Brisbane

Adam.Yem@dsdip.qld.gov.au

 Please consider the environment before printing this email

From: Andrew Schembri [mailto:andrew.schembri@mackay.qld.gov.au]

Sent: Thursday, 12 July 2012 2:45 PM

To: Adam Yem

Subject: RE: Councils strategic position for The Waters at Ooralea for Major Projects office

Adam,

Please disregard the comments regarding the buffers (with the strike through it – see previous email below). Council is working through this issue as part of the draft Planning Scheme SIR process. Apologies if this has caused any inconvenience.

The formal comments are:

- Subject to formal assessment, Mackay Regional Council (the "council") generally supports the development - "The Waters at Ooralea", which is generally bounded by the Bruce Highway to the east, Stockroute Road to the north, Cowleys Road to the west and Bakers Creek to the south;
- The council generally supports the north south vehicular access, across Stockroute Road (in the form of an at grade four-way signalised intersection halfway between the Bruce Highway and the future Cowleys Road overpass), that will provide:
 - greater vehicle connectivity between southern (the development) and northern (the undeveloped land to the north of Stockroute Road) neighbourhoods.
 - a safe and convenient pedestrian/cycle crossing of Stockroute Road to promote active and healthy lifestyles

Stockroute Road is intended to be a heavy vehicle by-pass to access the western mines. An at grade four-way signalised intersection is unlikely to have a detrimental impact on the operational efficiency of the by-pass. It is unlikely that heavy vehicles west bound will be at speed (minimum 80km/hr) by the time they reach the Cowleys Road overpass. Similarly, it would be sensible and safer to slow up east bound heavy vehicle traffic between the future Cowleys Road overpass and the future Stockroute Road/Bruce Highway round-a-bout.

Once both the Stockroute Road by-pass and the Mackay Ring Road are constructed, the council views this route as a vital urban commuter route from northern suburbs to the Paget industrial employment hub;

- The council supports a left in/left out intersection on the Bruce Highway (approximately half way between Temples Lane and Stockroute Road that further improves connectivity;
- With respect to the erosion prone land located adjacent to Bakers Creek, Council would prefer that the land be used for passive and active recreation purposes;
- The Bakers One stormwater drainage study is currently under review, which will be available towards the end of 2012; and
- The council also seeks input from the Department of Education, Training and Employment with respect to the potential to centrally locate a site within the development for a state primary school.

Thanks

Andrew

From: Adam Yem [mailto:Adam.Yem@dlgp.qld.gov.au]

Sent: Wednesday, 11 July 2012 12:25 PM

To: Andrew Schembri

Subject: RE: Councils strategic position for The Waters at Ooralea for Major Projects office

Noted and thank-you Andrew.

Regards,

Adam Yem

Manager - Major Projects Office

Development Program and Projects (DP&P) Division

Growth Management Queensland

Department of State Development, Infrastructure and Planning

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Adam.Yem@dsdip.qld.gov.au

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From: Andrew Schembri [mailto:andrew.schembri@mackay.qld.gov.au]

Sent: Wednesday, 11 July 2012 12:17 PM

To: Adam Yem

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Hi Adam,

I just spotted a few little mistakes, the amended version is provided

Andrew

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Andrew Schembri | Senior Town Planner | Strategic Planning | **Mackay Regional Council**

Ph: (07) 4961 9118 or 1300 522 629 | Fax: (07) 4944 2411 | andrew.schembri@mackay.qld.gov.au | mackay.qld.gov.au



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From: Patrick D Aprile
To: Adam Yem
Cc: Ross M Young
Subject: Councils strategic position for The Waters at Ooralea for Major Projects office
Date: Monday, 23 July 2012 12:25:22 PM

Hi Adam

Thanks for the email below.

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Pat Aprile

Manager (Network Planning & Performance) | Mackay/Whitsunday Region / Mackay Office
Program Delivery & Operations | Department of Transport and Main Roads

Floor 1 | Mackay Office | 46 Gordon Street | Mackay Qld 4740

PO Box 62 | Mackay Qld 4740

P: (07) 49518577 | F: (07) 49518546

M: Not Relevant

E: patrick.d.aprile@tmr.qld.gov.au

W: www.tmr.qld.gov.au

From: "Adam Yem" <Adam.Yem@dlgp.qld.gov.au>

To: <patrick.d.aprile@tmr.qld.gov.au>, <Ross.M.Young@tmr.qld.gov.au>

Date: 19/07/2012 10:33 AM

Subject: FW: Councils strategic position for The Waters at Ooralea for Major Projects office

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Regards,

Adam Yem
Manager - Major Projects Office
Development Program and Projects (DP&P) Division
Growth Management Queensland
Department of State Development, Infrastructure and Planning
Queensland Government

tel +61 7 3404 8225 (ext 72225)

mobile Not Relevant

post PO Box 15009 City East Qld 4002

visit Level 5, 63 George Street Brisbane

Adam.Yem@dsdip.qld.gov.au

 Please consider the environment before printing this email

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Sent: Thursday, 12 July 2012 2:45 PM

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To: Andrew Schembri

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Development Program and Projects (DP&P) Division
Growth Management Queensland
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Andrew Schembri | Senior Town Planner | Strategic Planning | **Mackay Regional Council**
Ph: (07) 4961 9118 or 1300 522 629 | Fax: (07) 4944 2411 | andrew.schembri@mackay.qld.gov.au | mackay.qld.gov.au

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Unless stated otherwise, this email represents only the views of the sender and not the views of the Queensland Government.

Released under RTI - DTMR

Item

ITEM DETAILS

Item ID:	43317 - PDO	Item Type:	Email
Date Created:	22/08/2012 10:08:04 AM	Project ID:	
Date Captured:	22/08/2012	Sub Project ID:	
Item Format:	Electronic	Other Reference:	Previous File - 830/00724
Circulation:		Copies Sent To:	
Subject:	Mail Reply - Mackay regional Council - Waters at Ooralea - Development Proposal		
Function Term:	INTEGRATED SUSTAINABLE TRANSPORT	Activity Term:	DEVELOPMENT APPLICATIONS (CONCURRENCE AGENCY STATUS)
Container Title:	10G Bruce Highway - St Lawrence to Mackay	Container ID:	455/00005[4]

ADDRESSEE

Name:	Jennifer Rossiter	Address:	
--------------	-------------------	-----------------	--

ACTIONS & OWNERSHIP

Author:	Patrick D Aprile	Corporate Author:	
Author Title / Position:	Manager (Network Planning & Performance)	Complaint Classification:	
Business Unit:	Management		
Action Officer:			
Home Location:	Central Records	Last Movement Date:	22/08/2012

SECURITY & ACCESS

Security Classification:	UNCLASSIFIED INFORMATION
Security Access:	Unrestricted

ADDITIONAL INFORMATION

Description / Additional Info:

DOCUMENT CONTENTS

Patrick D Aprile/Central/qdot/au
22/08/2012 10:08 AM

To Jennifer A Rossiter/cp1/QMR/Au@qdot
cc Ross M Young/Central/qdot/au@qdot

bcc

Subject Mackay regional Council
Waters at Ooralea Development Proposal47508F02087729F34A257A55001FC532

Hi Jen

I received some interesting feedback on Stockroute Road last week.

Last week we had representatives of the Federal Department of Transport visit Mackay as part of the steering committee meeting for the Mackay Ring Road Planning Project.

The Director for QLD Nation Building Infrastructure and Investment raised with me the potential land use adjacent Stockroute Road.

She quoted some issues about preservation of the function of potential new NH corridors in other locations and advised me that the Federal Government's view is that TMR should ensure that the integrity of this route is preserved and protected. She also suggested that TMR should ensure that no direct access to the link be considered and her department would support such a position. She quoted similar examples in other locations where pressure was placed by development to access new National Highway routes/ring roads and her position was that the corridor needs to be protected and she would support action by the State to limit or refuse access to this road.

I did not raise the issue of the proposed development application with her nor did I raise the issue of proposed access to Stockroute Road. This was however an issue that she could sense would come up in the future given the discussions we were having about the proposed options for the ring road and the issues and constraints of the area.

In relation to your enquiry about the road itself, Stockroute Road has been declared a Future SCR, however it has not yet been declared limited access. It is envisaged however that this will occur.

TMR has power under the TI Act Section 62 to approve or reject access to the SCR.

Kind regards,

Pat Aprile

Manager (Network Planning & Performance) | Mackay/Whitsunday Region / Mackay Office
Program Delivery and Operations Branch | Department of Transport and Main Roads

Floor 1 | Mackay Office | 46 Gordon Street | Mackay Qld 4740

PO Box 62 | Mackay Qld 4740

P: (07) 49518577 | F: (07) 49518546

M: Not Relevant

E: patrick.d.aprile@tmr.qld.gov.au

W: www.tmr.qld.gov.au

Jennifer A Rossiter

Hi Pat - totally agree and yes lets discuss. Once we have I will also discuss...

09/08/2012 03:47:51 PM

From: Jennifer A Rossiter/cp1/QMR/Au
To: Patrick D Aprile/Central/qdot/au@qdot
Date: 09/08/2012 03:47 PM
Subject: Re: My apologies for leaving the meeting for some time

Hi Pat - totally agree and yes lets discuss. Once we have I will also discuss with Adam and his Manager about this fac that he took.

Kind regards,

Jen Rossiter

Director (Development Integration) | Policy and Planning Branch

Policy, Planning and Investment Division | Department of Transport and Main Roads

Floor 12 | Brisbane - Terrica Place | 140 Creek Street | Brisbane Qld 4000

GPO Box 213 | Brisbane Qld 4001

P: (07) 31461539 | F: (07) 31462010

M: Not Relevant

E: jennifer.a.rossiter@tmr.qld.gov.au

W: www.tmr.qld.gov.au

Patrick D Aprile

Hi Jen Thanks for the email, hope your son is okay.

09/08/2012 03:20:28 PM

From: Patrick D Aprile/Central/qdot/au
To: Jennifer A Rossiter/cp1/QMR/Au@qdot
Cc: Ross M Young/Central/qdot/au@qdot
Date: 09/08/2012 03:20 PM
Subject: Re: My apologies for leaving the meeting for some time

Hi Jen

Thanks for the email, Not Relevant

In relation to the interim option I had discussed this with the RD and others within the office before the meeting and the RD is is not prepared to accept this. I have told Adam, Bryce and the proponent of this.

I think it was totally inappropriate for Adam to suggest that TMR abandon it's future plans for this road purely to accelerate this development which for all intent is out of sequence.

Given the openness that TMR has displayed with the public, Council and potential developers on its position in relation to this road over time, it really

should be up the proponent to work in with TMRs future plans, not for TMR to change its plans to suit the development. To suggest that TMR disregard the planning that has been done to date is a very significant position to put to anyone, and I think it was not appropriate that he even consider suggesting this without first discussing it with the State agency.

I will give you a call to discuss this, perhaps tomorrow.

Kind regards,

Pat Aprile

Manager (Network Planning & Performance) | Mackay/Whitsunday Region / Mackay Office
Program Delivery and Operations Branch | Department of Transport and Main Roads

Floor 1 | Mackay Office | 46 Gordon Street | Mackay Qld 4740

PO Box 62 | Mackay Qld 4740

P: (07) 49518577 | F: (07) 49518546

M: Not Relevant

E: patrick.d.aprile@tmr.qld.gov.au

W: www.tmr.qld.gov.au

Jennifer A Rossiter

Hi Pat - my apologies - I had to leave the meeting for a fair chunk as my son'...

09/08/2012 02:32:53 PM

From: Jennifer A Rossiter/cp1/QMR/Au

To: Patrick D Aprile/Central/qdot/au@qdot

Date: 09/08/2012 02:32 PM

Subject: My apologies for leaving the meeting for some time

Hi Pat - my apologies - Not Relevant

I'll give you a call later about the development as I could hear Adam was being quite forceful about the 'interim' access option. I felt your compromise on the left in, left out was a very good one and would hate for it to be diluted so pleased bryce agreed to do some more work on that.

I'd like to use this as an opportunity to really determine how I best assist you in such things so we can clarify that as well.

Kind regards,

Jen Rossiter

Director (Development Integration) | Policy and Planning Branch

Policy, Planning and Investment Division | Department of Transport and Main Roads

Floor 12 | Brisbane - Terrica Place | 140 Creek Street | Brisbane Qld 4000

GPO Box 213 | Brisbane Qld 4001

P: (07) 31461539 | F: (07) 31462010

M: Not Relevant

E: jennifer.a.rossiter@tmr.qld.gov.au

W: www.tmr.qld.gov.au

Released under RTI - DTMR

From: Patrick D Aprile
To: CN=Jennifer A Rossiter/OU=cp1/O=QMR/C=Au@qdot
Cc: Ross M Young
Subject: Mackay regional Council Waters at Ooralea Development Proposal
Date: Wednesday, 22 August 2012 10:08:04 AM

Hi Jen

I received some interesting feedback on Stockroute Road last week.

Last week we had representatives of the Federal Department of Transport visit Mackay as part of the steering committee meeting for the Mackay Ring Road Planning Project.

The Director for QLD Nation Building Infrastructure and Investment raised with me the potential land use adjacent Stockroute Road.

She quoted some issues about preservation of the function of potential new NH corridors in other locations and advised me that the Federal Government's view is that TMR should ensure that the integrity of this route is preserved and protected. She also suggested that TMR should ensure that no direct access to the link be considered and her department would support such a position. She quoted similar examples in other locations where pressure was placed by development to access new National Highway routes/ring roads and her position was that the corridor needs to be protected and she would support action by the State to limit or refuse access to this road.

I did not raise the issue of the proposed development application with her nor did I raise the issue of proposed access to Stockroute Road. This was however an issue that she could sense would come up in the future given the discussions we were having about the proposed options for the ring road and the issues and constraints of the area.

In relation to your enquiry about the road itself, Stockroute Road has been declared a Future SCR, however it has not yet been declared limited access. It is envisaged however that this will occur.

TMR has power under the TI Act Section 62 to approve or reject access to the SCR.

Kind regards,

Pat Aprile

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M Not Relevant

E: patrick.d.aprile@tmr.qld.gov.au

W: www.tmr.qld.gov.au

From: Jennifer A Rossiter/cp1/QMR/Au

To: Patrick D Aprile/Central/qdot/au@qdot

Date: 09/08/2012 03:47 PM

Subject: Re: My apologies for leaving the meeting for some time

Hi Pat - totally agree and yes lets discuss. Once we have I will also discuss with Adam and his Manager about this tac that he took.

Kind regards,

Jen Rossiter

Director (Development Integration) | Policy and Planning Branch

Policy, Planning and Investment Division | Department of Transport and Main Roads

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From: Patrick D Aprile/Central/qdot/au

To: Jennifer A Rossiter/cp1/QMR/Au@qdot

Cc: Ross M Young/Central/qdot/au@qdot

Date: 09/08/2012 03:20 PM

Subject: Re: My apologies for leaving the meeting for some time

Hi Jen

Thanks for the email Not Relevant

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Item

ITEM DETAILS

Item ID:	44238 - PDO	Item Type:	Email
Date Created:	06/09/2012 12:04:41 PM	Project ID:	
Date Captured:	06/09/2012	Sub Project ID:	
Item Format:	Electronic	Other Reference:	Previous File - 830/00724
Circulation:		Copies Sent To:	
Subject:	Mail Reply - The Waters at Ooralea		
Function Term:	INTEGRATED SUSTAINABLE TRANSPORT	Activity Term:	DEVELOPMENT APPLICATIONS (CONCURRENCE AGENCY STATUS)
Container Title:	10G Bruce Highway - St Lawrence to Mackay	Container ID:	455/00005[4]

ADDRESSEE

Name:	Jennifer Rossiter	Address:	
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ACTIONS & OWNERSHIP

Author:	Patrick D Aprile	Corporate Author:	
Author Title / Position:	Manager (Network Planning & Performance)	Complaint Classification:	
Business Unit:	Management		
Action Officer:			
Home Location:	Central Records	Last Movement Date:	06/09/2012

SECURITY & ACCESS

Security Classification:	UNCLASSIFIED INFORMATION		
Security Access:	Unrestricted		

ADDITIONAL INFORMATION

Description / Additional Info:	
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DOCUMENT CONTENTS

Patrick D Aprile/Central/qdot/au
06/09/2012 12:04 PM

To Jennifer A Rossiter/cp1/QMR/Au@qdot
cc Ross M Young/Central/qdot/au@qdot

bcc

Subject Re: Fw: The Waters at Ooralea2563B1E078CF32C24A257A6F0029A3E0

Hi Jen

Thanks for the email below.

My comments in relation to the minutes are as follows:

- Not sure what this comment "ISU to contact MRC to find out current position on vehicular access onto Stockroute Rd" is about. This is a future SCR and it is not MRC's role to provide a position on this. Not sure what this means?
- The access proposals that were offered were left off from Stockroute and Left onto the Bruce Highway. TMR did not offer left in left as is indicated in the minutes. TMR also advised that the location of any left off from Stockroute would be subject to the detailed planning of the Ring Road and as such may not be mid - block as suggested. The minutes need to be amended to reflect this (second last dot point)
- I am reluctant to provide written confirmation that TMR will consider the revised access arrangements. I feel that in order for TMR to do so, we should at least have something in writing from the proponent which requests that TMR consider alternate arrangements and also provide justification for why it is necessary. If we don't have this, then all we have on record is TMR with one position in writing (no access) then proceeding to consideration to other options with no documented basis. I think it is not unreasonable that before TMR give any written confirmation, we receive something in writing from the proponent.
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Further comments in red below to your questions

Kind regards,

Pat Aprile

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Jennifer A Rossiter

Hello Pat Have gone through some of the future planning with Adam Yem so...

04/09/2012 05:37:03 PM

From: Jennifer A Rossiter/cp1/QMR/Au

To: Patrick D Aprile/Central/qdot/au@qdot
Date: 04/09/2012 05:37 PM
Subject: Fw: The Waters at Ooralea

Hello Pat

Have gone through some of the future planning with Adam Yem so he understands the criticality of preserving the intent of the Walkerston By-pass and the federal governments interest in the planning undertaken by your team. So, with that in mind do we have any rough timelines we could share regarding the potential Infrastructure Agreement Business Case proposal? No dramas if not. The only timeline I can provide is that TMR should have an agreed alignment for the Ring Road by June 2013. There is nothing else we can provide in relation to Walkerston apart from the fact that we are continuing to finalise detailed design.

At a more detailed level can I confirm the following with you?

- Bryce is looking at the options for a left in/ left out for the development on the Bruce Highway? Left onto the Bruce Highway was all that was discussed
- We did offer the left ramps in and out on Stockroute as an option for the developer to consider. Left off Stockroute Road was all that was discussed.
- Have attached the draft minutes from the meeting which I meant to circulate. Looks fine to me, you? See comments above

Kind regards,

Jen Rossiter

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M: Not Relevant

E: jennifer.a.rossiter@tmr.qld.gov.au

W: www.tmr.qld.gov.au

----- Forwarded by Jennifer A Rossiter/cp1/QMP/Au on 04/09/2012 05:34 PM -----

From: "Adam Yem" <Adam.Yem@dlgp.qld.gov.au>
To: <ben.russell@hrppc.com.au>, <jennifer.a.rossiter@tmr.qld.gov.au>
Cc: "Kerry Riethmuller" <Kerry.Riethmuller@dlgp.qld.gov.au>
Date: 17/08/2012 09:43 AM
Subject: The Waters at Ooralea

Ben / Jennifer,

Please find attached the draft minutes from last weeks meeting.

<<20120809 Draft Minutes - Meeting with DTMR and Proponent.DOC>>

Can you both provide me with your respective teams consolidated comments/feedback, so the minutes can be finalised and formally circulated. I would prefer to get your comments/feedback by C.O.B. Wednesday 22 August 2012.

In addition, please advise of the due dates for the follow-up actions that have been assigned to TMR and the developer's consultant team.

If you have any queries, please call / e-mail me.

Regards,

Adam Yem
Manager, Industry Support Unit
Department of State Development, Infrastructure and Planning
Queensland Government

tel +61 7 3404 8225 (ext 72225)

mobile Not Relevant

post PO Box 15009 City East Qld 4002

visit Level 5, 63 George Street Brisbane

Adam.Yem@dsdip.qld.gov.au

HYPERLINK "<http://www.dlqp.qld.gov.au/>" <http://www.dsdip.qld.gov.au>

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20120809 Draft Minutes - Meeting with DTMR and Proponent.DOC

Released under RTI - DTMR

MEETING MINUTES

Industry Support Unit – The Waters at Ooralea

Time – 1:00pm-2:00pm Date: 9 August 2012

Location: TMR's office at Ground Floor, 46 Gordon Street, Mackay

Attendees:

Adam Yem – ISU (via teleconference)	Patrick Aprile – DTMR
Ben Russell – Cardno HRP	Ross Young – DTMR
Michael Jewell – Cardno HRP	Bryce Trevilyan – MRCagney (via teleconference)
Peter Lightbody – Cougar Developments	
Jennifer Rossiter – DTMR (via teleconference)	

Apologies: Darren Nightingale – DTMR, Pat Brady – UDP Consulting

Distribution: All

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3. Issues for discussion (a) Background to gazettal & delivery of Walkerston Bypass (DTMR) (b) Council's preference on delivery of a bypass (AY) (c) Outline of legislation & policies guiding DTMR's feedback (DTMR) (d) Next step forward (ALL)	(a) TMR to provide response to items 3(a) and 3(c) (b) Proponent to consider TMR's offer for limited accesses onto Stockroute Rd and Bruce Hwy
4. Closing (a) Summary of actions (b) Next meeting (c) Any other matters	



Additional Notes:

- AY – The Waters development is now an endorsed project
- PL – The ultimate development will result in 2,500 residential dwellings, retail, commercial and community (i.e. school) facilities
- PL – Necessary to finalise Master Plan and therefore external road access and internal hierarchy to move forward
- PL – ROL approval has been issued for stages 1-5 of the development (approx. 270 lots)
- PL – Stage 1 is complete, Stages 2 & 3 have been issued with Operational Works approval and detailed engineering design is being undertaken for Stages 4 & 5
- PL – There is approximately 18 months of development within the pipeline and to ensure that work continues within the site, an application would need to be submitted to Mackay Regional Council (MRC) within the next couple of months to ensure continuity of lot supply to the market beyond Stage 5
- AY – The Waters will bring significant benefit to the community
- AY – ISU will assist in delivering outcomes to allow the development to move forward
- AY – MRC provided support of connection across Stockroute road
- PA – TMR spoke to MRC about options for the delivery of pedestrian and cyclist access under Stockroute Road. MRC is currently considering these options.
- PA – Stockroute Road is to form part of the future Walkerston Bypass Road
- PA – Would not accept at grade crossing on Stockroute Road between Bruce Highway and Cowleys Road
- PA – Ramps on and off Stockroute Road to the Waters Master Plan site would be considered
- PL – Ramps not preferred due to increase in travel times caused by lack of connectivity into eastern part of site
- AY – To enable to project to be financially viable, and to defer the upgrade of Cowleys Road, a interim all movement access onto Stockroute Road should be considered.
- PA – Not preferred as once an access is in place it is politically difficult to remove
- PA – The detailed designs for the Peak Downs Highway Realignment (Walkerston Bypass) currently being undertaken and there is currently no funding for its construction. TMR is pursuing other options and programs to obtain funding. There is currently no timing on when funding would be available for project
- PA – The Walkerston Bypass will be a freight route and TMR would not allow for access
- AY – The location of the Walkerston Bypass was determined before the urban footprint was extended beyond Stockroute Road.
- PA – TMR would consider a mid-block left-in/left-out access onto Stockroute Road with a left-in/left-out access midway between Temples Lane and Stockroute Road
- BT – Would investigate the traffic impacts and dynamics of this arrangement

From: [CN=Jennifer A Rossiter/OU=cp1/O=QMR/C=AU](#)
To: [Patrick D Aprile](#)
Cc: [Ross M Young](#)
Subject: Re: Fw: The Waters at Ooralea
Date: Thursday, 6 September 2012 12:14:56 PM
Attachments: [20120809 Draft Minutes - Meeting with DTMR and Proponent.DOC](#)

Thanks Pat - will seek correction of the minutes. I think Adam was confused about whether Stockroute Rd is gazetted as a SCR in his comment above which I clarified from him after the meeting so will do so formally as well. Your response here is excellent so will use.

How is it going up there? You would have noted we have had some additional changes down here with Amanda moving into Metro PDO.

Kind regards,

Jen Rossiter

Director (Development Integration) | Policy and Planning Branch
Policy, Planning and Investment Division | Department of Transport and Main Roads

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GPO Box 213 | Brisbane Qld 4001
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W: www.tmr.qld.gov.au

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To: Jennifer A Rossiter/cp1/QMR/AU@qdot
Cc: Ross M Young/Central/qdot/au@qdot
Date: 06/09/2012 12:04 PM
Subject: Re: Fw: The Waters at Ooralea

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Date: 04/09/2012 05:37 PM

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To: <ben.russell@hrppc.com.au>, <jennifer.a.rossiter@tmr.qld.gov.au>

Cc: "Kerry Riethmuller" <Kerry.Riethmuller@dlgp.qld.gov.au>

Date: 17/08/2012 09:43 AM

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If you have any queries, please call / e-mail me.

Regards,

Adam Yem

Manager, Industry Support Unit

Department of State Development, Infrastructure and Planning

Queensland Government

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mobile Not Relevant

post PO Box 15009 City East Qld 4002

visit Level 5, 63 George Street Brisbane

Adam.Yem@dsdip.qld.gov.au

HYPERLINK "<http://www.dlqp.qld.gov.au/>" <http://www.dsdip.qld.gov.au>

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Released under RTI - QMR

MEETING MINUTES

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- AY – To enable to project to be financially viable, and to defer the upgrade of Cowleys Road, a interim all movement access onto Stockroute Road should be considered.
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- BT – Would investigate the traffic impacts and dynamics of this arrangement

Item

ITEM DETAILS

Item ID:	44298 - PDO	Item Type:	Email
Date Created:	07/09/2012 12:31:43 PM	Project ID:	
Date Captured:	07/09/2012	Sub Project ID:	
Item Format:	Electronic	Other Reference:	Previous File - 830/00724
Circulation:		Copies Sent To:	
Subject:	Mail Reply - The Waters at Ooralea	Activity Term:	DEVELOPMENT APPLICATIONS (CONCURRENCE AGENCY STATUS)
Function Term:	INTEGRATED SUSTAINABLE TRANSPORT	Container ID:	455/00005[4]
Container Title:	10G Bruce Highway - St Lawrence to Mackay		

ADDRESSEE

Name: Jennifer Rossiter

Address:

ACTIONS & OWNERSHIP

Author:	Patrick D Aprile	Corporate Author:	
Author Title / Position:	Manager (Network Planning & Performance)	Complaint Classification:	
Business Unit:	Management		
Action Officer:			
Home Location:	Central Records	Last Movement Date:	07/09/2012

SECURITY & ACCESS

Security Classification: UNCLASSIFIED INFORMATION

Security Access: Unrestricted

ADDITIONAL INFORMATION

Description / Additional Info:

DOCUMENT CONTENTS

Patrick D Aprile/Central/qdot/au
07/09/2012 12:31 PM

To Jennifer A Rossiter/cp1/QMR/Au@qdot
cc Ross M Young/Central/qdot/au@qdot

bcc

Subject Re: Fw: The Waters at Ooralea8DF8D31B4CB129E24A257A710082E507

Hi Jen
Thanks for the email.

I have checked with Ross and there should be no contention as what was offered is as follows:

Left off only was offered from Stockroute Road not left on.

Historically there were ramps offered to the west of Cowleys Road which would have been left off and left on, however these are outside of this development area. These ramps were to and from the west not the east.

Left on only was offered onto the BH

Kind regards,

Pat Aprile

Manager (Network Planning & Performance) | Mackay/Whitsunday Region / Mackay Office
Program Delivery and Operations Branch | Department of Transport and Main Roads

Floor 1 | Mackay Office | 46 Gordon Street | Mackay Qld 4740

PO Box 62 | Mackay Qld 4740

P: (07) 49518577 | F: (07) 49518546

M: Not Relevant

E: patrick.d.aprile@tmr.qld.gov.au

W: www.tmr.qld.gov.au

Jennifer A Rossiter

Morning Pat and Ross - there is a point of contention from both ISU and the p...

07/09/2012 10:29:17 AM

From: Jennifer A Rossiter/cp1/QMR/Au

To: Patrick D Aprile/Central/qdot/au@qdot

Cc: Ross M Young/Central/qdot/au@qdot

Date: 07/09/2012 10:29 AM

Subject: Re: Fw: The Waters at Ooralea

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discussed.

- Both Adam and the proponent believe we offered left in and left out off Stockroute. Is there some confusion here? I am happy to hold the line if that is what was indeed offered.

Kind regards,

Jen Rossiter

Director (Development Integration) | Policy and Planning Branch

Policy, Planning and Investment Division | Department of Transport and Main Roads

Floor 12 | Brisbane - Terrica Place | 140 Creek Street | Brisbane Qld 4000

GPO Box 213 | Brisbane Qld 4001

P: (07) 31461539 | F: (07) 31462010

M: Not Relevant

E: jennifer.a.rossiter@tmr.qld.gov.au

W: www.tmr.qld.gov.au

Patrick D Aprile

Hi Jen Thanks for the email below.

06/09/2012 12:04:43 PM

From: Patrick D Aprile/Central/qdot/au
To: Jennifer A Rossiter/cp1/QMR/Au@qdot
Cc: Ross M Young/Central/qdot/au@qdot
Date: 06/09/2012 12:04 PM
Subject: Re: Fw: The Waters at Ooralea

Hi Jen

Thanks for the email below.

My comments in relation to the minutes are as follows:

- Not sure what this comment "ISU to contact MRC to find out current position on vehicular access onto Stockroute Rd" is about. This is a future SCR and it is not MRC's role to provide a position on this. Not sure what this means?
- The access proposals that were offered were left off from Stockroute and Left onto the Bruce Highway. TMR did not offer left in left as is indicated in the minutes. TMR also advised that the location of any left off from Stockroute would be subject to the detailed planning of the Ring Road and as such may not be mid - block as suggested. The minutes need to be amended to reflect this (second last dot point)
- I am reluctant to provide written confirmation that TMR will consider the revised access arrangements. I feel that in order for TMR to do so, we should at least have something in writing from the proponent which requests that TMR consider alternate arrangements and also provide justification for why it is necessary. If we don't have this, then all we have on record is TMR with one position in writing (no access) then proceeding to consideration to other options with no documented basis. I think it is not unreasonable that before TMR give any written confirmation, we receive something in writing from the proponent.

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Further comments in red below to your questions

Kind regards,

Pat Aprile

Manager (Network Planning & Performance) | Mackay/Whitsunday Region / Mackay Office
Program Delivery and Operations Branch | Department of Transport and Main Roads

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P: (07) 49518577 | F: (07) 49518546

M: Not Relevant

E: patrick.d.aprile@tmr.qld.gov.au

W: www.tmr.qld.gov.au

Jennifer A Rossiter

Hello Pat Have gone through some of the future planning with Adam Yem so...

04/09/2012 05:37:03 PM

From: Jennifer A Rossiter/cp1/QMR/Au
 To: Patrick D Aprile/Central/qdot/au@qdot
 Date: 04/09/2012 05:37 PM
 Subject: Fw: The Waters at Ooralea

Hello Pat

Have gone through some of the future planning with Adam Yem so he understands the criticality of preserving the intent of the Walkerston By-pass and the federal governments interest in the planning undertaken by your team. So, with that in mind do we have any rough timelines we could share regarding the potential Infrastructure Agreement Business Case proposal? No dramas if not. The only timeline I can provide is that TMR should have an agreed alignment for the Ring Road by June 2013. There is nothing else we can provide in relation to Walkerston apart from the fact that we are continuing to finalise detailed design.

At a more detailed level can I confirm the following with you?

- Bryce is looking at the options for a left in/ left out for the development on the Bruce Highway? Left onto the Bruce Highway was all that was discussed
- We did offer the left ramps in and out on Stockroute as an option for the developer to consider. Left off Stockroute Road was all that was discussed.
- Have attached the draft minutes from the meeting which I meant to circulate. Looks fine to me, you? See comments above

Kind regards,

Jen Rossiter

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Policy, Planning and Investment Division | Department of Transport and Main Roads

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GPO Box 213 | Brisbane Qld 4001

P: (07) 31461539 | F: (07) 31462010

M: Not Relevant

E: jennifer.a.rossiter@tmr.qld.gov.au

W: www.tmr.qld.gov.au

----- Forwarded by Jennifer A Rossiter/cp1/QMR/Au on 04/09/2012 05:34 PM -----

From: "Adam Yem" <Adam.Yem@dlgp.qld.gov.au>

To: <ben.russell@hrppc.com.au>, <jennifer.a.rossiter@tmr.qld.gov.au>

Cc: "Kerry Riethmuller" <Kerry.Riethmuller@dlgp.qld.gov.au>

Date: 17/08/2012 09:43 AM

Subject: The Waters at Ooralea

Ben / Jennifer,

Please find attached the draft minutes from last weeks meeting.

<<20120809 Draft Minutes - Meeting with DTMR and Proponent.DOC>>

Can you both provide me with your respective teams consolidated comments/feedback, so the minutes can be finalised and formally circulated. I would prefer to get your comments/feedback by C.O.B. Wednesday 22 August 2012.

In addition, please advise of the due dates for the follow-up actions that have been assigned to TMR and the developer's consultant team.

If you have any queries, please call / e-mail me.

Regards,

Adam Yem

Manager, Industry Support Unit

Department of State Development, Infrastructure and Planning
Queensland Government

tel +61 7 3404 8225 (ext 72225)

mobile Not Relevant

post PO Box 15009 City East Qld 4002

visit Level 5, 63 George Street Brisbane

Adam.Yem@dsdip.qld.gov.au

HYPERLINK "<http://www.dlgp.qld.gov.au/>" <http://www.dsdip.qld.gov.au>

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20120809 Draft Minutes - Meeting with DTMR and Proponent.DOC

MEETING MINUTES

Industry Support Unit – The Waters at Ooralea

Time – 1:00pm-2:00pm Date: 9 August 2012

Location: TMR's office at Ground Floor, 46 Gordon Street, Mackay

Attendees:

Adam Yem – ISU (via teleconference)	Patrick Aprile – DTMR
Ben Russell – Cardno HRP	Ross Young – DTMR
Michael Jewell – Cardno HRP	Bryce Trevilyan – MRCagney (via teleconference)
Peter Lightbody – Cougar Developments	
Jennifer Rossiter – DTMR (via teleconference)	

Apologies: Darren Nightingale – DTMR, Pat Brady – UDP Consulting

Distribution: All

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2. The Waters at Ooralea Proposal (a) Brief description of Proposal (PL) (b) Review of MW Regional Plan intent for Ooralea Development Area (PL) (c) Council has indicated general support for the connectivity across Stockroute Road to achieve an integrated community (PL) (d) Proposed access onto Stockroute Rd (PL) (e) Proposed access onto Bruce Hwy (PL) (f) Reasons for proposed accesses (PL) (g) Summary of previous DTMR feedback (PL)	(a) TMR to provide written confirmation of offer for accesses onto Stockroute Rd and Bruce Hwy (b) ISU to contact MRC to find out current position on vehicular access onto Stockroute Rd
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4. Closing (a) Summary of actions (b) Next meeting (c) Any other matters	



Additional Notes:

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- PL – The ultimate development will result in 2,500 residential dwellings, retail, commercial and community (i.e. school) facilities
- PL – Necessary to finalise Master Plan and therefore external road access and internal hierarchy to move forward
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From: Patrick D Aprile
To: CN=Jennifer A Rossiter/OU=cp1/O=QMR/C=Au@qdot
Cc: Ross M Young
Subject: Re: Fw: The Waters at Ooralea
Date: Friday, 7 September 2012 12:31:43 PM
Attachments: 20120809 Draft Minutes - Meeting with DTMR and Proponent.DOC

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Pat Aprile

Manager (Network Planning & Performance) | Mackay/Whitsunday Region / Mackay Office
Program Delivery and Operations Branch | Department of Transport and Main Roads

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PO Box 62 | Mackay Qld 4740

P: (07) 49518577 | F: (07) 49518546

M: Not Relevant

E: patrick.d.aprile@tmr.qld.gov.au

W: www.tmr.qld.gov.au

From: Jennifer A Rossiter/cp1/QMR/Au

To: Patrick D Aprile/Central/qdot/au@qdot

Cc: Ross M Young/Central/qdot/au@qdot

Date: 07/09/2012 10:29 AM

Subject: Re: Fw: The Waters at Ooralea

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Policy, Planning and Investment Division | Department of Transport and Main Roads

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Program Delivery and Operations Branch | Department of Transport and Main Roads

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P: (07) 49518577 | F: (07) 49518546

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From: Jennifer A Rossiter/cp1/QMR/Au

To: Patrick D Aprile/Central/qdot/au@qdot

Date: 04/09/2012 05:37 PM

Subject: Fw: The Waters at Ooralea

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Policy, Planning and Investment Division | Department of Transport and Main Roads

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----- Forwarded by Jennifer A Rossiter/cp1/QMR/Au on 04/09/2012 05:34 PM -----

From: "Adam Yem" <Adam.Yem@dlgp.qld.gov.au>
To: <ben.russell@hrppc.com.au>, <jennifer.a.rossiter@tmr.qld.gov.au>
Cc: "Kerry Riethmuller" <Kerry.Riethmuller@dlgp.qld.gov.au>
Date: 17/08/2012 09:43 AM
Subject: The Waters at Ooralea

Ben / Jennifer,

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In addition, please advise of the due dates for the follow-up actions that have been assigned to TMR and the developer's consultant team.

If you have any queries, please call / e-mail me.

Regards,

Adam Yem
Manager, Industry Support Unit
Department of State Development, Infrastructure and Planning
Queensland Government

tel +61 7 3404 8225 (ext 72225)

mobile

post PO Box 15009 City East Qld 4002

visit Level 5, 63 George Street Brisbane

Adam.Yem@dsdip.qld.gov.au

HYPERLINK "<http://www.dlqp.qld.gov.au/>" <http://www.dsdip.qld.gov.au>

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Unless stated otherwise, this email represents only the views of the sender and not the views of the Queensland Government.

Released under RTI - DTMR



MEETING MINUTES

Industry Support Unit – The Waters at Ooralea

Time – 1:00pm-2:00pm Date: 9 August 2012

Location: TMR's office at Ground Floor, 46 Gordon Street, Mackay

Attendees:

Adam Yem – ISU (via teleconference)	Patrick Aprile – DTMR
Ben Russell – Cardno HRP	Ross Young – DTMR
Michael Jewell – Cardno HRP	Bryce Trevilyan – MRCagney (via teleconference)
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From: Michael Jewell (Mackay)
To: Ross M YOUNG
Cc: John Cowley (John@cougardevelopments.com.au); Tom Long (Tom.Long@Paragonce.com); Steven Young (Steven.Young@Paragonce.com)
Subject: The Waters at Ooralea - Meeting to Review External Access Arrangements - Email 1 of 2
Date: Thursday, 29 May 2014 3:47:14 PM
Attachments: L.140530.DTMR Meeting Agenda.pdf
2014-ROL-DA-Revised-Masterplan-The-Waters.pdf
2012-08-ISU-Mtg-DTMR-Proponent-The-Waters-Endorsed-Project.pdf
2013-Proposed-Ring-Road-Stage-1-Design.pdf
2013-06-UDP-Ring-Road-Submission.pdf
2014-Finalised-Ring-Road-Stage-1-Design.pdf

Hi Ross,

I have put together a short agenda for our meeting tomorrow at 11am at your office, together with some supporting background information.

If you have any queries, do not hesitate to give me a call.

Regards,

Michael

Michael Jewell
OFFICE MANAGER/PRINCIPAL
CARDNO HRP



Phone +61 7 4953 2877 Fax +61 7 4953 2577 Mobile Not Relevant
Address Level 2, 56 Gordon Street, Mackay, QLD 4740 Australia
Postal PO Box 244, Mackay QLD 4740
Email michael.jewell@cardno.com.au Web www.cardno.com/cardnohrp

Cardno HRP Mackay is relocating. As of Monday the 9th June our new office address will be:

3/42 East Gordon Street
Mackay QLD 4740 Australia

Our phone number, fax number and staff email addresses will remain the same.

Cardno operates a quality management system that has been certified to ISO 9001.

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MEETING AGENDA

<u>Project:</u>	The Waters – Ring Road Design and Estate Access		
<u>Ref:</u>	HRP14023		
<u>Attendees:</u>	Ian Husband (DTMR), Pat April (DTMR), Ross Young (DTMR), John Cowley (Cougar Developments), Michael Jewell (Cardno HRP) and Tom Long (Paragon Engineers)		
<u>Venue:</u>	DTMR Office, Macalister Street	<u>Meeting Start:</u>	11:00am
<u>Date:</u>	30 May 2014	<u>Meeting Close:</u>	

Cardno Humphreys
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MEETING AGENDA

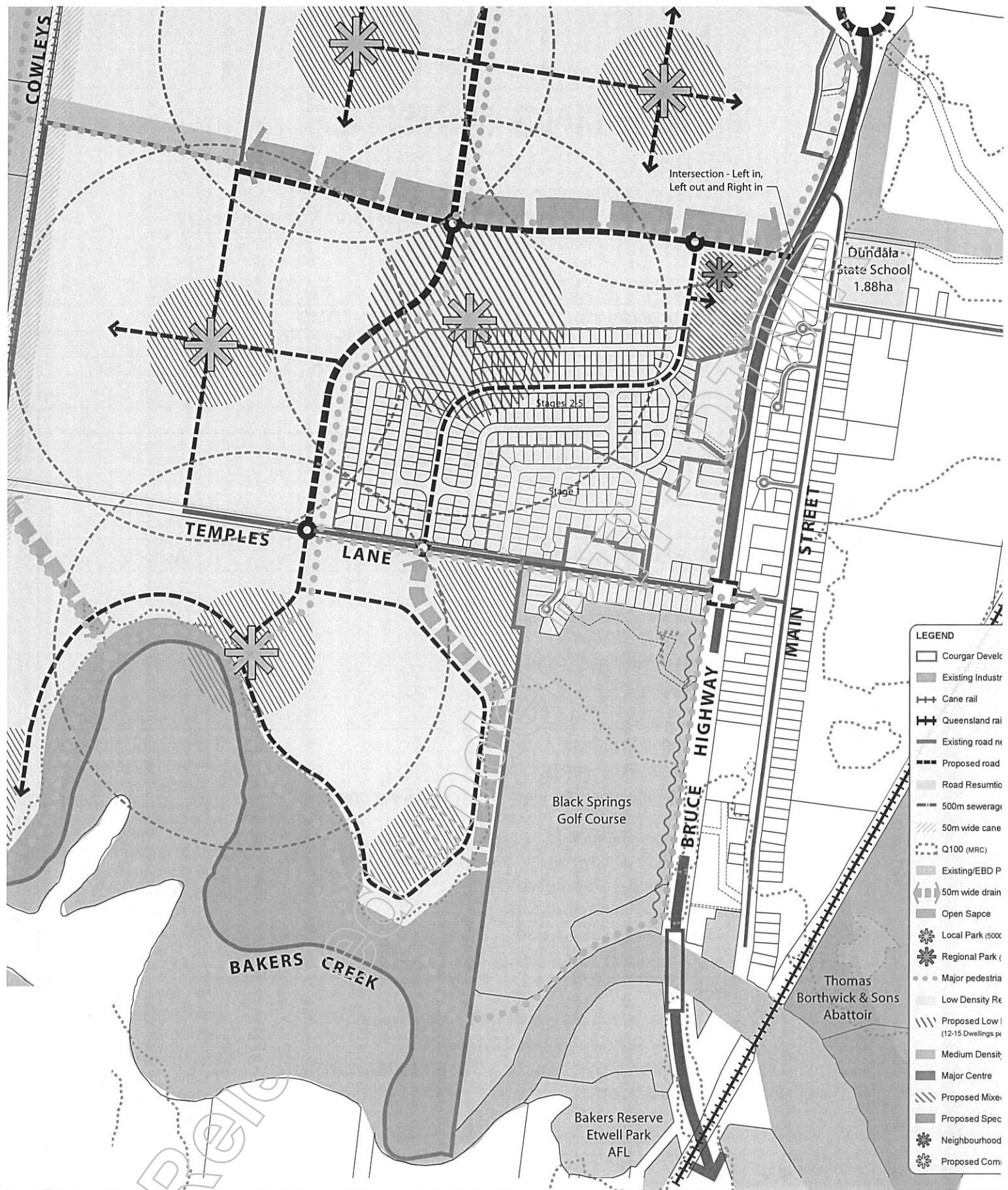
30th May 2014 – 11:00am DTMR Offices

The Waters at Ooralea Master Plan

1. Review outcomes sought by revised Masterplan for The Waters at Ooralea
2. Review changes made to finalised Ring Road design.
3. Review north-south at-grade crossing proposed for Stockroute Road
4. Review eastern intersection design proposed for Bruce Highway.

Attached for your background information are copies of:

1. The Waters – Revised Masterplan
2. Industry Support Unit – Meeting Minutes – DTMR/ISU/Cougar Developments
3. 2013 Proposed Ring Road Design
4. 2013 UDP Ring Road Submission, on behalf of Cougar Developments
5. 2014 Finalised Ring Road Design
6. ROL DA Plan of Development
7. ROL DA Traffic Report



THE WATERS OORALEA ESTATE

Revised Master

MEETING MINUTES

Industry Support Unit – The Waters at Ooralea

Time – 1:00pm-2:00pm Date: 9 August 2012

Location: TMR's office at Ground Floor, 46 Gordon Street, Mackay

Attendees:

Adam Yem – ISU (via teleconference)	Patrick Aprile – DTMR
Ben Russell – Cardno HRP	Ross Young – DTMR
Michael Jewell – Cardno HRP	Bryce Trevilyan – MRCagney (via teleconference)
Peter Lightbody – Cougar Developments	
Jennifer Rossiter – DTMR (via teleconference)	

Apologies: Darren Nightingale – DTMR, Pat Brady – UDP Consulting

Distribution: All

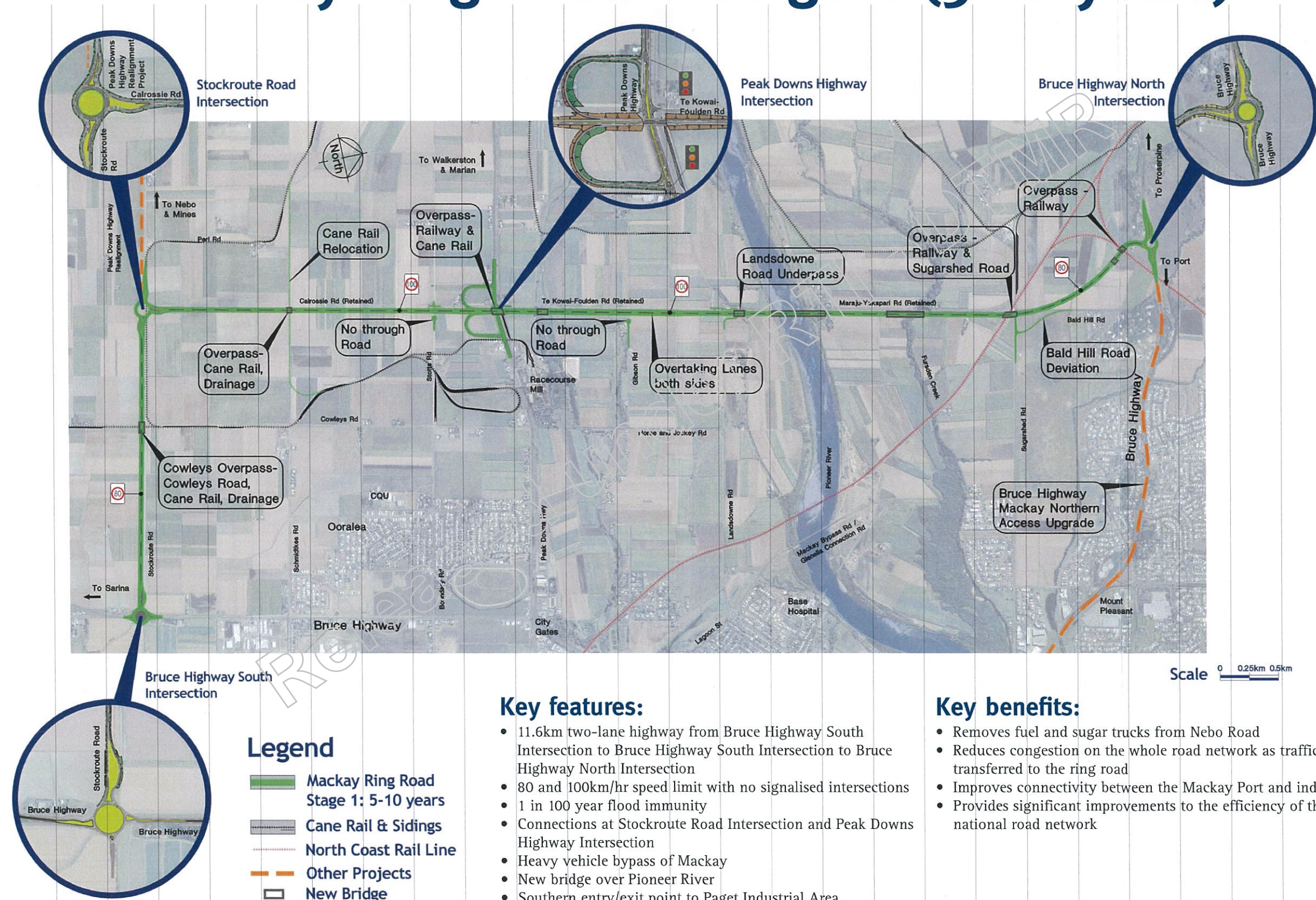
Agenda Topic and Key Points/Decisions	Actions
1. Opening (a) Welcome (AY) (b) Brief background on ISU (AY) (c) Status of project nomination (AY) (d) Purpose of meeting (PL)	
2. The Waters at Ooralea Proposal (a) Brief description of Proposal (PL) (b) Review of MIW Regional Plan intent for Ooralea Development Area (PL) (c) Council has indicated general support for the connectivity across Stockroute Road to achieve an integrated community (PL) (d) Proposed access onto Stockroute Rd (PL) (e) Proposed access onto Bruce Hwy (PL) (f) Reasons for proposed accesses (PL) (g) Summary of previous DTMR feedback (PL)	(a) TMR to provide written confirmation of offer for accesses onto Stockroute Rd and Bruce Hwy (b) ISU to contact MRC to find out current position on vehicular access onto Stockroute Rd
3. Issues for discussion (a) Background to gazettal & delivery of Walkerston Bypass (DTMR) (b) Council's preference on delivery of a bypass (AY) (c) Outline of legislation & policies guiding DTMR's feedback (DTMR) (d) Next step forward (ALL)	(a) TMR to provide response to items 3(a) and 3(c) (b) Proponent to consider TMR's offer for limited accesses onto Stockroute Rd and Bruce Hwy
4. Closing (a) Summary of actions (b) Next meeting (c) Any other matters	



Additional Notes:

- AY – The Waters development is now an endorsed project
- PL – The ultimate development will result in 2,500 residential dwellings, retail, commercial and community (i.e. school) facilities
- PL – Necessary to finalise Master Plan and therefore external road access and internal hierarchy to move forward
- PL – ROL approval has been issued for stages 1-5 of the development (approx. 270 lots)
- PL – Stage 1 is complete, Stages 2 & 3 have been issued with Operational Works approval and detailed engineering design is being undertaken for Stages 4 & 5
- PL – There is approximately 18 months of development within the pipeline and to ensure that work continues within the site, an application would need to be submitted to Mackay Regional Council (MRC) within the next couple of months to ensure continuity of lot supply to the market beyond Stage 5
- AY – The Waters will bring significant benefit to the community
- AY – ISU will assist in delivering outcomes to allow the development to move forward
- AY – MRC provided support of connection across Stockroute road
- PA – TMR spoke to MRC about options for the delivery of pedestrian and cyclist access under Stockroute Road. MRC is currently considering these options.
- PA – Stockroute Road is to form part of the future Walkerston Bypass Road
- PA – Would not accept at grade crossing on Stockroute Road between Bruce Highway and Cowleys Road
- PA – Ramps on and off Stockroute Road to the Waters Master Plan site would be considered
- PL – Ramps not preferred due to increase in travel times caused by lack of connectivity into eastern part of site
- AY – To enable to project to be financially viable, and to defer the upgrade of Cowleys Road, a interim all movement access onto Stockroute Road should be considered.
- PA – DTMR will not accept as once an access is in place, it is politically difficult to remove
- PA – The detailed designs for the Peak Downs Highway Realignment (Walkerston Bypass) currently being undertaken and there is currently no funding for its construction. TMR is pursuing other options and programs to obtain funding. There is currently no timing on when funding would be available for project
- PA – The Walkerston Bypass will be a freight route and TMR would not allow for access
- AY – The location of the Walkerston Bypass was determined before the urban footprint was extended beyond Stockroute Road.
- PA – TMR would consider a mid-block left-in access onto Stockroute Road with a left-out access midway between Temples Lane and Stockroute Road
- BT – Would investigate the traffic impacts and dynamics of this arrangement

Mackay Ring Road – Stage 1 (5-10 years)



Key features:

- 11.6km two-lane highway from Bruce Highway South Intersection to Bruce Highway South Intersection to Bruce Highway North Intersection
- 80 and 100km/hr speed limit with no signalised intersections
- 1 in 100 year flood immunity
- Connections at Stockroute Road Intersection and Peak Downs Highway Intersection
- Heavy vehicle bypass of Mackay
- New bridge over Pioneer River
- Southern entry/exit point to Paget Industrial Area

Key benefits:

- Removes fuel and sugar trucks from Nebo Road
- Reduces congestion on the whole road network as traffic is transferred to the ring road
- Improves connectivity between the Mackay Port and industry
- Provides significant improvements to the efficiency of the national road network





Mackay Ring Road - Stage 1 (Sheet 1 of 8)

Scale 0 20 40 60 80 100m

PRELIMINARY

16/05/2013



Australian Government

Regional Infrastructure Fund



Queensland Government

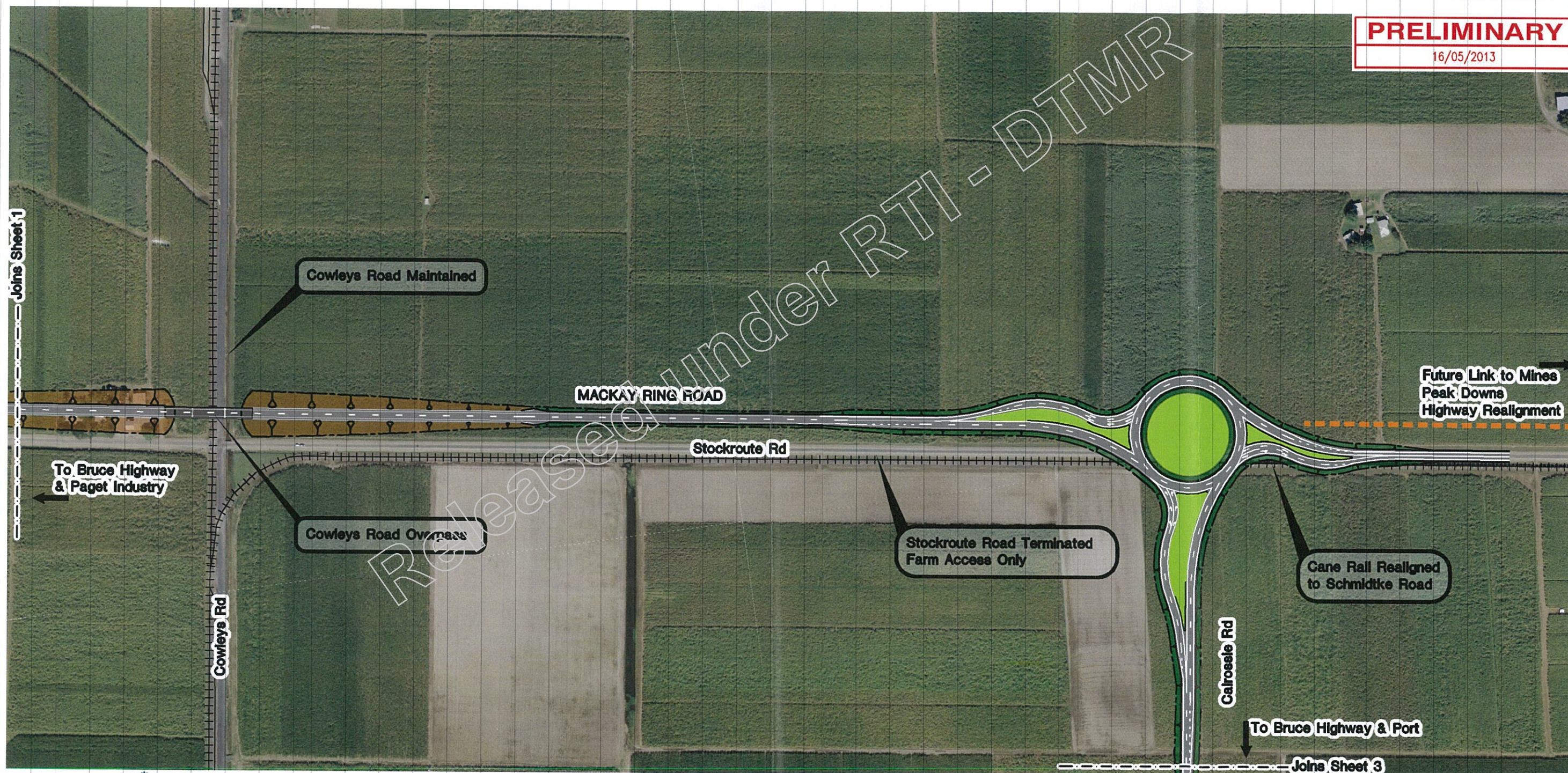


Mackay Ring Road - Stage 1 (Sheet 2 of 8)

Scale 0 20 40 60 80 100m

PRELIMINARY

16/05/2013



Australian Government

Regional Infrastructure Fund



Queensland Government

Our Ref: MCOU010-L01-JP

Contact: Not Relevant

17 June 2013

The Regional Director (Mackay/Whitsunday)
Department of Transport and Main Roads
PO Box 52
MACKAY QLD 4740

Attention: Mr Ian Husband

Dear Sir

**AJANA PARK PTY LTD
THE WATERS AT OORALEA, BAKERS CREEK
MACKAY RING ROAD
LANDOWNER'S SUBMISSION**

We act for the Cougar Group of Companies, which develops The Waters at Ooralea Estate, bounded by the Bruce Highway, Bakers Creek, Cowleys Road and Stockroute Road.

We have prepared this submission on behalf of the Developer, in response to your Public Consultation process.

In consultation with the Developer, we have reviewed the Department's current Ring Road Proposal, and advise that in our opinion, it conflicts with basic planning principles, and will lead to poor land use and transport outcomes for the Mackay region.

We note specifically the following:

- a. The current draft Mackay Planning Scheme contains the Ooralea Local Plan. This plan shows a structure of urban development south to the natural geographic boundary of Bakers Creek. This forms one of the major growth corridors for the Mackay urban centre;
- b. While Stockroute Road is shown as a Major Road on this plan, it is not identified as a Limited Access Highway corridor. Indeed the structure plan shows higher order suburban roads connecting to Stock route Road along its length;
- c. Location of a Highway Ring Road along this route will effectively fragment the southern residential area from the rest of the Ooralea suburb, and the rest of the city. This has significant potential to create poor outcomes for future residents, by;
 - i. Reducing pedestrian and vehicular connectivity. The safe movement of pedestrians across the fragmented development fronts will likely require a pedestrian overpass;
 - ii. Impeding drainage;
 - iii. Increasing noise and the costly requirement to buffer residential uses accordingly, either incorporated into the house design or via landscape mounding and fencing. In most cases a combination of both will be required to satisfy QDC and council requirements;
 - iv. Visual amenity issues;

UDP
Consulting Engineers

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Urban Development
Design Infrastructure
Project Management

UDP Mackay Pty Ltd ACN 145 564 852

- v. Other road-related issues; and
- d. Any removal of accesses from Stockroute Road will have the consequence of funneling ALL traffic onto the Bruce Highway, further congesting this vital link, and overloading the associated intersections.

The aim of a Ring Road should be to remove Highway through traffic from residential areas, and providing a high-speed option for inter-city and regional commercial traffic to the north and to the Mackay Port.

We believe that for the above reasons, the Ring Road should be extended southwards across Bakers Creek to connect with the Homebush-Eton Road. We enclose a sketch plan showing our suggested alignment for your consideration.

Further, we suggest that the Peak Downs Highway Realignment is more appropriately also moved further south and connected to the Homebush – Eton Road at this location. We note that commercial traffic on this route is increasing rapidly, as it is serving as the desirable connection already. Some minor realignments to this road link would prove cheaper than the current realignment proposed.

If you have any queries in relation to the above please contact Not Relevant in this office on (07) 4829 3660.

Yours faithfully

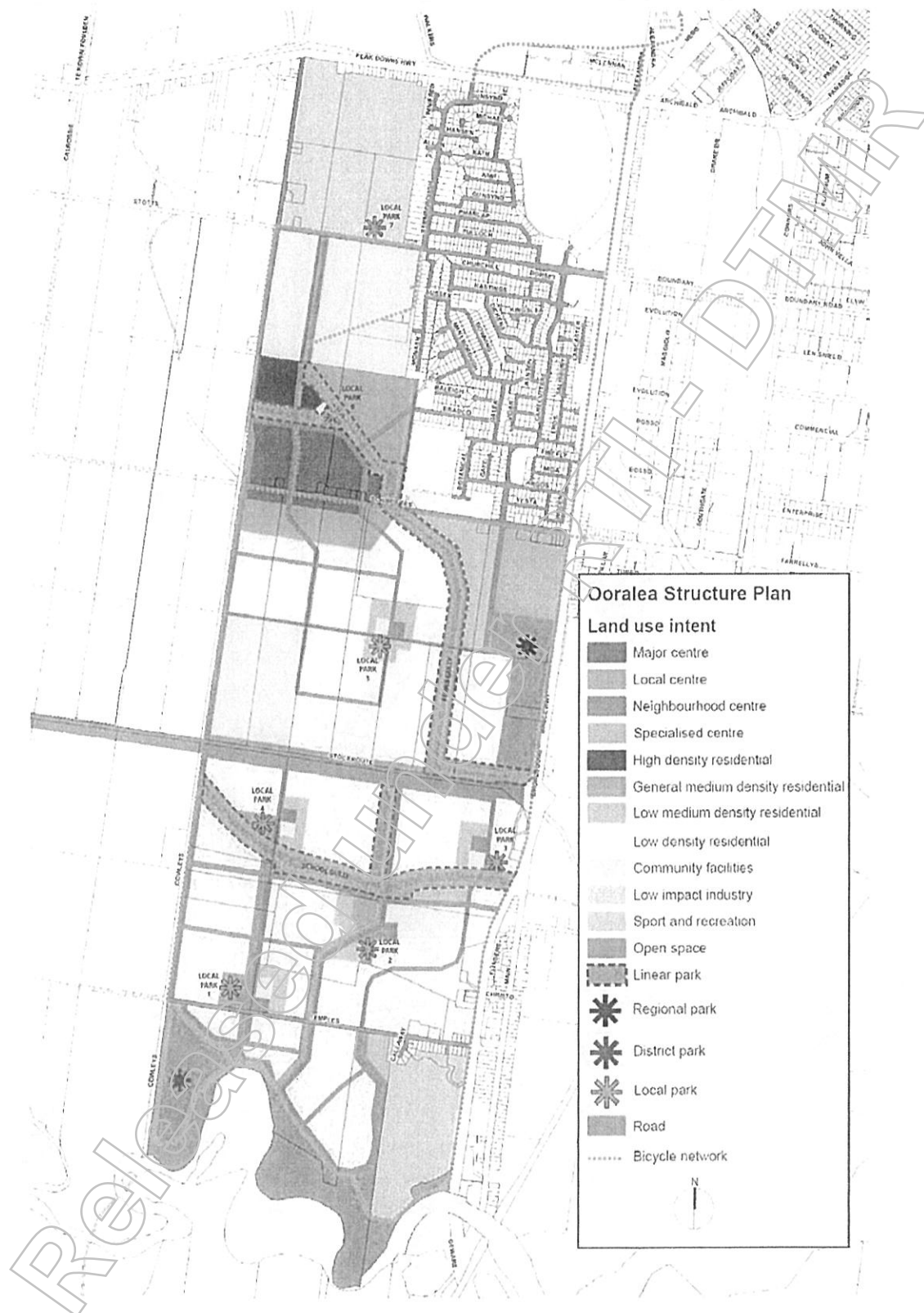
Not Relevant

UDP Consulting Engineers

Enc: Sketch Plan Markup

Cc: Mr Rick Poppleston, Coralea Developments Pty Ltd (via email)
Mr Matthew Bolton, RPS Group Pty Ltd (via email)
Mr Liam Donald, Cardno HRP (via email)

Figure 7.2.3.3.A – Ooralea local plan – land use intent and movement network





- Priority Infrastructure Areas
- Future Transport Intersections**
 - 2010-2016
 - 2016-2021
 - 2021-2026
- Future Transport Infrastructure**
 - 2010 - 2016
 - 2010-2016, 2016-2021
 - 2021-2026
 - 2026-2031
- Existing Transport Infrastructure (Proposed MRC Hierarchy)**
 - Arterial
 - Arterial (Main Street)
 - Controlled Distributor
 - Traffic Distributor
 - Sub-Arterial Main Street
 - Major Collector
 - Major Collector (Industrial)
 - Major Rural (Collector)
- Cadastre**
 - Local Government Boundary
 - Cadastre - March 2013 (Sourced DNRM)
 - Suburb or Locality
 - Waterway or Waterbody

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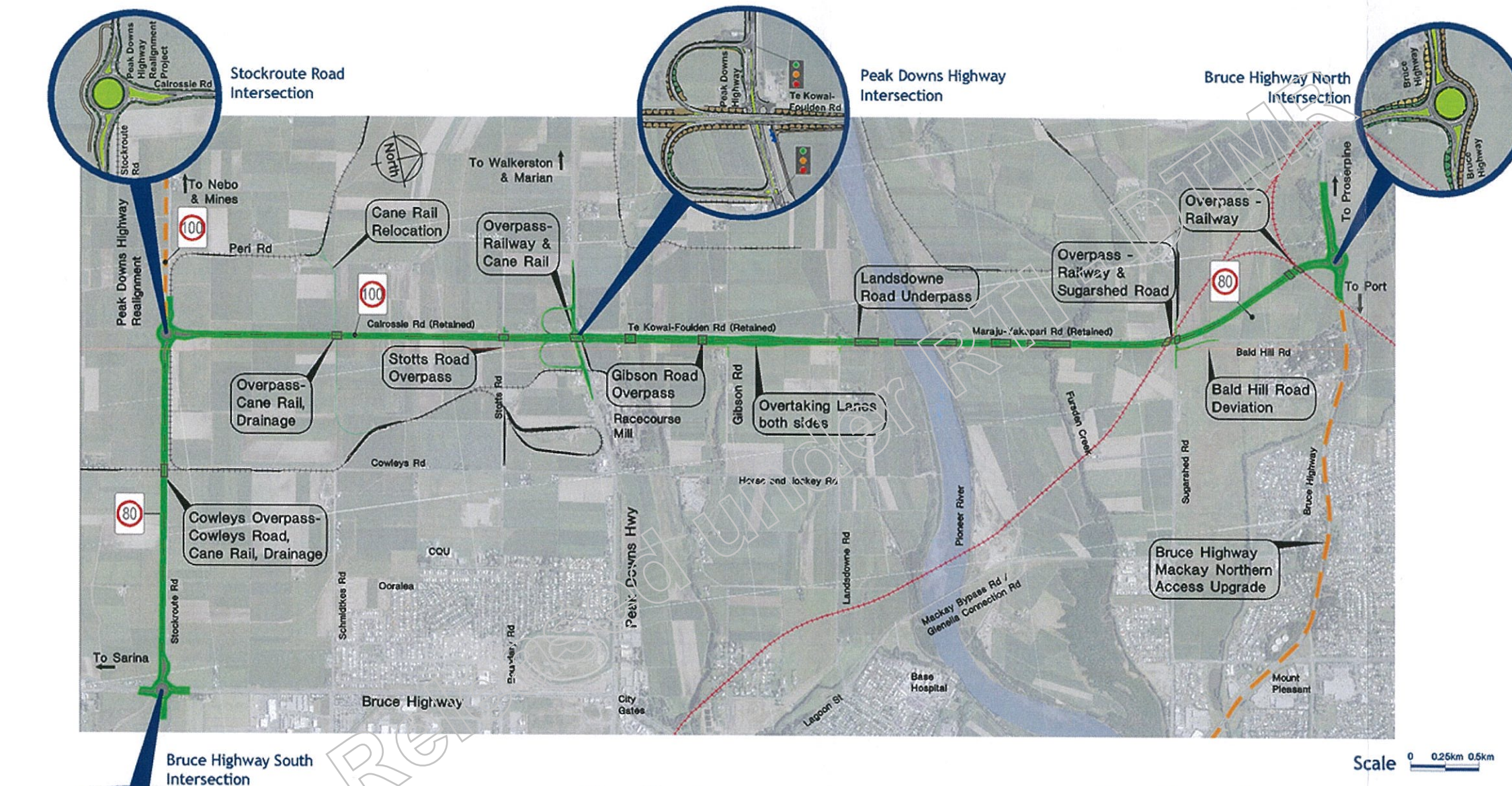
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Metres



Priority Infrastructure Plan Maps - PI-TR-8

V 0.8, May 2013, DRAFT FOR PUBLIC CONSULTATION

Mackay Ring Road - Stage 1 (5-10 years)



Legend

- Mackay Ring Road Stage 1: (5-10 years)
- Cane Rail and Sidings
- North Coast Rail Line
- Other Projects
- New Bridge

Key Features:

- 11.34km two lane highway from Bruce Highway South Intersection to Bruce Highway North Intersection
- 80 and 100km/hr speed limit with no signalised intersections / no signals
- 1 in 100 year flood immunity
- Connections at Stockroute Road Intersection and Peak Downs Highway Intersection
- Heavy vehicle bypass of Mackay
- New bridge over Pioneer River
- Southern entry/exit point to Paget Industrial Area

Key Benefits:

- Removes fuel and sugar trucks from Nebo Road
- Reduces congestion on the entire road network as traffic is transferred to the Ring Road
- Improves connectivity between the Mackay Port and industry
- Provides significant improvements to the efficiency of the national road network





Mackay Ring Road - Stage 1 (Sheet 1 of 8)

Scale 0 20 40 60 80 100m

PRELIMINARY

11/04/2014



Australian Government

Preliminary Design Layout



Queensland Government



Mackay Ring Road - Stage 1 (Sheet 2 of 8)

Scale 0 20 40 60 80 100m

PRELIMINARY

11/04/2014



Australian Government

Preliminary Design Layout



Queensland Government

From: Michael Jewell (Mackay)
To: Ross M YOUNG
Cc: John Cowley (John@cougardevelopments.com.au); Tom Long (Tom.Long@Paragonce.com); Steven Young (Steven.Young@Paragonce.com)
Subject: RE: The Waters at Ooralea - Meeting to Review External Access Arrangements - Email 2 of 2
Date: Thursday, 29 May 2014 3:54:46 PM
Attachments: 2014-ROL-DA-Stages-6-8-The Waters.pdf
2014-ROL-DA-Traffic-Report-The-Waters.pdf

Hi Ross,

Remaining attachments.

Regards,

Michael

Michael Jewell
OFFICE MANAGER/PRINCIPAL
CARDNO HRP



Phone +61 7 4953 2877 Fax +61 7 4953 2577 Mobile Not Relevant
Address Level 2, 56 Gordon Street, Mackay, QLD 4740 Australia
Postal PO Box 244, Mackay QLD 4740
Email michael.jewell@cardno.com.au Web www.cardno.com/cardnohrp

Cardno HRP Mackay is relocating. As of Monday the 9th June our new office address will be:

3/42 East Gordon Street
Mackay QLD 4740 Australia

Our phone number, fax number and staff email addresses will remain the same.

Cardno operates a quality management system that has been certified to ISO 9001.

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From: Michael Jewell (Mackay)
Sent: Thursday, 29 May 2014 3:42 PM
To: 'Ross.M.Young@tmr.qld.gov.au'
Cc: John Cowley (John@cougardevelopments.com.au); Tom Long (Tom.Long@Paragonce.com); Steven Young (Steven.Young@Paragonce.com)
Subject: The Waters at Ooralea - Meeting to Review External Access Arrangements - Email 1 of 2

Hi Ross,

I have put together a short agenda for our meeting tomorrow at 11am at your office, together with some supporting background information.

If you have any queries, do not hesitate to give me a call.

Regards,

Michael

Michael Jewell

OFFICE MANAGER/PRINCIPAL
CARDNO HRP



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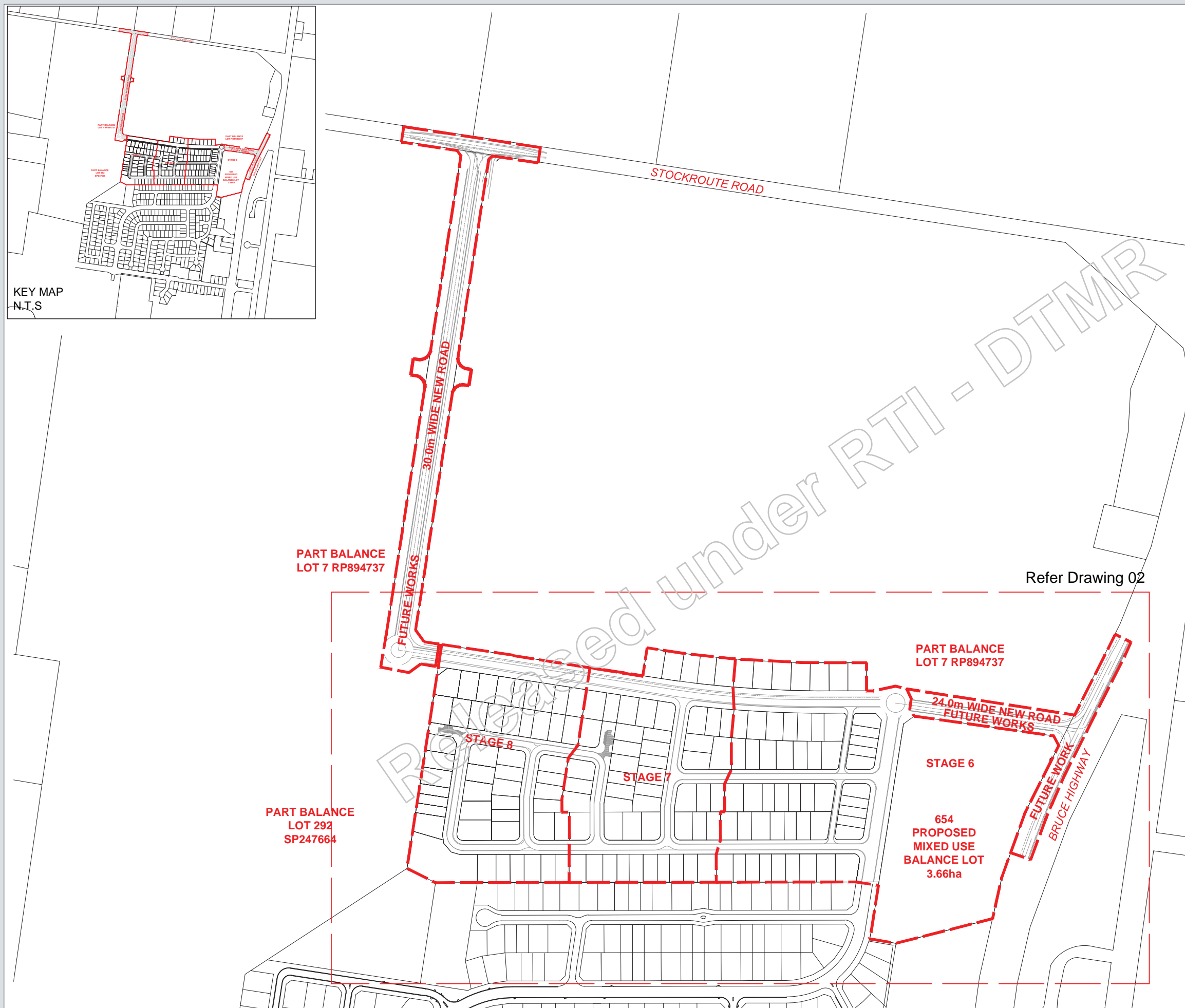
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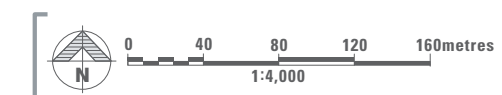
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KEY MAP
N.T.S

LEGEND

Proposed Stage Boundary



RECONFIGURATION OF A LOT
THE WATERS ESTATE STAGES 6, 7 & 8

Plan of Development Sheet 1 of 2

FILENAME >	POD SHEET 1	DATE >	APRIL 2014
JOB NO. >	HRP14023	AMENDED >	N/A
SCALE >	1:4,000	VERSION >	1.0
SOURCE >	CARDNO CHENOWETH: RECONFIGURATION OF LOT (STAGES 6+7) DRAWING 1 OF 2: DWG NO. DD02		

**PARAGON
Consulting
Engineers Pty Ltd**



**154 Lot Residential Subdivision
& Mixed Use Lot,
The Waters Ooralea – Stage 6, 7 & 8
Bruce Highway, Bakers Creek
(Lot 7 on RP894737 & Lot 292 on SP247664)**

Engineering Report

**To Accompany the
Reconfiguring of a Lot Application to Mackay
Regional Council**

**For
Ooralea Developments Pty Ltd**

May 2014

Project Reference: 0944/07

Revision A

Written By:

Paragon Consulting Engineers Pty Ltd

P.O. Box 1175, Mackay, QLD, 4740

Telephone: (07) 4957 7330

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Document Control

Rev No	Date	Revision Details	Author	Reviewer	Approver
A	05/2014	For Council Approval	Not Relevant	Not Relevant	Not Relevant

RPEQ: 6373

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1.0 Introduction

This Report has been prepared by Paragon Consulting Engineers Pty Ltd on behalf of Ooralea Developments Pty Ltd to accompany the Development Application for the Reconfiguration of a Lot application for the proposed 154 Lot Residential Subdivision and a Mixed Use Lot at The Water Ooralea – Stage 6, 7 & 8, Bruce Highway, Bakers Creek, QLD.

The subject land is described as Lot 7 on SP8947374 and Lot 292 on SP247664, with the proposed application being for a 154 Lot Residential Subdivision and a Mixed Use Lot. The plan area of the subject land is approximately 102.78 ha (combined). It is proposed that the subject land be subdivided as indicated on the preliminary Drawing No. 0944/07/002/A - refer Appendix A.

Preliminary approval for the MCU varying the effect of the Planning Scheme has been previously granted for the proposed development (DA-2008-123). Previous stages of the development have been, and are continuing to be constructed.

The detail design of the proposed earthworks, roadworks, access and services will be undertaken in accordance with the requirements as set out in the Mackay Regional Council Planning Scheme Policy 15 – Engineering Design Guidelines and the Procedures Manual.

2.0 Earthworks

2.1 Allotment Levels and Access

The overall site is generally flat with approximate existing grades of 1:200 from the south to north boundary, to 1:300 from western to east boundary of the proposed stage 6, 7 & 8 site. Existing levels within the site range from RL 8.00 m, in the south western corner of stage 8, to RL 5.0 m, in the existing drain to the north eastern corner of the mixed use lot. All proposed levels are above the minimum development levels detailed in the previous MCU DA (DA-2008-123), making allowance for possible flooding.

Minimal earthworks will be required to achieve grades above MRC's minimum allowable allotment grade of 1:200. The proposed levels on the allotments will ensure a grade towards adjacent roads of 1:200 or steeper, whilst also ensuring a minimum grade of 1:50 across footpath areas and to the back of the kerb. It is further required to undertake localised filling in areas of slight depression on the proposed development site, to ensure an even grade and to prevent localised ponding of stormwater. Lots to the north of the proposed east/west road will require filling (less than 1 m) to ensure that finished surface level are at or above the Q100 flood level of the drain to the north of these lots.

The proposed mixed use lot also requires filling (less than 1.5 m) to ensure that finished surface level are at or above the Q100 flood level of the drain to the north.

Earthworks levels and grading for stage 6, 7 & 8 and the mixed use lot will ultimately direct all stormwater flows to the proposed drain to the north of the development.

It is proposed to provide access to all lots from invert type vehicle crossings in accordance with council's standards. It is further proposed to provide 6 m wide accesses to the proposed Mixed Use Lot from the adjacent roads.

2.2 Clearing

The site is largely free of trees and shrubs. The site is currently vegetated with sugar cane. Minimal clearing will be required to remove unwanted vegetation.

According to the attached regional ecosystem map, the site does not fall within an area of vegetation with ecological significance (*refer: Regional Ecosystem Map – Appendix F*).

2.3 Excavation

Excavations for the proposed sewer and stormwater lines and manholes may be below RL 5 m AHD. Potential Acid Sulphate Soil testing therefore may be required to be undertaken prior to the completion of the detailed earthworks design if the State Planning Policy is triggered.

2.4 Embankments

Filling operations are likely to be in excess of 2,500 m³ (loose); therefore council policies and AS 3798 shall be adhered to when carrying out these works. Batter treatments shall be specified and designed in accordance with MRC policies.

2.5 Retaining Walls

No retaining walls are proposed for stage 6, 7 & 8 of the development. Should they be required all retaining walls shall be constructed in accordance with MRC Design Guideline section 15.06.

3.0 Roadworks

3.1 Existing Roads Network

Stage 6, 7 & 8 of the development will initially be serviced via Fairway Drive and Temples Lane (linking to the Bruce Highway). Both Fairway Drive and Temples Lane are classified as Major Collector streets in accordance with MRC Road Hierarchy. Both roads have a recommended maximum service capacity of 600 lots.

As previously reported by MRCagney Pty Ltd on the 17 March 2011 (refer copy of report - Appendix G), the Temples Lane/Bruce Highway signalised intersection has a capacity to service 1050 lots. MRC have agreed with the developer to limit the intersection capacity to 1000 lots.

The follow details a brief count of lot numbers for the development through to stage 8:

Table 3.1 – Total lot numbers to stage 7

The Waters Ooralea - Lot Numbers per stage		
Stage	No. of Lots/stage	Cumulative Total
1	66	66
2	81	147
3	62	209
4 ⁽¹⁾	72	281
5 ⁽¹⁾	47	328
6 ⁽²⁾	54	382
7	52	434
8	48	482

Notes:

- (1) Stage contains medium density lots that may generate greater traffic volumes than a single lot, however these volumes are insignificant and do not greatly affect the tabled results.
- (2) Stage contains a mixed use lot that may generate greater traffic volumes than a single lot, however these volumes are insignificant and do not greatly affect the tabled results.

The existing road network and intersection has capacity to service Stage 6, 7 & 8 of the proposed development and beyond.

3.2 Proposed Road Network

Fairway Drive will initially provide access to stage 6, 7 & 8. Fairway Drive is currently classified as a Major Collector in accordance with MRC Road Hierarchy and is contained within a 24.0 m wide road reserve with a constructed 2.5 m cycle path and a 1.5 m footpath contained within the verge. Fairway Drive will be continued through stage 6 (as a Major Collector street) and terminate at a proposed roundabout to the north of the stage (refer plan 0944/07/002 for general layout – Appendix A).

A connection road travelling east-west from the above mentioned roundabout will continue west to service stage 6, 7 & 8 and ultimately travel east to provide a connection to the Bruce Highway.

From the western roundabout a north-south link road is proposed to ultimately link to Stockroute Road (north) and Temples Lane (south – future road). This is in accordance with the approved structure plan for the overall development.

3.3 Proposed Road Hierarchy

As previously reported by MRCagney Pty Ltd on the 24 April 2013 – *The Waters Internal Road Hierarchy Final Report (refer copy of report - Appendix H)*, the east-west road linking to the Bruce Highway shall be a Major Collector Road. The north-south link (Stockroute Road to Temples Lane) shall be a Sub-Arterial Road north of the roundabout to the north-west of stage 8 and a Major Collector Road to the south of the same roundabout. This report indicates Fairway drive is a Minor Collector road, this is no longer correct. Fairway Drive is classified and constructed as a Major Collector road.

The internal roads servicing individual lots will be Access Streets or Access Places as dictated by the number of lots serviced.

All roads will be constructed in accordance with MRC Road Hierarchy plans.

3.4 Proposed Intersection Configuration

The proposed connection to the Bruce Highway is proposed to be a Left-in, Left-out, Right-in intersection. The final configuration of the intersection will need to be confirmed with Main Roads in due course. The intersection to the Bruce Highway is not planned to be constructed until the Mixed Use lot is developed and tenanted.

The connection to Stockroute Road is initially proposed to be a rural all movement's intersection (three way priority controlled). This is in accordance with the approved structure plan for the overall development. This intersection is proposed as an interim solution that does not factor the future speculated Mackay Ring Road. As the location, timing & funding of the Ring Road cannot be definitively advised the above mention interim solution will service stage 6, 7 & 8 and beyond. As the development progresses this intersection shall be assessed factoring known lots densities and externally road networks plans at that particular instants in time. It is considered futile to predict the future of Stockroute Road at this stage. The intersection to Stockroute Road is not planned to be constructed until traffic volumes dictate the need for it.

3.5 Cul De Sacs / Turning Areas

No Cul-de-sacs are currently proposed for stage 6, 7 & 8, however access place type roads are proposed to service particular lots through stages 6, 7 & 8 that will require turn areas for restricted vehicles (B99 service vehicle). Access via garbage truck into these access places is not proposed and residents of these lots will need to place refuse collection bins on the nearby access streets.

3.6 Parking

Although Fairway Drive is wide enough to accommodate on-street parking on either side of the road, no marked parking areas have been designated.

Parking areas in staged 7 and 8 will be required for lots xxx & xxx

3.7 Footpaths / Cyclepaths

The developer intends to provide a pathway master plan for stages 1-8 for The Waters Estate as further supporting information.

No cycle or foot paths have been proposed of the access street for stage 6, 7 & 8, in accordance with MRC Road hierarchy plans.

3.8 Kerb and Channel

As previously constructed and in accordance with MRC standard road cross sections, all major collector and sub-arterial streets shall have barrier kerb and channel constructed; and all minor collectors, access streets and places shall have mountable kerb and channel constructed. All roundabouts and traffic islands will be constructed with median kerb in accordance with MRC and Main Roads guidelines.

3.9 Lighting

Street and public lighting shall be designed and constructed in accordance with current Australian standards (AS 1158.1 and/or 1158.3).

The sub-arterial link to Stockroute road will attract a V category for lighting design. The collector and access street will attract a P3 and P4 category respectively.

4.0 Stormwater Management

4.1 General

The proposed development lies within the Bakers Creek catchment, which is one of the 16 identified urban catchments according to MRC SWQMP. The total area of the catchment is 445 ha which includes the external catchment to the north-west of Cowleys Road (as reported in the current final Stormwater Trunk Infrastructure Study of the Bakers Creek catchment (Cardno 2010)). The existing catchment currently drains through the subject site and discharges to an existing culvert under the Bruce Highway. The total area of the proposed development draining to the same outlet is 118 ha (approximately 24.9% of the total catchment).

As part of the stage 6 works it is proposed to remove the existing culvert under Cowley's Road eliminating the external catchment to the north-west of the development. This is in accordance with council's the current final Stormwater Trunk Infrastructure Study of the Bakers Creek catchment (Cardno 2010). This will create a self-contained development with-in the bounds of Cowley's and Stockroute Roads and the Bruce Highway which will greatly reduce the outflow from the proposed development.

The receiving water body of the stormwater running off the proposed development site is Bakers Creek. It is proposed that the legal and practical point of discharge for the proposed development be the inlet to the existing culvert to the north-east of stage 6 traversing the Bruce Highway.

The drainage system for the proposed development is a combination of underground drainage and stormwater treatment basin which will subsequently drain to the nominated point of discharge noted above.

4.2 Overland Flow Paths

Stormwater flowing over the proposed allotments will flow towards the internal street network and be collected in the kerb and channel in these streets. The Q5 storm event is proposed to be contained within the underground stormwater network and the Q100 storm event will be accommodated within the road reserve.

4.3 Underground Drainage

It is proposed to collect the Q₅ storm water from proposed development in an underground stormwater system located primarily within the road reserves of the development. Stage 6 and the majority of stage 7 will drain to the east (Fairway Drive) where the piped network will link with 2 – 1050 RCP's continuing from stage 5, these will drain north to the proposed sediment/detention basin (pipe size design will be completed during operational works detailed design). The north part of stage 7 will drain directly to the existing open channel to the north of the development. Part of stage 8 will to the east through the underground network of stage 6 & 7 mentioned above. The majority of stage 8 will however drain west to a temporary open drain which will drain north to the existing open drain. The stage 8 drainage will ultimately drain to the proposed future road to the west of the development.

4.4 Roof Drainage

It is proposed to discharge the roofwater from the proposed lots to provided kerb adaptors in the kerb and channel of adjacent streets. Though not initially proposed, if lots drain to the rear (away from the road), rear allotment drains shall be provided in accordance with councils guidelines and roofwater drainage will be connected directly to the underground network within the rear allotment drainage.

4.5 Stormwater Detention

Cardno have previously prepared a Site Based Stormwater Management Plan (May 2009) for The Waters Ooralea development. However this report did not factor the removal of the Cowley's Road culverts and noted in section 6.1 of this report. An amendment to the Cardno report is provided herein for the northern catchment of the overall development.

Using the information provided in the Cardno Report (*Cardno May 2009*) for post-developed catchment area and flow and comparing with the post development flow for the entire northern catchment of The Waters being developed, factoring the removal of the external catchment (demolish Cowley's Road culverts) the post developed site discharges a flow that is less than the pre-developed flow at the discharge point of the site (existing culverts under Bruce Highway), therefore no detention basins are required.

A stormwater detention calculation is provided in Appendix D.

(Refer plan 0944/07/007/A - Appendix A & Stormwater Detention Calculations (North Catchment Only) – Appendix D)

4.6 Stormwater Quality

Cardno have previously prepared a Site Based Stormwater Management Plan (May 2009) for The Waters Ooralea development which details stormwater quality measures for the overall development. The northern sub-catchment, noted as N1 to N7 in the Cardno report, has a combined Bio-retention filter area of 8117 m² required to treat the catchment. Sub-catchments N2 and N3 cover the area of stage 6, 7 & 8 and require bio-retention filter areas of 1520 m² and 1444 m².

It is proposed to incorporate the required bio-retention area into stage 6, 7 & 8 with both kerb side bio-retention pods and dedicated bio-retention basins depending on location and available elevation difference between the inlet and outlet of the treatment train.

At this preliminary stage of design, it is proposed that the following measures will also be implemented to mitigate the impact of the proposed development on the stormwater quality:

- a) Buffer Strip
- b) Swale drain
- c) Bio-retention areas
- d) Sediment basins
- e) Erosion and Sedimentation Control measures such as sedimentation traps and fences during the construction phase of the development

5.0 Water Reticulation

5.1 Water Service Connections

The proposed development will be serviced initially by the 150Ø water main located within the east verge of Fairway Drive feeding from stage 5.

As reported in Yeats Consulting Engineers report – *Sewer and Water Strategy Report – The Waters at Ooralea (March 2011)*, a 250Ø trunk water main is proposed to be constructed within the verge of the east-west link road intersecting with the Bruce Highway. This trunk main will ultimately connect to the existing 450Ø trunk water main located in Main Street to the east of the Bruce Highway. This connection will be made during the development of the land to the north and east of stages 6, 7 & 8. A 250Ø trunk water main will be installed during the construction of stages 6, 7 & 8 as noted in Yeats Report and shall connected to the 150Ø water main from previous stage 5.

The remainder of stages 6, 7 & 8 will be serviced by 100Ø water mains.

6.0 Sewer Reticulation

6.1 Sewer Reticulation

The proposed development will be serviced via the constructed 450Ø trunk Sewer main constructed in the parklands during stage 2 of The Waters development. The proposed stage 6, 7 & 8 will gravity feed to the constructed 450Ø trunk Sewer main.

The 450Ø trunk Sewer main will be continued through the parklands to service the future development to the north and west.

6.2 Sewer Cover

The 450Ø trunk Sewer main has sufficient depth (IL 2.799 m AHD) to service stage 6, 7 & 8 by means of gravity flow.

7.0 Power and Telecommunications Services

7.1 Power

Plans showing the existing power supply to the area in which the proposed development is situated have been obtained. These plans indicate that underground power supply is readily available to the area and as such, power supply to the proposed development is expected to be easily achievable (refer *Ergon Energy Plan – Appendix E*).

Power supply has been design by SPA Consulting for the previous stages of The Waters Ooralea development and will be engaged to design the power reticulation for stages 6, 7 & 8.

7.2 Telecommunications

The telecommunication reticulation for previous stages of The Water Ooralea has been designed by SPA Consulting as a NBN co network agreement, the telecommunication reticulation stages 6, 7 & 8 will also be designed by SPA.

8.0 Environmental Considerations

8.1 Soil Erosion, Sedimentation and Stormwater Quality Control

It is proposed that the following seven principles behind effective on-site control of soil erosion and sedimentation, as discussed in the Soil Erosion and Sediment Control Engineering Guidelines for Queensland Construction Sites, be adopted during and after the development of the site:

1. The minimisation of disturbance
2. The control of stormwater drainage
3. The control of erosion
4. The control of sediment
5. Revegetation
6. Field implementation
7. Other Design considerations

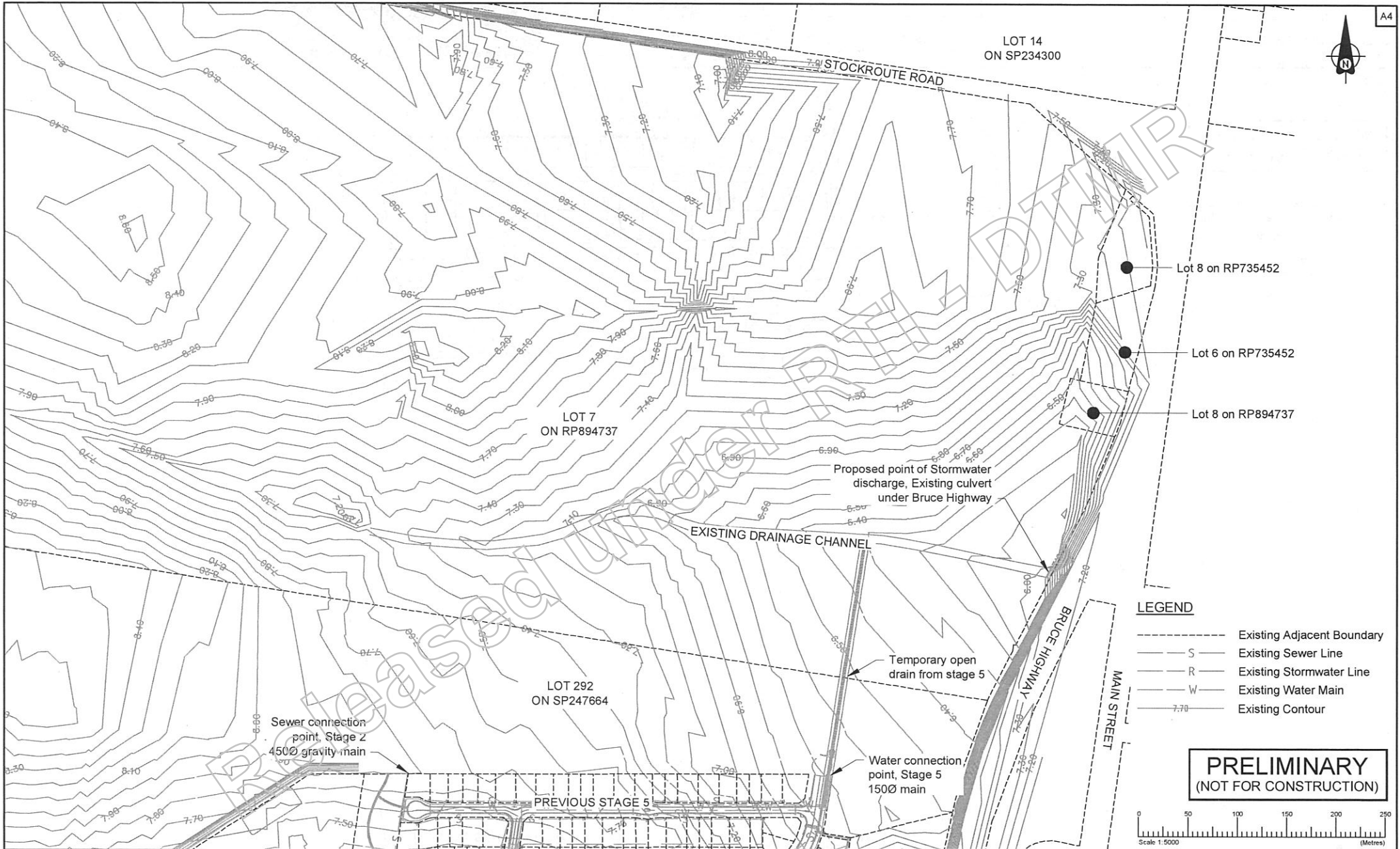
A detailed soil and water quality management plan is to be developed for the site during the detail design of the Operational Works.

9.0 References

1. Mackay City Council Planning Scheme Policies – March 2006
2. Mackay City Council Engineering Design Guidelines – March 2006
3. Queensland Streets. Design Guidelines for Subdivisional Streetworks, May 1993
4. Queensland Urban Drainage Manual, November 1994
5. Soil Erosion and Sediment Control Guidelines for Queensland Construction Sites, IEAust, June 1996
6. Cardno Ullman & Nolen for MRC (November 2010) *Bakers Creek Stockroute Road East (Bakers One) Catchment Stormwater Trunk Infrastructure Study – Final Report*, (Cardno 2010)
7. Cardno (May 2009), *Bakers Creek Development – Site Based Stormwater Management Plan*, Job No. 3503/21
8. MRCagney Design Report (March 2011), *Capacity of the Temples Lane/Bruce Highway Intersection*
9. MRCagney Report (April 2013), *The Waters Internal Road Hierarchy*
10. Yeats Consulting Engineers (March 2011) *Sewer and Water Strategy Report – The Waters at Ooralea*

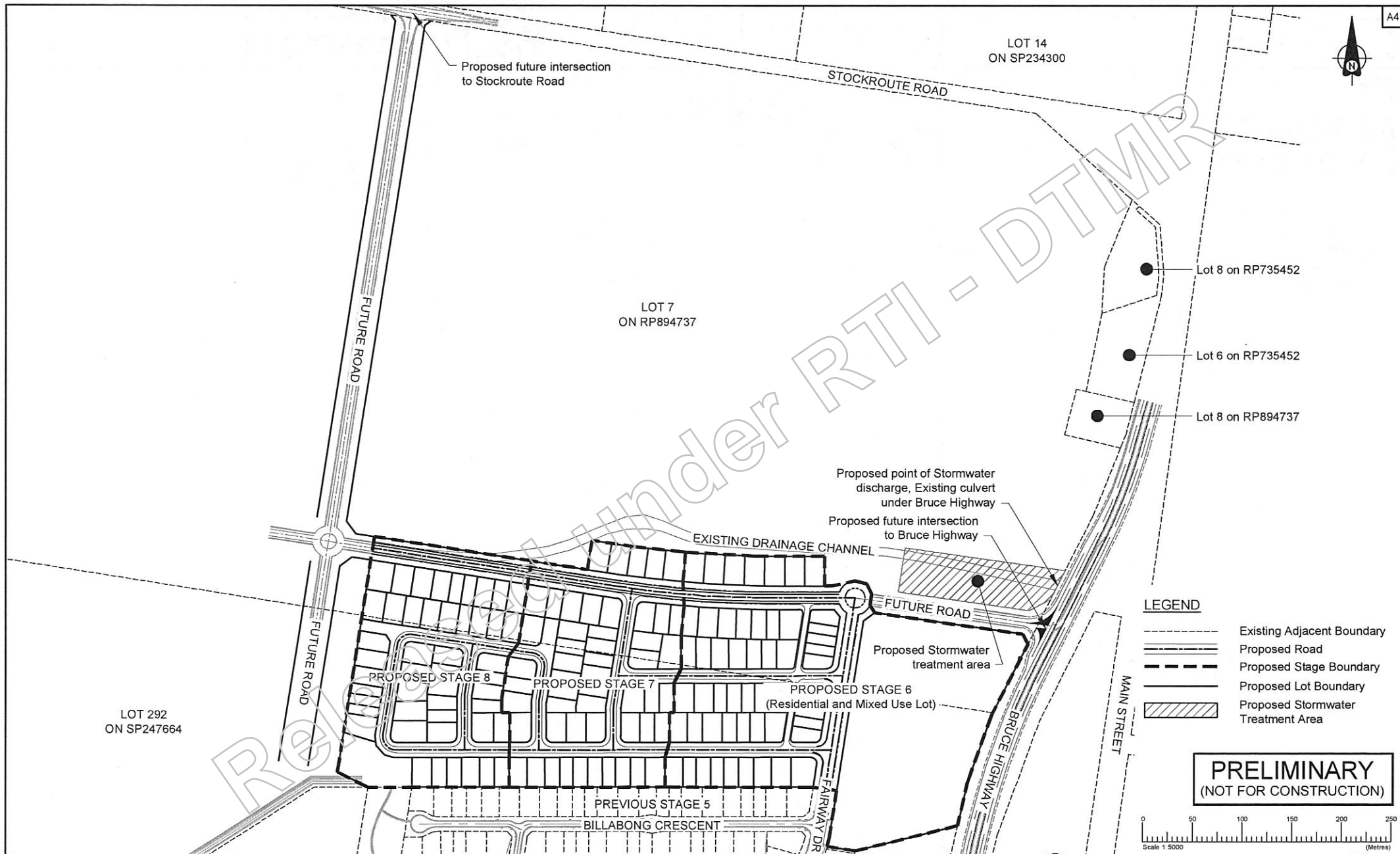
Appendix A – Preliminary Layout Drawings

0944/07/001/A – Existing Site
0944/07/002/A – Proposed Layout
0944/07/003/A – Proposed Earthworks & Roadworks Plan
0944/07/004/A – Proposed Future Intersections Plan
0944/07/005/A – Proposed Stormwater Plan
0944/07/006/A – Proposed Water & Sewer Plan
0944/07/007/A – Overall Stormwater Catchment Plan



A	5/2014	PRELIMINARY	SPY	T.L.	
No.	Date	Revisions	By	Appr.	

PARAGON Consulting Engineers Pty Ltd	Address: 95 Sydney St P.O. Box 1175 Mackay QLD 4740	Project: THE WATERS OORALEA - STAGE 6 TO 8 93897 BRUCE HIGHWAY, BAKERS CREEK LOT 7 ON RP894737 & LOT 292 ON SP247664	Detail: EXISTING SITE	Designed: SPY Reviewed: AJB Approved: TJL <small>8/10/2014</small> Drawing No.	Signed: _____ Signed: _____ Signed: _____	Scale(s): 1:5000 (A4) Datum: AHD CAD Ref: 0944/07 0944/07/001/A
	Telephone: (07) 4957 7330 Facsimile: (07) 4957 7334 E-Mail: mail@paragonce.com Web Site: www.paragonce.com ABN No: 40 109 991 988	Client: OORALEA DEVELOPMENTS PTY LTD				



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Project: THE WATERS OORALEA - STAGE 6 TO 8
93897 BRUCE HIGHWAY, BAKERS CREEK
LOT 7 ON RP894737 & LOT 292 ON SP247664

Client: OORALEA DEVELOPMENTS PTY LTD

Detail:

PROPOSED LAYOUT

Designed SPY	Signed	Scale(s) 1:5000 (A4)
Reviewed AJB	Signed	Datum AHD
Approved TJL RP894737	Signed	CAD Ref 0944/07
Drawing No.	0944/07/002/A	

No.	Date	Revisions	By	Appr.
A	5/2014	PRELIMINARY	SPY	T.J.L.

The diagram illustrates the Stockroute Road intersection, showing the proposed layout and existing conditions. Key features include:

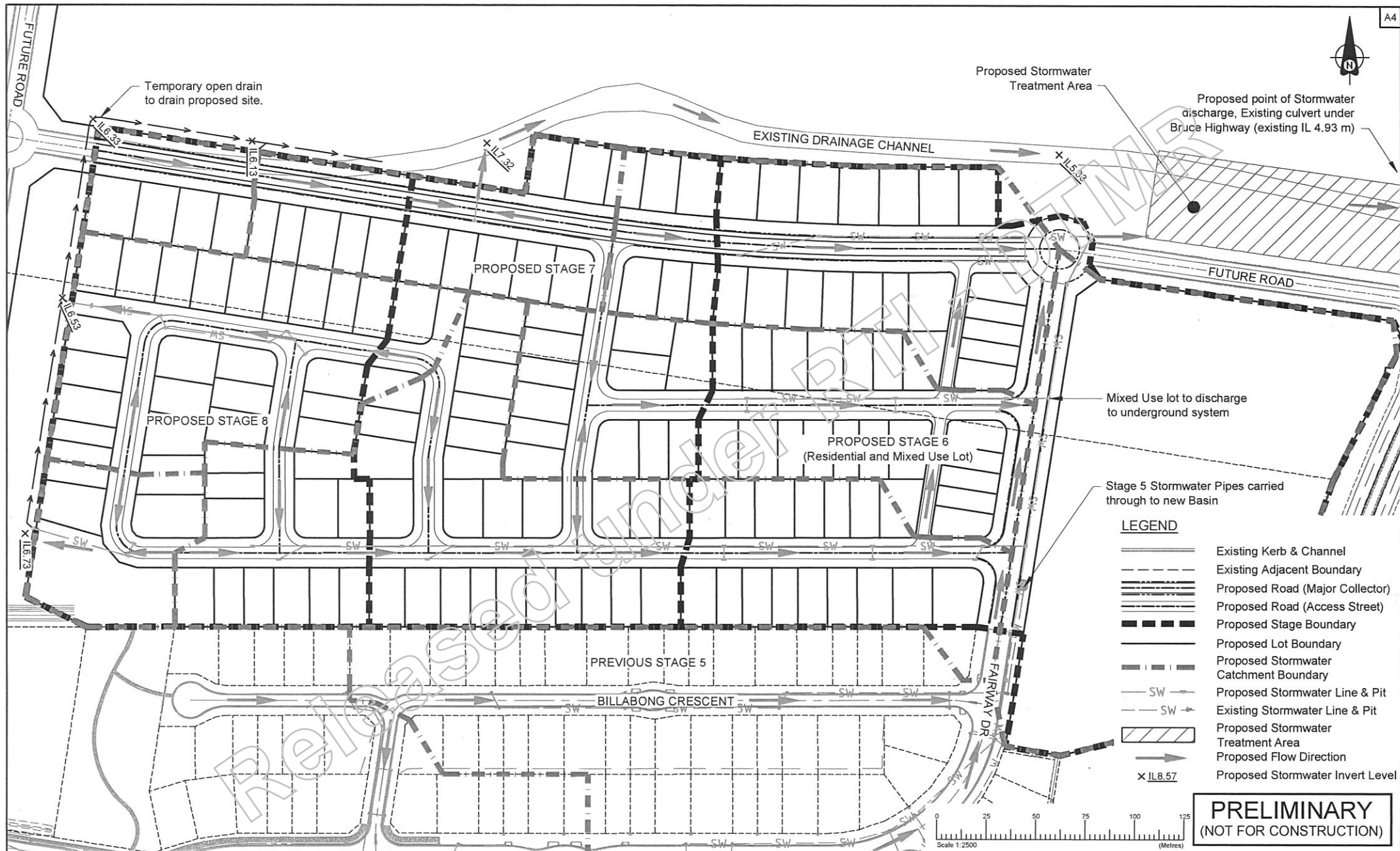
- Pavement widening to Rural Road standard in accordance with MRC Road Hierarchy Plan**: Indicated by a dashed line and arrow pointing to the proposed widening of the road.
- Shoulder widening to allow through traffic to safely pass turning vehicles (insignificant number of right in movements predicted)**: Indicated by a dashed line and arrow pointing to the proposed widening of the shoulder.
- Left in auxiliary lane**: Indicated by a dashed line and arrow pointing to the proposed auxiliary lane for left-turning traffic.
- Stockroute Road**: The main road running horizontally across the diagram.
- To Cowleys Road**: Directional label for traffic heading west.
- To Bruce Highway**: Directional label for traffic heading east.
- To Proposed Development**: Directional label for traffic heading south.
- Stockroute Road Intersection:** A box containing the text: "All movements Rural 'Tee' intersection (Interim intersection arrangement until further development of Stockroute Road)".
- North Arrow**: Located in the top right corner, pointing upwards.

PRELIMINARY
(NOT FOR CONSTRUCTION)

A	5/2014	PRELIMINARY		SPY	T.J.
No.	Date	Revisions		By	Appr.

PARAGON
Consulting 
Engineers Pty Ltd

Designed SPY	Signed	Scale(s) AS SHOWN
Reviewed AJB	Signed	Date AHD
Approved TJL RPEQ 6373	Signed	CAD Ref. 0944/07
Drawing No.		



A		5/2014	PRELIMINARY	SPY	TJA
No.	Date	Revisions	By	App.	

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Web Site: www.paragonce.com
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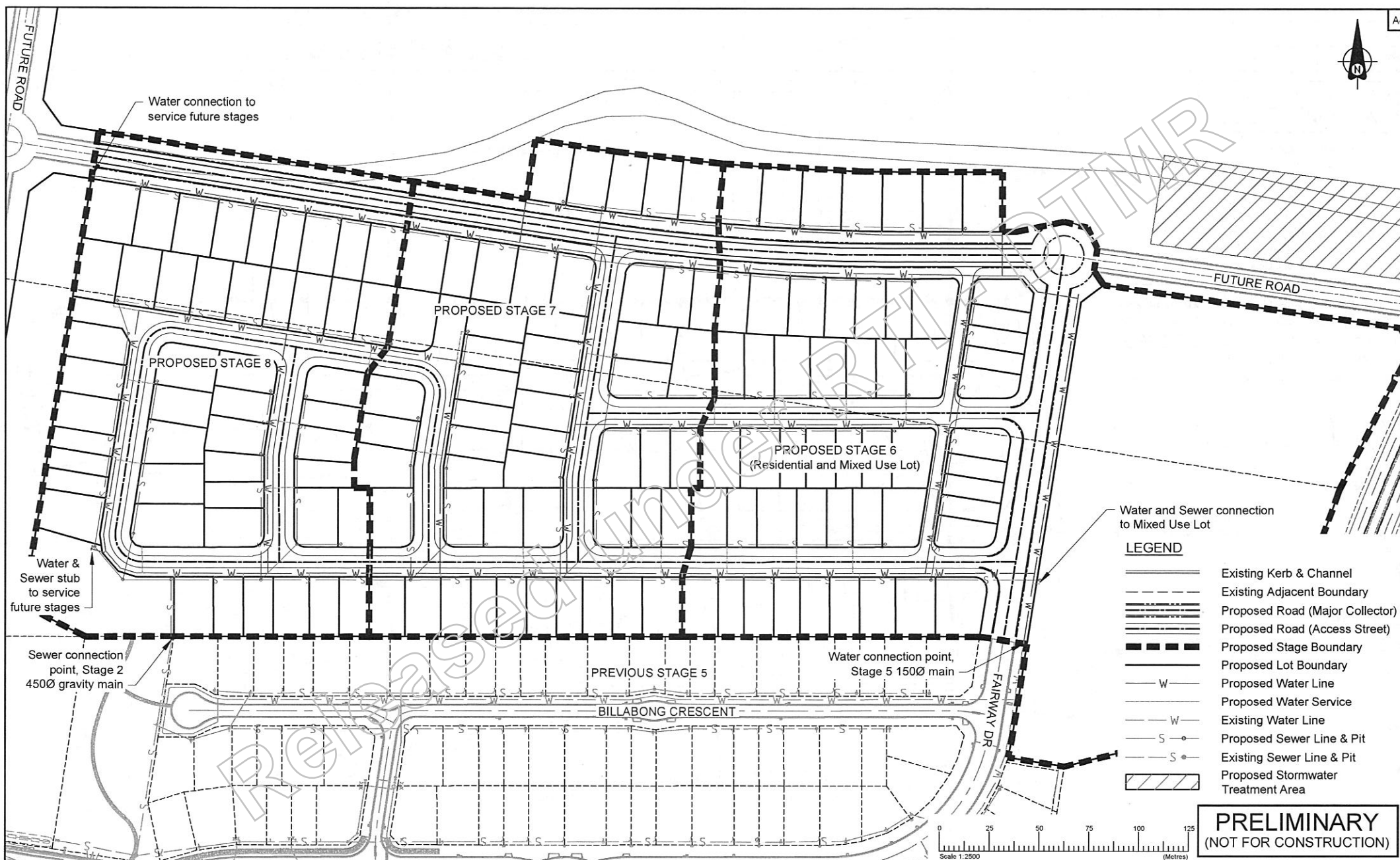
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93897 BRUCE HIGHWAY, BAKERS CREEK
LOT 7 ON RP894737 & LOT 292 ON SP247664

Client: OORALEA DEVELOPMENTS PTY LTD

Detail:

PROPOSED STORMWATER PLAN

Designed: SPY	Signed:	Scale(s): 1:2500 (A4)
Reviewed: AJB	Signed:	Datum: AHD
Approved: TJL RPS2 0373	Signed:	CAD Ref: 0944/07
Drawing No:	0944/07/005/A	



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93897 BRUCE HIGHWAY, BAKERS CREEK
LOT 7 ON RP894737 & LOT 292 ON SP247664

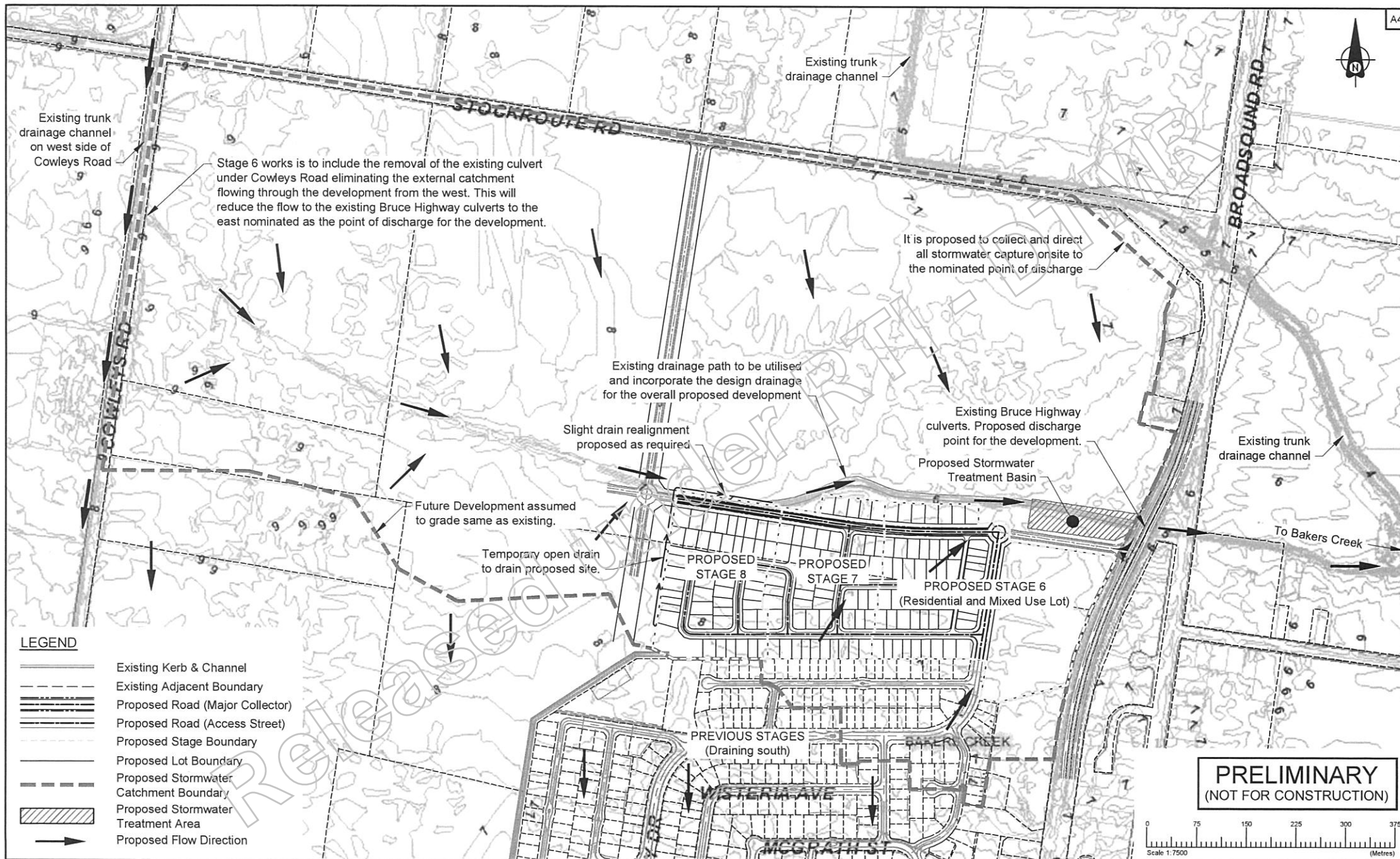
Client: OORALEA DEVELOPMENTS PTY LTD

Detail:

PROPOSED WATER & SEWER PLAN

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Approved TJL BREC 6773	Signed	CAD Ref 0944/07
Drawing No.	0944/07/006/A	

A	5/2014	PRELIMINARY	SPY	T.A.
No.	Date	Revisions	By	Appr.



A	5/2014	PRELIMINARY	SPY	T.J.L.	
No.	Date	Revisions	By	Appr.	

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93897 BRUCE HIGHWAY, BAKERS CREEK
LOT 7 ON RP894737 & LOT 292 ON SP247664

Client: OORALEA DEVELOPMENTS PTY LTD

Detail:

OVERALL STORMWATER
CATCHMENT PLAN

Designed: SPY	Signed:	Scale(s): 1:7500 (A4)
Reviewed: A.J.B.	Signed:	Datum: AHD
Approved: T.J.L. RPE/07/07/1	Signed:	CAD Ref: 0944/07
Drawing No:		0944/07/007/A

Appendix G – MRCagney Design Report – Capacity of the Temples Lane/Bruce Highway Intersection



Design Report - (3785-010(1) Temples L – Bruce Hwy IS.doc)

17 March 2011

Capacity of the Temples Lane / Bruce Highway Intersection

As requested we have undertaken a review of the traffic carrying capacity of the Temples Lane / Bruce Highway intersection in its possible future signalised form, taking into account likely delivery timeframes for development of lots within the western catchment.

A summary of the analysis is provided herein.

Future Base Traffic Volumes

The future base traffic volumes (without the proposed development) in the vicinity of the proposed site have been determined based on the 2005, 2016 and 2031 traffic models provided by the Department of Transport and Main Roads (DTMR).

For the purpose of this capacity study of the Temples Lane / Bruce Highway intersection, the base traffic growth between 2005 and 2016 and the traffic volumes between 2016 and 2031 are calculated by simply pro-rata'ing the traffic volumes in 2005 and 2016 thence to 2031. For instance, the base traffic volumes in 2021 are calculated by multiplying the traffic volumes in 2016 (obtained from the 2016 traffic model) by the per annum growth rate (compound) of traffic volumes from 2016 to 2031 (obtained from the 2016 and 2031 traffic models) to the 2021 year. This is considered to be the most pragmatic estimation of future traffic volumes for the various interim scenarios considered.

The traffic models provided by DTMR contain the traffic volumes for the following intersections:

- Schmidtke Road / Farrellys Lane / Bruce Highway;
- Boundary Road / Bruce Highway;
- Peak Downs Highway / Archibald Street / Bruce Highway;
- Cowley Road / Peak Downs Highway.

It is noted that the traffic volumes at the Temples Lane / Bruce Highway intersection are not included in the traffic models, therefore some logical assumptions are required to be made to estimate the base traffic volumes at the Temples Lane / Bruce Highway intersection. The "through" base traffic volumes along Bruce Highway at the Temples Lane / Bruce Highway intersection have been assumed to be equal to the through traffic volumes on the Bruce Highway at the Schmidtke Road / Farrellys Lane / Bruce Highway intersection and in the order of 2% of trips would be distributed off the Bruce Highway at Stockroute Road – this is consistent with other observations further to the north. In addition, the "turning" movements from / to Temples Lane have been determined directly from recent surveys.

Traffic Generated from the Proposed Development

For the purpose of this capacity study of the Temples Lane / Bruce Highway intersection, the peak hourly traffic generation rate of in the order of 0.8vph per dwelling has been adopted – for a large catchment, this is considered to be an appropriate, possibly slightly conservative assumption.

The In / Out distribution of generated traffic has been obtained from the Institute of Transportation Engineers "Trip Generation". It suggests an In/ Out distribution of 31% In / 69% Out during the AM peak hour period and 66% In / 34% Out during the PM peak hour period for a residential development. Local data confirms this general order of magnitude is appropriate.

We have been advised that the proposed development is expected to be sold at a rate of 50 lots every 4 months starting from 2011. For instance, 150 lots have been assumed to be sold by the end of 2011 and 120vph will be generated from the proposed development during the peak hour periods.

The stages of the proposed development have been provided and are listed in Table 1.

Table 1 – Development Schedule

Stage	No. of Lots at Each Stage	Cumulative No. of Lots
Stage 1	14 premium lots 52 standard lots	66
Stage 2	7 Neighbourhood Lots 39 Standard Lots 2 Duplex sites – 4 lots	116
Stage 3	10 Neighbourhood Lots 48 Standard Lots 1 Duplex site – 2 lots	176
Stage 4	3 Neighbourhood Lots 40 Standard Lots 2 Duplex sites – 4 lots	223
Stage 5	4 Neighbourhood Lots 54 Standard Lots 0 Duplex sites	281
Stage 6	9 Neighbourhood lots 34 Standard lots 2 Duplex sites – 4 lots	328

According to the expected rate of sale, the 328 lots of stages 1-6 will be sold by the end of 2013.

Traffic Assessment of the Temples Lane / Bruce Highway Intersection

As is usual for traffic modelling, a 10 (ten) year design horizon has been adopted to assess the intersection capacity. In order to assess the traffic operation of the Temples Lane / Bruce Highway intersection, SIDRA analysis of the following AM and PM peak design scenarios have been undertaken.

Table 2 – Design Scenarios

Design Year (10 Year Design Horizon)	Cumulative No. of Lots
2023	328 (Stages 1 – 6 – sold before the end of 2013)
2023	450 (by the end of 2013, 450 lots could be sold)
2027	1,050 (by the end of 2017, 1,050 lots could be sold)
2028	1,200 (by the end of 2018, 1,200 lots could be sold)

One of these scenarios may or may not coincide with upgrading the Bruce Highway itself to a four-lane road, however, reference has been made to the potential signalised intersection geometry suggested by others. A likely potential configuration for the Temples Lane / Bruce Highway intersection is illustrated on Figure 1 below and the modelled signal phasing is illustrated on Figure 2.

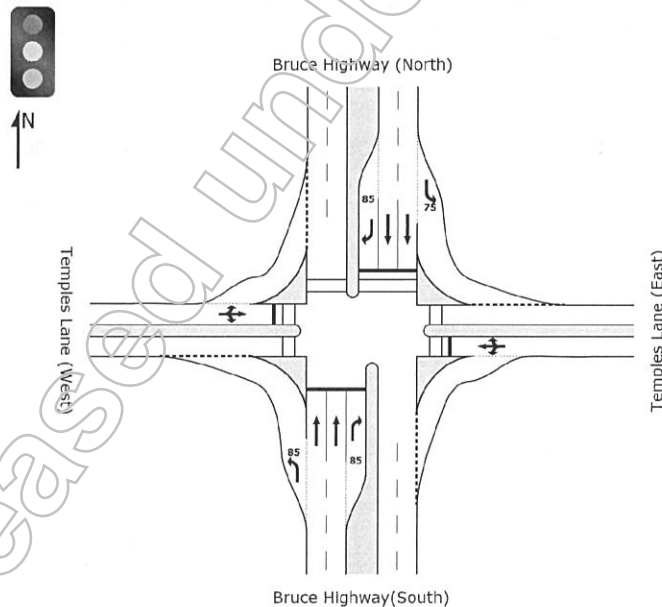


Figure 2 – A Potential Future Reconfiguration of the Temples Lane / Bruce Highway Intersection

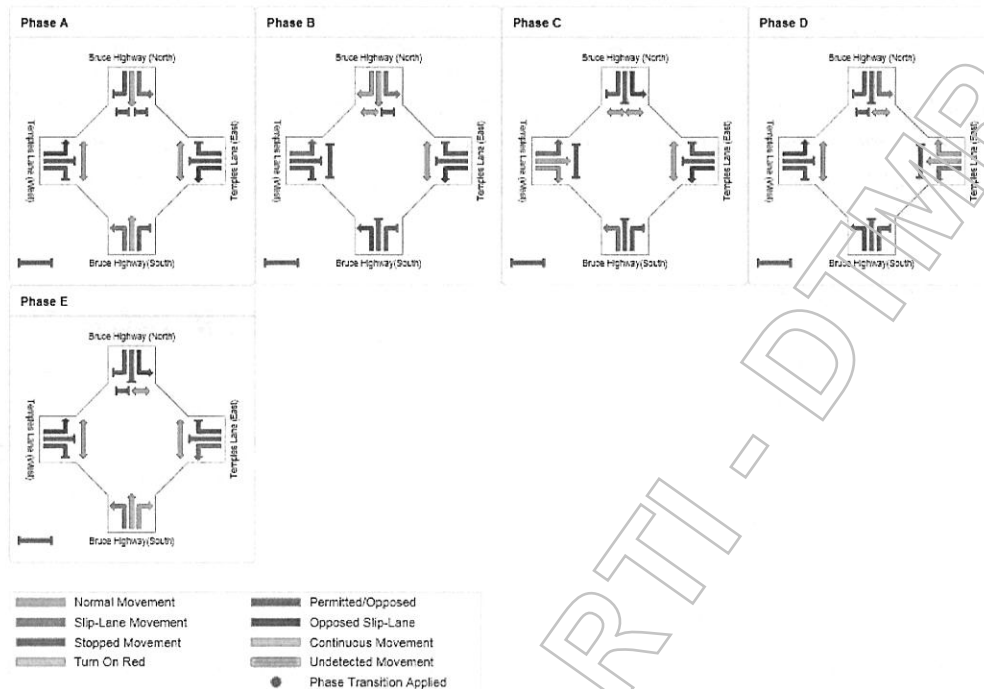


Figure 3 – A Possible Future Signal Phasing for the Temples Lane / Bruce Highway Intersection Signals

The results of the design scenarios, with the possible future configuration of the Temples Lane / Bruce Highway signalised intersection (assuming 120 second cycle time for all cases), have been summarised in Table 3.

Table 3 – Operating Characteristics of the Possible Future Temples Lane / Bruce Highway Signalised Intersection

Scenario	Intersection Highest Degree of Saturation	
	AM	PM
Year 2023 with 328 Lots	0.48	0.42
Year 2023 with 450 Lots	0.54	0.51
Year 2027 with 1,050 Lots	0.87	0.94
Year 2028 with 1,200 Lots	0.93	1.00

Note: Practical Maximum Degree of Saturation for Signalised Intersections is 0.95.

The results provided in Table 3 indicate that when signalisation of the intersection occurs, the performance of the possible future signalised Temples Lane / Bruce Highway intersection would operate within satisfactory operating parameters up to the design horizon year (Year 2027) with up to 1,050 lots (to be constructed and sold by the end of 2017). Development beyond this level

and/or a slower rate of sale would require consideration of alternative access arrangements and/or reassessment of conditions that may exist at that time.

It is further noted, that depending on the number of allotments developed within various stages, differing potential for impacts further afield may occur.

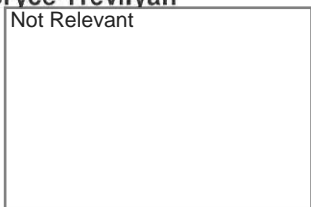
I trust that this information is of assistance.

Please contact me to discuss as/if required.

Regards,

Bryce Trevilyan

Not Relevant



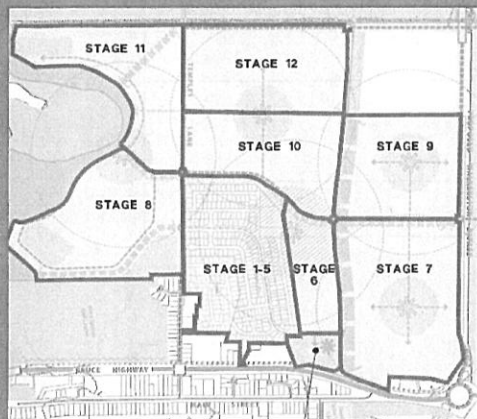
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Appendix H – MRCagney Report – The Waters Internal Road Hierarchy



FINAL REPORT

The Waters Internal Road Hierarchy

Cougar Developments Pty Ltd

Prepared by:

MRCagney Pty Ltd

24 April 2013



Document Information

Client	Cougar Developments Pty Ltd
Job Number	3785
Title	The Waters – Internal Road Hierarchy
Prepared by	MRCagney Pty Ltd MILTON QLD
Date	24/04/2013

Quality Assurance Register

Issue	Description	Prepared by	Reviewed by	Authorised by	Date
1	Final	MM	BT	BT	24/04/2013

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MRCagney

3785-012(1)-internal network.docx

24 April 2013

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Appendix A

Figure D1 Staging Diagram

Figure R1 Internal Road Hierarchy Ultimate Stage

Appendix B

Typical Road Cross-Section Requirements



1. Introduction

MRCagney has been commissioned to provide traffic engineering advice on the internal road hierarchy for the proposed "The Waters" development (predominantly residential development) at Bakers Creek.

Cougar Developments plans to construct the proposed site in 12 stages, ultimately to include up to 2,500 allotments (includes a small commercial component).

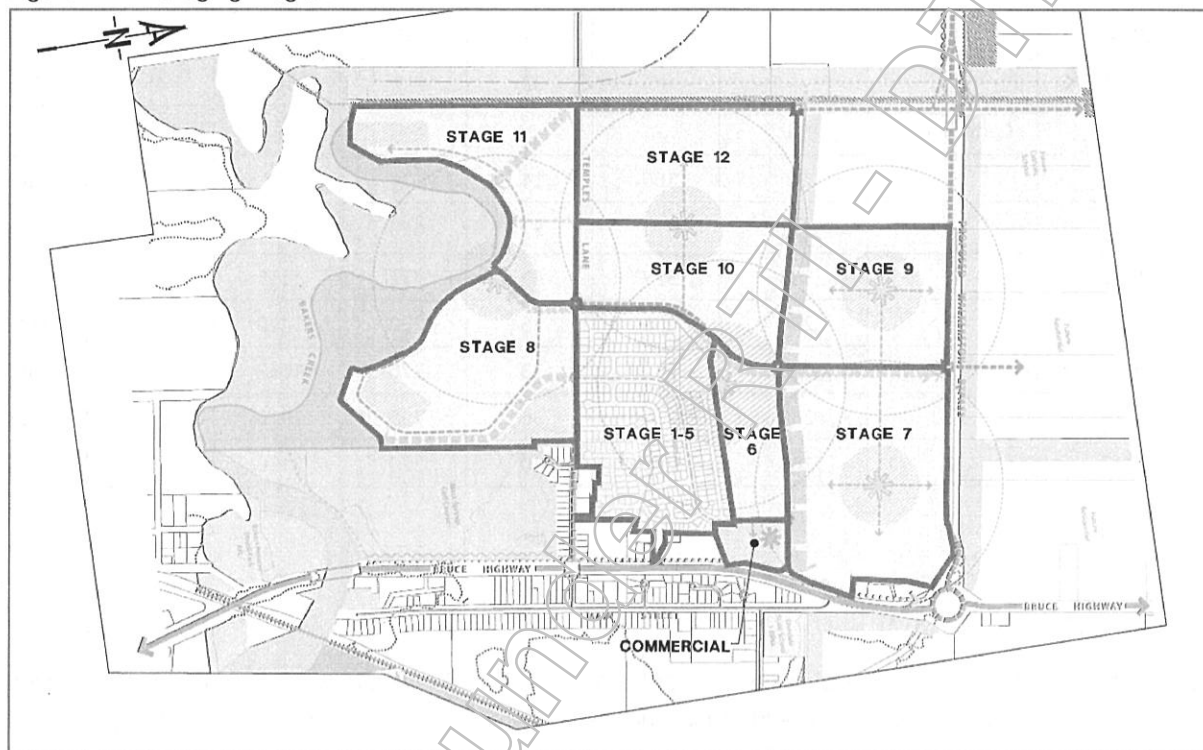
The report addresses the internal road hierarchy requirements of the proposed "The Waters" development.

2. The Waters

2.1 Description of Development

The construction of the proposed “The Waters” development is proposed to be divided into 12 stages. The staging of the development is shown in Figure D1 below (the A3 size drawing of Figure D1 is included within Appendix A of this report).

Figure D1 Staging Diagram



It is noted that Stage 1, consisting of 66 dwellings, has been already constructed. Based on the forecast of future property demand, we have been advised that the likely development rate of the site is in the order of 150 allotments per year and the ultimate development size will be 2,500 allotments. A commercial development will also be constructed on an eastern portion of the site after the completion of Stage 5 of the proposed development.

The precise number of allotments to be built in each stage has not been fixed yet and will be subject to further design considerations; for the purpose of this assessment, the number of allotments to be built in each stage has been calculated by comparing the relative land area of each stage to the overall area of the site. Development yields assumed in this analysis are listed in Table 1.

Table 1 Development Yields

Year to be Constructed (Estimated)	Stage	Approx. Area (1000m ²)	Individual Stage			Cumulative		
			Dwellings	Units	Total	Dwellings	Units	Total
			#	#	#	#	#	#
Existing	1	302	66	0	66	66	0	66
2013	2		81	0	81	147	0	147
2013	3		62	0	62	209	0	209
2014	4		71	12	83	280	12	292
2014	5		46	33	79	325	45	371
2015	Commercial	31	-	-	-	-	-	-
2015	6	93	100	14	114	426	59	485
2018	7	381	411	57	468	838	116	953
2021	8	303	327	45	372	1165	161	1326
2023	9	236	255	35	290	1420	196	1615
2024	10	220	237	33	270	1657	229	1886
2026	11	240	259	36	295	1916	264	2181
2028	12	268	280	40	320	2196	304	2500

2.2 Forecast Traffic Generation

Consideration of the existing allotments and golf course within the Temples Lane catchment has also been included in this analysis of the internal road hierarchy of the site. It appears that Temples Lane serves as access for in the order of 30 "existing allotments" (not associated with stages of the as-built, under construction and planned "The Waters" development); referred to as "existing allotments" for the purpose of this assessment.

It is noted that some fundamental assumptions are required in order to complete the analysis of traffic forecasts on the internal roads within the site. For the purposes of this assessment, the following assumptions have been adopted and are considered to be appropriate:

- 0.85vph / allotment traffic generation – standard allotments;
- 0.60vph / unit traffic generation – medium density allotments; and
- daily traffic generation = ten (10) times peak hourly traffic generation (as calculated above).

Table 2 overleaf summarises the forecast yields and traffic generation forecasts associated the various stages of the proposed "The Waters" development, golf course and "existing allotments".

Table 2 Development Yields and Traffic Generation

Year	Stage	Individual Stage			Cumulative			Trip Generation		Cumulative Trip Generation	
		Dwellings	Units	Total	Dwellings	Units	Total	Hourly	Daily	Hourly	Daily
		#	#	#	#	#	#	vph	vpd	vph	vpd
Existing	Golf	-	-	-	-	-	-	15	150	15	150
Existing	Existing	-	-	-	-	-	-	26	255	41	405
Existing	1	66	0	66	66	0	66	56	561	97	966
2013	2	81	0	81	147	0	147	69	689	166	1655
2013	3	62	0	62	209	0	209	53	527	219	2182
2014	4	71	12	83	280	12	292	68	676	286	2857
2014	5	46	33	79	326	45	371	59	589	345	3446
2015	Commercial ¹	-	-	-	-	-	-	20	200	365	3646
2015	6	100	14	114	426	59	485	94	936	459	4582
2018	7	411	57	468	838	116	953	384	3836	842	8419
2021	8	327	45	372	1165	161	1326	305	3051	1148	11470
2023	9	255	35	290	1420	196	1615	238	2376	1385	13846
2024	10	237	33	270	1657	229	1886	222	2215	1607	16062
2026	11	259	36	295	1916	264	2181	242	2417	1848	18478
2028	12	280	40	320	2196	304	2500	262	2617	2110 ²	21096 ²

Notes:

1. Assumes the commercial development is predominantly ancillary to the residential, not a big trip generator such as a large shopping centre.
2. Only trips generated by The Waters, existing golf course and "existing allotments" along Temples Lane are included (potential rat-running traffic from other catchments is assumed to not infiltrate).

The information contained in Table 2 illustrates that with full development and occupancy of the proposed "The Waters" development, the likely maximum trips generated by the catchment would be in order of 21,000vpd. It is noted that this is likely to be a somewhat conservatively high estimate, but notwithstanding it is considered to be suitable for the purpose of this assessment.

2.3 Access Arrangement

In this internal road hierarchy assessment, the following external connection assumptions have been adopted:

- there are three (3) external connection points;
- all movements at the Temples Lane / Bruce Highway intersection;
- left-in, left-out and right-in from Bruce Highway near the commercial development; and
- one access link to Stockroute Road, all movements at Stockroute Road / Internal Road intersection.

It is noted that no connection to Cowleys Road has been assumed within the analysis.



3. Internal Road Hierarchy

3.1 Road Hierarchy of Temples Lane

It is noted that Council has confirmed that the previously proposed "Inner Ring Road" via Temples Lane / Cowleys Road is no longer on their agenda; this decision has been taken into account in this internal road hierarchy assessment.

Drawing no. A0-01320 "Mackay Four Level Road Hierarchy" from Mackay City Planning Scheme 2006 classifies Temples Lane as a minor collector (the required road reserve is 17.5m). Although Temples Lane is classified as a minor collector, given its historic role in the road network, it may be more likely to perform similarly to a major collector street (the usually required road reserve is 24m) when traffic volumes increase with further development of the catchment.

In this internal road hierarchy assessment, with respect to traffic carrying capacity, it is assumed that Temples Lane would act like a major collector street.

It is noted that if Temples Lane is constructed to the usual major collector standard, a 24m road reserve would be required. By studying the Queensland atlas (<http://qspatial.informaiton.qld.gov.au/IQAtlas/>), the existing road reserve is approximately 20m. There are existing constraints restricting the ability to upgrade Temples Lane to a "full" major collector standard. The cross-section requirements of a minor collector and a major collector are included in Appendix B. The cross-section requirement of a sub-arterial is also included in Appendix B for easy reference.

3.2 Mackay City Council Road Hierarchy Tables

The Mackay City Council Planning Scheme contains Road Hierarchy Tables, which identifies the threshold point (the recommended daily capacity) at which a road of higher order is required.

An extract from the tables is provided below:

Table B.1 *Road Hierarchy Desirable Performance Criteria – Urban Areas*

Criterion	Road						Street			
	Arterial Road			Sub Arterial Road			Collector Street		Local Street	
	Highway	Arterial	Arterial Main Street	Traffic Distributor	Controlled Distributor	Sub Arterial Main Street	Major Collector	Minor Collector	Access Street	Access Place
<i>Functional Characteristics</i>										
Dominant linkage	Regional	Metropolitan	Metropolitan/sites	Specific area	Specific area	Specific area/sites	Environmental cell	Environmental cell	Sites	Sites
Traffic carrying function	Volumes not restricted	Volumes not restricted	<20,000vpd	Volumes not restricted	<10,000vpd	<10,000vpd	<6,000vpd	<3,000vpd	<750vpd	<150vpd
Paradigmatic urban function	N/A	N/A	City centre	N/A desirable	Appointed north	City centre	Controlled	Individual	Individual	Individual

This is considered to be an appropriate yardstick against which to measure the forecast traffic volumes within the catchment of internal roads associated with the subject "The Waters" development to determine the appropriate hierarchy of new planned roads and streets.



3.3 Recommended Internal Road Hierarchy

As noted, this internal road hierarchy assessment, it is assumed that Temples Lane would act like a major collector street with respect to traffic carrying capacity.

It is assumed that trips generated by the proposed "The Waters" development will be diverted to other sections of the predominantly grid internal road network after the daily traffic volume of Temples Lane reaches 6,000vpd; this is the recommended daily capacity of a major collector.

The trips generated by the proposed development (discussed in section 2.2) have been distributed onto the internal roads of the site by considering travel distances and times of future residents within the catchment and the likely origin and destination of trips. Table 3 overleaf summarises the volume of traffic that would use the proposed three (3) access points. The Figure R1 in Appendix A illustrates the full road hierarchy recommendations.



Table 3 Traffic Volumes at Access Points

– Temples Lane is a Major Collector (with Left-in / Left-out / Right-in Access near the Commercial Development)

Year	Stage	Trip Generation		Cumulative Trip Generation		Access Point(s)	Trips Using Temples Lane Access ¹		Trips Using Access near the Commercial Development ²		Trips Using Stockroute Road Access	
		Hourly	Daily	Hourly	Daily		Hourly	Daily	Hourly	Daily	Hourly	Daily
		vph	vpd	vph	vpd		vph	vpd	vph	vpd	vph	vpd
Existing	Golf	15	150	15	150	Temples Lane	15	150	-	-	-	-
Existing	Existing	26	255	41	405		41	405	-	-	-	-
Existing	1	56	561	97	966		97	966	-	-	-	-
2013	2	69	689	166	1655		166	1655	-	-	-	-
2013	3	53	527	219	2182		219	2182	-	-	-	-
2014	4	68	676	286	2857		286	2857	-	-	-	-
2014	5	59	589	345	3446		345	3446	-	-	-	-
2015	Commercial	20	200	365	3646 ³	Temples Lane + Left-in / Left-out / Right-in	290	2899	75	747	-	-
2015	6	94	936	459	4582 ³		356	3555	103	1028	-	-
2018	7	384	3836	842	8419	Temples Lane + Left-in / Left-out / Right-in + Stockroute Road	599	5999	243	2420 ⁴	157	1573
2021	8	305	3051	1148	11470		599	5999	193	1915 ⁴	356	3556
2023	9	238	2376	1385	13846		599	5999	276	2747 ⁴	510	5101
2024	10	222	2215	1607	16062		599	5999	354	3522 ⁴	654	6541
2026	11	242	2417	1848	18478		599	5999	438	4368 ⁴	811	8111
2028	12	262	2617	2110	21096		599	5999	530	5284 ⁴	981	9813

Notes:

1. Assumes the capacities of Temples Lane are 599vph (hourly) and 5,999vpd (daily). It is noted that the daily capacity of a major collector is assumed to be less than 6,000vpd.

2. Assumes the capacity of the left-in, left-out and right-in access near the commercial development is 1,000vph (hourly) and 10,000vpd (daily).

3. The cumulative trip generations after the completion of the commercial development and Stage 6 forecast to be less than 5999vpd (the maximum daily capacity of Temples Lane), therefore, the left-in / left-out / right-in access near the commercial development is not required to be provided before 2018 (or the completion of Stage 7) on the basis of capacity alone. However, it is assumed the left-in / left-out / right-in access near the commercial development would be provided in conjunction with the commercial development.

4. Although the trips using the left-in / left-out / right-in access near the commercial development have not reached its assumed maximum capacity, the Stockroute access is required because of right-out trips increases. Before the provision of the Stockroute Road access, the only right-out access is the Temples Lane access. Assumes the capacities of the right-out movement at the Temples Lane intersection are 150vph (hourly) and 1,500vpd (daily), the Stockroute Road access is required when the number of right-out trips from the site increase beyond 150vph (hourly) and 1,500vpd (daily).

The recommended internal road hierarchies of the ultimate stage of the proposed "The Waters" development is illustrated in Figure R1 overleaf (the A3 size drawings of Figure D1 is included within Appendix A of this report).



Figure D1 Internal Road Hierarchy of the Ultimate Stage
 - Temples Lane is a Major Collector (with Left-in / Left-out / Right-in Access near the Commercial Development)



3785 - 02.DWG

STAGING DIAGRAM

IT-2

2nd APRIL 2013

FIGURE D1

MRCagney

Bakers Creek, Mackay



3.4 Timing

The years (or the stages) for the required introduction of the left-in / left-out / right-in access near the commercial development and the Stockroute Road access are illustrated in Table 3 earlier and summarised below.

- Left-in / left-out / right-in access is required to be provided before 2018 (or the completion of the stage 7), however, it is assumed this access would be provided in conjunction with the commercial development currently targeted after completion of Stage 5; and
- Stockroute Road access is required to be provided before 2018 (or the completion of Stage 7).



Appendix A

Figure D1 Staging Diagram

Figure R1 Internal Road Hierarchy Ultimate Stage

Released under RTI - DTMR

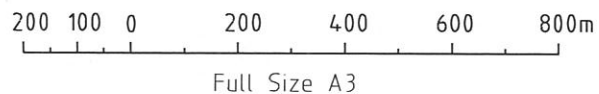




ASSUMPTIONS

1. TEMPLES LANE IS A MAJOR COLLECTOR ROAD
2. ONE ACCESS POINT TO STOCKROUTE ROAD
3. LEFT-IN/LEFT-OUT/RIGHT-IN ACCESS NEAR THE COMMERCIAL DEVELOPMENT TO/FROM BRUCE HIGHWAY

- ARTERIAL ROAD
- SUB ARTERIAL ROAD
- MAJOR COLLECTOR ROAD
- MINOR COLLECTOR ROAD
- SITE BOUNDARY



1:10,000



INTERNAL ROAD HIERARCHY
ULTIMATE STAGE

Bakers Creek, Mackay

3785 - 03.DWG

IT-2 18th APRIL 2013

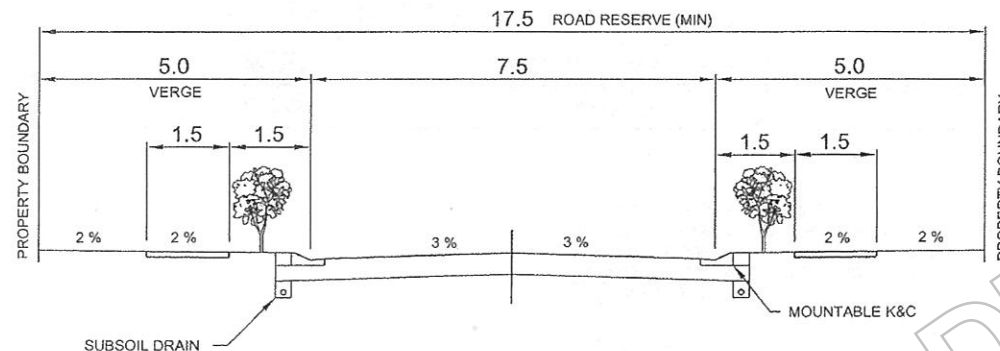
FIGURE R1

Appendix B

Typical Road Cross-Section Requirements

Released under RTI - DTMR





MINOR COLLECTOR STREET

SCALE 1 : 100

ACCEPTABLE DESIGN SOLUTIONS (REFERENCE "QUEENSLAND STREETS")

TRAFFIC

MAXIMUM CATCHMENT 300 LOTS BASED ON 10 VPD PER SINGLE DWELLING RESIDENTIAL LOT.

FOOTPATHS / CYCLEPATHS

TYPICAL BOTH SIDES BUT VARIES WITH PEDESTRIAN / CYCLIST NETWORK REQUIREMENTS.

BUS STOP

KERB SIDE OR INDENTED BAY

DESIGN SPEED

MAXIMUM DESIGN SPEED 50 km/h

LONGITUDINAL GRADE

MAXIMUM GRADE 16%. MINIMUM GRADE 0.2%

VERGE

AT MANOEUVRING AREAS THE MINIMUM VERGE WIDTH AT THE SIDE AND END BOUNDARY IS 3.0 METRES. AT INDENTED PARKING BAYS THE MINIMUM VERGE WIDTH IS 2.5 METRES.

REFER TO QUEENSLAND STREETS & MCC PLAN PA3-870 FOR ALTERNATIVE TREATMENTS.

VERGE TREES

ONE (1) TREE PER RESIDENTIAL ALLOTMENT OR SPACED AT APPROXIMATELY TWENTY (20) METRE INTERVALS, DEPENDENT ON SITE SAFETY CONSIDERATION AT THE DISCRETION OF THE MANAGER OF PARKS & RECREATION, & IN ACCORDANCE WITH POLICY 1.5 - FOOTPATH PLANTING & MAINTENANCE REQUIREMENTS.

RESIDENTIAL ACCESS FUNCTION INDIVIDUAL ACCESS

INTERSECTION SPACING

AT SIXTY (60) METRE INTERVALS

SURFACING

ASPHALT - MINIMUM THICKNESS 35 mm UP TO 3 X 10⁵ ESA'S 50 mm ABOVE 3 X 10⁵ ESA'S UNDERLAID WITH 7mm PRIMERSEAL.

STREET LIGHTING

IN ACCORDANCE WITH AUSTRALIAN STANDARD 1158.

KERBING TYPE

MOUNTABLE KERB AND CHANNEL

DRAINAGE

MINOR STORM - 1 IN 5 YEAR RETURN PERIOD. MAXIMUM STREET FLOW WIDTH IN ACCORDANCE WITH ENGINEERING DESIGN GUIDELINES FOR DRAINAGE.

MAJOR STORM - 1 IN 100 YEAR RETURN PERIOD TO BE CONTAINED WITHIN THE LIMITS OF THE ROAD RESERVE, DRAINAGE RESERVE OR DRAINAGE EASEMENTS.

FLOWS IN EXCESS OF THE MAJOR STORM ARE TO HAVE A POSITIVE RELIEF OUTLET.

DIMENSION

CARRIAGEWAY AND VERGE DIMENSIONS ARE MEASURED TO CHANNEL INVERT.

STANDARD DRAWINGS

PA3 - 865 STANDARD KERBS AND CHANNELS

PA3 - 867 STANDARD SLOTTED P.V.C. PIPE SUB-SOIL DRAIN

PA3 - 773 STANDARD INVERT TYPE VEHICLE CROSSING FOR KERB AND CHANNEL

A2 - 500 STANDARD CONCRETE FOOTPATH

URBAN 9

DRAWING FILE NAME

MISC\ROAD HIERACHY\A3-3601.DWG

NO.	DATE	DESCRIPTION	APPVD.
D	30/01/08	SURFACING & REFERENCE REVISED	GH
C	18/12/06	VERGE NOTES REVISED	GH
B	23/11/06	LINEMARKING & LANE NOTES REMOVED	GH
A	19/10/06	SURFACING REVISED	GH
AMENDMENTS AND REVISIONS			

DESIGNED
DRAWN
CHECKED
DATE 26/07/06

M.A.S. ORIGINAL SIGNED
BY G. HAWES
12/09/06
G. HAWES
RPEQ 5693



EXECUTIVE MANAGER
INFRASTRUCTURE SERVICES
ORIGINAL SIGNED BY S.M. HOLLEY
STUART HOLLEY

DATE 13/09/06
PHONE (07) 4968 4477
FAX (07) 4944 2431

COLLECTOR STREET CROSS SECTION

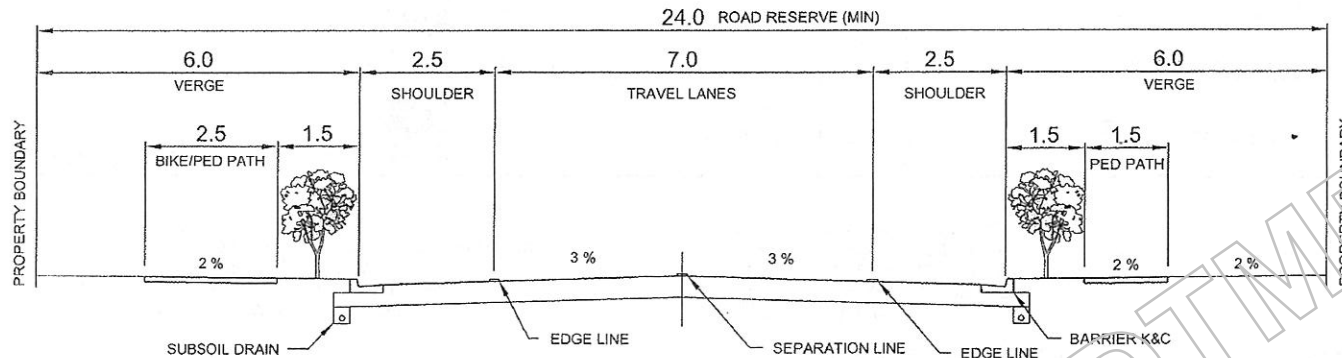
MINOR COLLECTOR STREET (URBAN)

DRAWING No.

A3-3616

AMEND. D

SHEET 1 OF 1



MAJOR COLLECTOR STREET - UNDIVIDED

SCALE 1 : 100

ACCEPTABLE DESIGN SOLUTIONS (REFERENCE "QUEENSLAND STREETS")

TRAFFIC

MAXIMUM CATCHMENT 600 LOTS BASED ON 10 VPD PER SINGLE DWELLING RESIDENTIAL LOT.

FOOTPATHS / CYCLEPATHS

TYPICAL BOTH SIDE BUT VARIES WITH PEDESTRIAN / CYCLIST NETWORK REQUIREMENTS.

BUS STOP

CLEAR OF TRAFFIC LANES

DESIGN SPEED

MAXIMUM DESIGN SPEED 60 km/h

LONGITUDINAL GRADE

MAXIMUM GRADE 16%. MINIMUM GRADE 0.2%

VERGE

AT MANOEUVRING AREAS THE MINIMUM VERGE WIDTH AT THE SIDE AND END BOUNDARY IS 3.0 METRES. AT INDENTED PARKING BAYS THE MINIMUM VERGE WIDTH IS 2.5 METRES. REFER TO QUEENSLAND STREETS & MCC PLAN PA3-870 FOR ALTERNATIVE TREATMENTS.

SURFACING

ASPHALT - MINIMUM THICKNESS 35 mm UP TO 3 X 10⁵ ESA'S 50 mm ABOVE 3 X 10⁵ ESA'S. UNDERLAID WITH 7mm PRIMERSEAL

KERBING TYPE

BARRIER KERB & CHANNEL

RESIDENTIAL ACCESS FUNCTION

CONSOLIDATED

STREET LIGHTING

IN ACCORDANCE WITH AUSTRALIAN STANDARD 1158.

SOUND ATTENUATION

SOUND ATTENUATION MEASURES SUCH AS MOUNDING, PLANTING AND / OR FENCING MAY BE REQUIRED BETWEEN THE STREET AND ABUTTING LOTS, IN ACCORDANCE WITH QUEENSLAND STREETS & COUNCIL POLICY.

VERGE TREES

ONE (1) TREE PER RESIDENTIAL ALLOTMENT OR SPACED AT APPROXIMATELY TWENTY (20) METRE INTERVALS, DEPENDENT ON SITE SAFETY CONSIDERATION AT THE DISCRETION OF THE MANAGER OF PARKS & RECREATION, & IN ACCORDANCE WITH POLICY 1.5 - FOOTPATH PLANTING & MAINTENANCE REQUIREMENTS.

INTERSECTIONS

INTERSECTIONS WITH ARTERIAL OR COLLECTOR ROADS WILL GENERALLY REQUIRE RIGHT TURN, DECELERATION, AND PASSING LANES AS DETERMINED FROM A TRAFFIC STUDY, WITH A MINIMUM OF ONE HUNDRED (100) METRE SPACINGS.

DRAINAGE

MINOR STORM - 1 IN 5 YEAR RETURN PERIOD. MAXIMUM STREET FLOW WIDTH IN ACCORDANCE WITH ENGINEERING DESIGN GUIDELINES FOR DRAINAGE. MAJOR STORM - 1 IN 100 YEAR RETURN PERIOD TO BE CONTAINED WITHIN THE LIMITS OF THE ROAD RESERVE, DRAINAGE RESERVE OR DRAINAGE EASEMENTS. FLOWS IN EXCESS OF THE MAJOR STORM ARE TO HAVE A POSITIVE RELIEF OUTLET.

DIMENSION

CARRIAGEWAY AND VERGE DIMENSIONS ARE MEASURED TO CHANNEL INVERT.

STANDARD DRAWINGS

PA3 - 865 STANDARD KERBS AND CHANNELS

PA3 - 867 STANDARD SLOTTED P.V.C. PIPE SUB-SOIL DRAIN

PA3 - 773 STANDARD INVERT TYPE VEHICLE CROSSING FOR KERB AND CHANNEL

A2 - 500 STANDARD CONCRETE FOOTPATH

URBAN 8

DRAWING FILE NAME

MISC\ROAD HIERACHY\A3-3601.DWG

NO.	DATE	DESCRIPTION	APPVD.
C	30/01/08	SURFACING & REFERENCE REVISED	GH
B	18/12/06	VREGE NOTES REVISED	G.H.
A	19/10/06	SURFACING REVISED	G.H.

AMENDMENTS AND REVISIONS

DESIGNED

DRAWN

CHECKED

DATE 26/07/06

M.A.S. ORIGINAL SIGNED BY G. HAWES

12/09/06 G. HAWES

RPEQ 5693



MACKAY



CITY COUNCIL DATE

13/09/06

EXECUTIVE MANAGER
INFRASTRUCTURE SERVICES

ORIGINAL SIGNED BY S.M. HOLLEY

STUART HOLLEY

PHONE (07) 4968 4477

Page Number: 144 of 348

COLLECTOR STREET CROSS SECTION

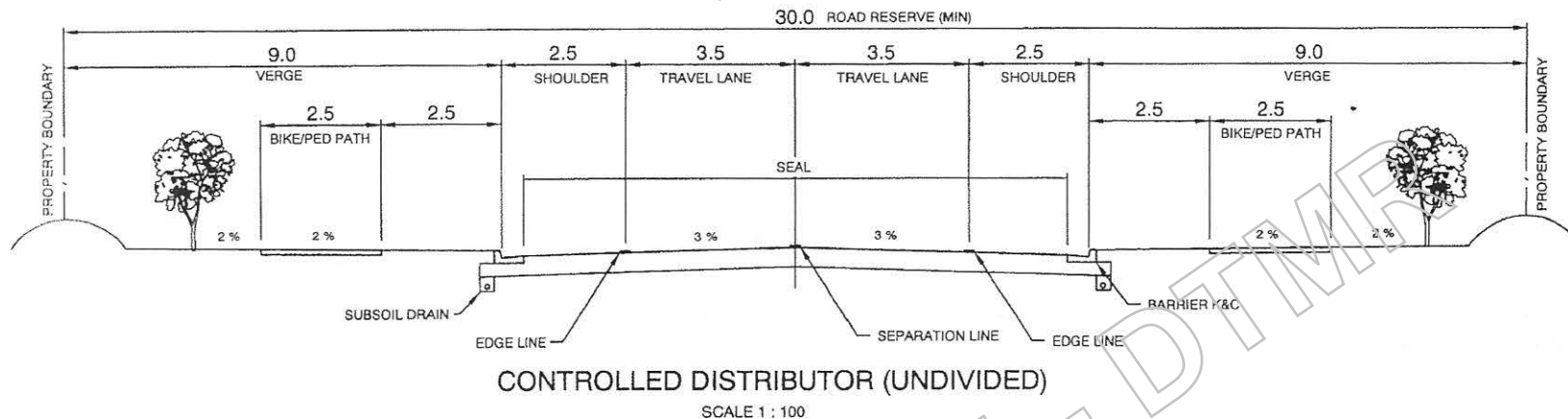
MAJOR COLLECTOR STREET - UNDIVIDED (URBAN)

DRAWING No.

A3-3615

AMEND. C

SHEET 1 OF 1



ACCEPTABLE DESIGN SOLUTIONS (REFERENCE "ENGINEERING DESIGN GUIDELINES")

TRAFFIC

MAXIMUM CATCHMENT 1000 LOTS BASED ON 10 VPD PER SINGLE DWELLING RESIDENTIAL LOT.

PARKING

PARKING TO BE PROVIDED ON CARRIAGEWAY.

FOOTPATHS / CYCLEPATHS

TYPICAL BOTH SIDES BUT VARIES WITH PEDESTRIAN / CYCLIST NETWORK REQUIREMENTS.

BUS STOP

INDENTED, CLEAR OF TRAFFIC LANES

DESIGN SPEED

MAXIMUM DESIGN SPEED 70 km/h

LONGITUDINAL GRADE

MAXIMUM GRADE 16%. MINIMUM GRADE 0.2%

SURFACING

ASPHALT - MINIMUM THICKNESS 50 mm. UNDERLAID WITH 7mm PRIMERSEAL.

KERBING TYPE

BARRIER KERB & CHANNEL

RESIDENTIAL ACCESS FUNCTION

ACCEPTED WITH CONDITIONS

STREET LIGHTING

IN ACCORDANCE WITH AUSTRALIAN STANDARD 1158.

SOUND ATTENUATION

SOUND ATTENUATION MEASURES SUCH AS MOUNDING, PLANTING AND / OR FENCING MAY BE REQUIRED BETWEEN THE STREET AND ADJACENT LOTS, IN ACCORDANCE WITH QUEENSLAND STREETS & COUNCIL POLICY.

VERGE TREES

ONE (1) TREE PER RESIDENTIAL ALLOTMENT OR SPACED AT APPROXIMATELY TWENTY (20) METRE INTERVALS, DEPENDENT ON SITE SAFETY CONSIDERATION AT THE DISCRETION OF THE MANAGER OF PARKS & RECREATION, & IN ACCORDANCE WITH POLICY 1.5 - FOOTPATH PLANTING & MAINTENANCE REQUIREMENTS.

INTERSECTIONS

INTERSECTIONS WITH ARTERIAL OR COLLECTOR ROADS WILL GENERALLY REQUIRE RIGHT TURN, DECELERATION, AND PASSING LANES AS DETERMINED FROM A TRAFFIC STUDY, WITH A MINIMUM OF THREE HUNDRED (300) METRE SPACINGS.

DRAINAGE

MINOR STORM - 1 IN 5 YEAR RETURN PERIOD. MAXIMUM STREET FLOW WIDTH IN ACCORDANCE WITH ENGINEERING DESIGN GUIDELINES FOR DRAINAGE. MAJOR STORM - 1 IN 100 YEAR RETURN PERIOD TO BE CONTAINED WITHIN THE LIMITS OF THE ROAD RESERVE, DRAINAGE RESERVE OR DRAINAGE EASEMENTS. FLOWS IN EXCESS OF THE MAJOR STORM ARE TO HAVE A POSITIVE RELIEF OUTLET.

DIMENSION

CARRIAGEWAY AND VERGE DIMENSIONS ARE MEASURED TO CHANNEL INVERT.

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PA3 - 867 STANDARD SLOTTED P.V.C. PIPE SUB-SOIL DRAIN
PA3 - 773 STANDARD INVERT TYPE VEHICLE CROSSING FOR KERB AND CHANNEL
A2 - 500 STANDARD CONCRETE FOOTPATH

URBAN 6

DRAWING FILE NAME

\\MISC\ROAD HIERARCHY\A3-3601.DWG

DESIGNED	DRAWN	CHECKED	DATE	26/07/06	M.A.S. NR	G. HAWES RPEQ 5693	EXECUTIVE MANAGER INFRASTRUCTURE SERVICES NR STUART POLLEY
MACKAY CITY COUNCIL				DATE 12.4.06		PHONE (07) 4968 4477 FAX (07) 4944 2431	
SUB ARTERIAL ROAD				CROSS SECTION			
CONTROLLED DISTRIBUTOR - UNDIVIDED (URBAN)				DRAWING No. A3-3613			
AMENDMENTS AND REVISIONS				AMEND. SHEET 1 OF 1			

From: Michael Jewell (Mackay)
To: Ian R Husband
Cc: John Cowley (John@cougardevelopments.com.au); Tom Long (Tom.Long@Paragonce.com); Steven Young (Steven.Young@Paragonce.com); Ross M YOUNG; Patrick D Aprile; Anthony G Blines
Subject: The Waters - Meeting Minutes with TMR
Date: Tuesday, 3 June 2014 3:43:59 PM
Attachments: L.140530. DTMR Meeting Minutes.pdf
2014-ROL-DA-Revised-Masterplan-The-Waters.pdf
2014-Finalised-Ring-Road-Stage-1-Design.pdf

Hi Ian,

I have deliberately kept the attached meeting minutes fairly brief.

Let me know if you would like any additional points added or altered.

Kind regards,

Michael

Michael Jewell
OFFICE MANAGER/PRINCIPAL
CARDNO HRP



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Cardno HRP Mackay is relocating. As of Monday the 9th June our new office address will be:

3/42 East Gordon Street
Mackay QLD 4740 Australia

Our phone number, fax number and staff email addresses will remain the same.

Cardno operates a quality management system that has been certified to ISO 9001.

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MEETING MINUTES



Shaping the Future

Project:	The Waters – External Road Design Access		
Ref:	HRP14023		
Attendees:	Ian Husband (DTMR), Pat April (DTMR), Anthony Blines (DTMR), John Cowley (Cougar Developments), Michael Jewell (Cardno HRP), Tom Long (Paragon Engineers) & Steven Young (Paragon Engineers)		
Venue:	DTMR Office, Macalister Street	Meeting Start:	11:00 am
Date:	30 May 2014	Meeting Close:	12 noon

Cardno (QLD) Pty Ltd
ABN 57 051 074 992

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MEETING MINUTES

30th May 2014 – 11-12noon DTMR Office

The Waters at Ooralea, Masterplanned Community

- Revised Masterplan for The Waters at Ooralea**
 - MJ outlined the key design features of the revised masterplan as being: provision of a central north-south and east-west road corridor through the estate; confirmation of the location of a retail local neighbourhood centre adjoining the Bruce Highway frontage; removal of unwarranted duplication of Cowleys Road along the western edge of the estate (due to existing tramway preventing any western practical access to such road); and proposed vehicle access arrangements onto and off of the Stockroute Road and Bruce Highway frontages.
- Proposed Ring Road Construction**
 - IH and PA outlined the proposed procurement (2015) and construction (mid-2016) timelines for Stage 1 of the Mackay Ring Road, including confirmation that any required resumption costings had been fully funded.
- Proposed Stockroute Road and Bruce Highway Intersections**
 - PA confirmed that previous agreed external access arrangements for the development had included: a 'left-in' off Stockroute Road and a 'left-out' onto the Bruce Highway.
 - IH confirmed that to support the commercial viability of a local neighbourhood along the Bruce Highway frontage, a 'left-in' vehicular access would also need to be considered by the Department.
 - Formalisation of external access arrangements will now be confirmed through the current ROL DA for Stages 6-8, following issue of an AN by Council.

Attached:

- The Waters – Revised Masterplan
- 2014 Ring Road Design



THE WATERS OORALEA ESTATE

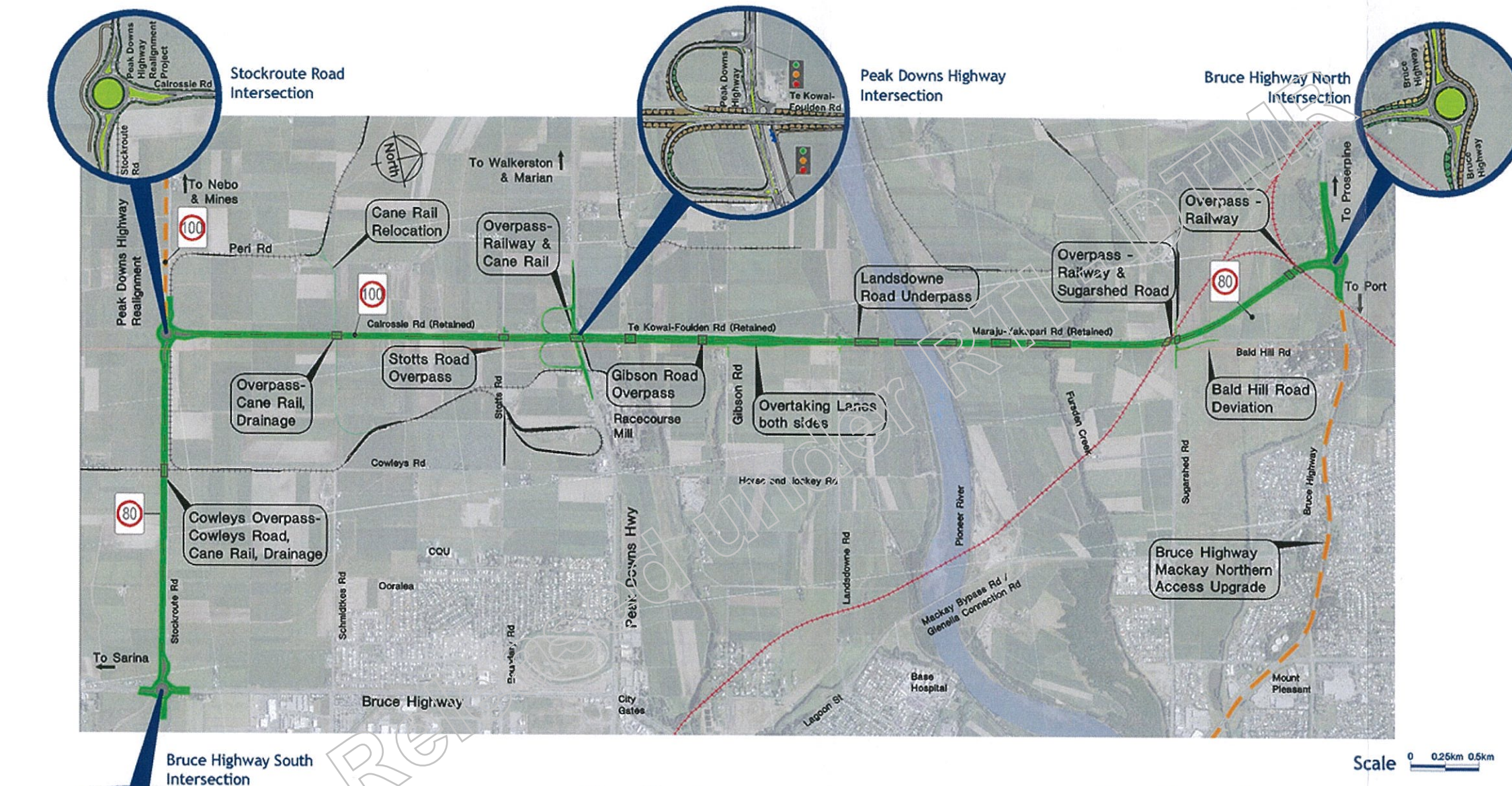
Revised Masterplan

THE WATERS
OORALEA



FILENAME >	REVISED MASTERPLAN	DATE >	MAY 2014
JOB NO. >	HRP14127	AMENDED >	N/A
SCALE >	1:10,000	VERSION >	1.0
SOURCE >	RPS OORALEA, MACKAY: LAP REVIEW: JULY 2013		

Mackay Ring Road - Stage 1 (5-10 years)



Legend

- Mackay Ring Road Stage 1: (5-10 years)
- Cane Rail and Sidings
- North Coast Rail Line
- Other Projects
- New Bridge

Key Features:

- 11.34km two lane highway from Bruce Highway South Intersection to Bruce Highway North Intersection
- 80 and 100km/hr speed limit with no signalised intersections / no signals
- 1 in 100 year flood immunity
- Connections at Stockroute Road Intersection and Peak Downs Highway Intersection
- Heavy vehicle bypass of Mackay
- New bridge over Pioneer River
- Southern entry/exit point to Paget Industrial Area

Key Benefits:

- Removes fuel and sugar trucks from Nebo Road
- Reduces congestion on the entire road network as traffic is transferred to the Ring Road
- Improves connectivity between the Mackay Port and industry
- Provides significant improvements to the efficiency of the national road network





Mackay Ring Road - Stage 1 (Sheet 1 of 8)

Scale 0 20 40 60 80 100m

PRELIMINARY

11/04/2014



Australian Government

Preliminary Design Layout



Queensland Government



Mackay Ring Road - Stage 1 (Sheet 2 of 8)

Scale 0 20 40 60 80 100m

PRELIMINARY

11/04/2014



Australian Government

Preliminary Design Layout



Queensland Government

From: Alice Slark
To: Mackay.Whitsunday.IDAS
Cc: Kelly A Drobek
Subject: 20140918 Applicant Response to IR on job SDA-0714-012409 - TMR Reference TMR14-010948 - Ooralea Developments ROL 2 Rural into 154 Residential, 1 park and 1 mixed use
Date: Thursday, 18 September 2014 10:04:16 AM
Attachments: SDA-0714-012409 Applicant Response to IR - L.140917 The Waters 6-8.pdf

Hi Team,

The applicant provided a response via MyDAS overnight (attached for your reference) – so we are now progressing into the TA assessment period. Timeframes as follows:

TA (DTMR Only) to provide TA Assessment Response to DSDIP within 15BD – **9 October 2014 ****
TA (DTMR Only) to provide request to DSDIP for extension of TA assessment period within 10BD – 1 October 2014

DSDIP to provide Referral Agency Response to Assessment Manager and Applicant within 20BD – 16 October 2014

****Note: Public Holiday on Monday 6 October**

Kind Regards,

Alice Slark
Senior Planning Officer
Mackay Isaac Whitsunday Regional Office
North Region, Regional Services
Department of State Development, Infrastructure and Planning
Queensland Government
tel +61 7 4898 6815
fax +61 7 4898 6820
post PO Box 710, Mackay Qld 4740
visit Level 4, 44 Nelson Street, Mackay Qld 4740
alice.slark@dsdip.qld.gov.au
MIWSARA@dsdip.qld.gov.au | www.dsdip.qld.gov.au

From: Dylan Brown [<mailto:Dylan.Brown@dsdip.qld.gov.au>]
Sent: Thursday, 11 September 2014 9:12 AM
Subject: SDA-0714-012409 - IR for your records

Good Morning Team,

Please see attached Information Request (SDA-0714-012409) for your records. If you have any further questions in relation to this application, please contact Alice Slark, who is the case officer for this application, on 4898 6815.

Cheers.
Kind Regards,
Dylan Brown
A/Senior Planning Officer
North and Central West Regional Office
North Region, Regional Services
Department of State Development, Infrastructure and Planning
Queensland Government
tel +61 7 4747 3908

mob

Not Relevant

post PO Box 2221, Mount Isa Qld 4825

visit 1/75 Camooweal Street, Mount Isa

dylan.brown@dsdip.qld.gov.au

www.dsdip.qld.gov.au



Register for the Major Projects Conference today at www.mpc.qld.gov.au

Great state. Great opportunity.

Released under RTI - DTMR

Our Ref MJ: HRP14023
Contact Michael Jewell

17 September 2014

Manager (Planning)
Mackay Isaac Whitsunday Regional Office
Department of State Development Infrastructure and Planning
PO Box 710
MACKAY QLD 4740

Cardno (Qld) Pty Ltd
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Uploaded via MyDAS

Attention: Jamie Thorley, Manager (Planning)

Dear Jamie,

**RESPONSE TO DSDIP INFORMATION REQUEST – RECONFIGURATION OF A LOT – 2
RURAL LOTS INTO 154 RESIDENTIAL LOTS, PARK LOT AND MIXED USE LOT – BRUCE
HIGHWAY, BAKERS CREEK – LOT 7 RP894737 AND LOT 292 SP247664 – OORALEA
DEVELOPMENTS PTY LTD ATF OORALEA MANAGEMENT TRUST – SDA-0714-012409**

We act on behalf of Ooralea Developments Pty Ltd aff Ooralea Management Trust in regards to the abovementioned Information Request issued by DSDIP.

In accordance with Section 278 of the *Sustainable Planning Act 2009 (SPA)*, please find outlined below our response to DSDIP's Information Request dated 28 July 2014.

Access via the Bruce Highway / Temples Lane Signalised Intersection

1. Provide a traffic impact study undertaken by a suitably qualified consultant to assess the impact of traffic generated by proposed Stages 6, 7 and 8 on the existing Bruce Highway/Temples Lane signalised intersection.

This impact study is to be projected to a 10 year design horizon from the expected opening of the final stage of development and is to be carried out in accordance with TMR's Guidelines for Assessment of Road Impacts of Development.

2. The impact of the development generated traffic is to include a SIDRA analysis and is to be assessed in terms of the warrants detailed in Austroads Guide to Traffic Engineering Practice, TMR's Road Planning and Design Manual and SIDRA default values.

Response:

MRCagney have prepared a Response to the Information Request (refer **Attachment A – MRCagney Response**) which includes a review of the existing Temples Lane Intersection. Future traffic volumes have been determined based on the 2016 and 2031 traffic models provided by DTMR. A SIDRA analysis has also been undertaken for the Temples Lane intersection.

The report summarises (refer page 7) that the existing Temples Lane / Bruce Highway intersection will operate within satisfactory parameters up to the design horizon with the full development of Stages 1-8 of The Waters at Ooralea Estate.

Access to Stockroute Road and the Bruce Highway

3. If the Bruce Highway/Temples Lane signalised intersection cannot accommodate the traffic generated by proposed Stages 6, 7 and 8, and the Applicant proposes alternative access via this new intersection with the Bruce Highway, then TMR requires a traffic impact assessment of the Bruce Highway/New Road intersection.

This impact study must be undertaken by a suitably qualified consultant to assess the impact of traffic generated by proposed Stages 6, 7 and 8 on the Bruce Highway/New Road intersection.

The study is to be projected to a 10 year design horizon from the expected opening of the final stage of development and is to be carried out in accordance with TMR's Guidelines for Assessment of Road Impacts of Development.

4. The impact of the development generated traffic is to include a SIDRA analysis and is to be assessed in terms of the warrants detailed in Austroads Guide to Traffic Engineering Practice, TMR's Road Planning and Design Manual and SIDRA default values.

The study must also specifically include an analysis of the warrants for turn lanes in accordance with Chapter 13 of TMR's Road Planning and Design Manual.

5. Provide a preliminary concept drawing of all road works necessary to provide the level of service and safety required at the intersection.

Response:

The Temples Lane / Bruce highway intersection will operate within satisfactory parameters at full development of Stages 1-8 of the estate. However, the applicant also proposes to create a new access to the Bruce Highway adjacent the mixed use lot within Stage 6. The applicant proposes a Left In / Right In / Left Out intersection. A meeting was held with DSDIP and officers from DTMR on 5 August 2014 to discuss this intersection configuration. Meeting Minutes are provided (refer **Attachment B – DSDIP Meeting Minutes**) confirming support for this intersection configuration. The proposed intersection will support the commercial viability of the mixed use lot and provide an alternative right turn into the Estate directly from the Bruce Highway.

MRCagney have provided a SIDRA analysis and confirmed that the proposed new Bruce Highway access will operate within satisfactory parameters with the full development of Stages 1-8 of The Waters (refer **Attachment A – MRCagney Response**).

An assessment against the warrants for turn lanes has been undertaken, which advises that an auxiliary left turn lane (AUL) / channelised right turn lane (CHR) type treatment is required for the proposed intersection. A concept drawing of this intersection is provided (refer **Attachment C of the MRCagney Response**).

Structure Plan

6. Provide an updated master plan of the overall proposed development, clearly showing proposed Stages 6, 7 and 8, connection to Cowleys Road and access arrangements.

Response:

The Waters Estate at Ooralea does not rely on Cowleys Road for access and any access to Cowleys Road is not considered beneficial.

Mackay Regional Council prepared the Draft Mackay Region Planning Scheme which was publically displayed in June- August 2013. The Road Hierarchy Maps and Priority Infrastructure Plan Maps do not indicate Cowleys Road as being required for any future upgrade in Council's Infrastructure Works program.

Further, MRCagney note that access to the site via Stockroute Road is required to service the overall development of The Waters at Ooralea, in addition to the proposed access configurations (Temples Lane Intersection and new Bruce Highway intersection).

Pursuant to the provisions of Section 278 (1) (a) of the SPA it is advised that this response addresses all of the information requested by DSDIP as Concurrence Agency and now request that DSDIP proceed with assessment of the Development Application.

If you have any queries, please contact me on 07 4953 2877.

Yours faithfully

Not Relevant

Michael Jewell
Office Manager and Principal
Planning
For Cardno HRP

CC: Mackay Regional Council

Attachment A – MRCagney Response
Attachment B – DSDIP Meeting Minutes

ATTACHMENT A – MRCAGNEY RESPONSE

Released under RTI - DTMR

5449

16 September 2014

Ooralea Developments Pty Ltd
c/- Cougar Developments
Po Box 624
92 Wood Street
4740 Mackay QLD

Attention: Mr Rick Poppleston

Dear Rick,

Re: The Waters – Stages 6, 7 and 8
Response to Department of State Development, Infrastructure and
Planning's Information Request

We refer to your request to consider the Department of State Development, Infrastructure and Planning's Information Request (Ref.1) dated 28 July 2014 associated with the proposed Stages 6, 7 and 8 of "The Waters" development. We advise that we have considered the comments related to traffic engineering and provide responses in this report.

It is noted that MRCagney has also been mindful of the issues discussed in the meeting on 5 August 2014 when preparing this report.

1.1 Information Request Items 1 and 2

"Access via the Bruce Highway / Temples Lane Signalised Intersection

1. *Provide a traffic impact study undertaken by a suitably qualified consultant to assess the impact of traffic generated by proposed Stages 6, 7 and 8 on the existing Bruce Highway/Temples Lane signalised intersection.*

This impact study is to be projected to a 10 year design horizon from the expected opening of the final stage of development and is to be carried out in accordance with TMR's Guidelines for Assessment of Road Impacts of Development.

2. *The impact of the development generated traffic is to include a SIDRA analysis and is to be assessed in terms of the warrants detailed in Austroads Guide to Traffic Engineering Practice, TMR's Road Planning and Design Manual and SIDRA default values."*

¹ "Information Request – concurrence agency given under section 276 of the Sustainable Planning Act 2009 for Development Permit for Reconfiguration of a Lot (2 Rural Lots into 154 Residential Lots, 1 Park Lot and 1 Mixed Use Lot) over Lot 7 on RP894737 & Lot 292 on SP247664 at 93897 & L 292 Bruce Highway, Bakers Creek, QLD 4740", Department of State Development, Infrastructure and Planning, 28 July 2014.

1.2 Response to Information Request Items 1 and 2

A review of traffic impact generated by the proposed Stages 6, 7 and 8 on the existing Temples Lane / Bruce Highway intersection in its current configuration, taking into account likely delivery timeframes for the development of stages / lots, has been undertaken. A summary of the analysis is provided in the following sections of this report.

Future Base Traffic Volumes

The future base traffic volumes (without the proposed development) in the vicinity of the site have been determined based on the 2016 and 2031 traffic models provided by the Department of Transport and Main Roads (DTMR).

For the purpose of this traffic study, the base traffic volumes between 2016 and 2031 (model years) of the Temples Lane / Bruce Highway intersection, are calculated by simply pro-rata'ing the traffic volumes in 2016 and 2031. For instance, the base traffic volumes in 2021 are calculated by multiplying the traffic volumes in 2016 (obtained from the 2016 traffic model) by the per annum growth rate (compound) of traffic volumes from 2016 to 2031 (obtained from the 2016 and 2031 traffic models) to the year 2021. This is considered to be the most pragmatic method for estimating the future base traffic volumes for the various design scenarios considered.

The traffic models provided by DTMR contain the traffic volumes for the following intersections:

- Schmidtkes Road / Farrellys Lane / Bruce Highway;
- Boundary Road / Bruce Highway;
- Peak Downs Highway / Archibald Street / Bruce Highway; and
- Cowleys Road / Peak Downs Highway.

It is noted that the traffic volumes at the Temples Lane / Bruce Highway intersection are not included in the traffic models, therefore logical assumptions have been made to estimate the base traffic volumes at the Temples Lane / Bruce Highway intersection. The "through" base traffic volumes along the Bruce Highway at the Temples Lane / Bruce Highway intersection have been assumed to be equal to the through traffic volumes on the Bruce Highway at the Schmidtkes Road / Farrellys Lane / Bruce Highway intersection with in the order of 2% of trips distributed off the Bruce Highway at Stockroute Road – this is consistent with other observations further to the north and is considered to be the most appropriate method of determining traffic volumes in this instance.

In addition, the "turning" movements from / to Temples Lane have been determined directly from previous traffic surveys, which include the trips generated by the existing allotments and golf course within the Temples Lane catchment.

Based on this methodology, the base traffic volumes in 2016 and 2031 are shown in Figures B1 and B2 respectively within Attachment B of this report.

Access Arrangement

Ultimately, there are three (3) external connection points proposed for the holistic “The Waters” development. In this traffic study, the following external connection assumptions have been adopted:

- The existing Temples Lane / Bruce Highway intersection;
- A proposed left-in, left-out and right-in intersection from Bruce Highway near the proposed mixed use development; it is proposed to be built in conjunction with Stage 6 and the mixed use development in 2015; and
- An access link to Stockroute Road, it is proposed to be built in later stages of the proposed development, but not in Stages 1 - 8.

A right-in movement is recommended to be provided at the proposed access near the mixed-use development portion of the site as it has the direct potential to reduce traffic at the Temples Lane / Bruce Highway intersection and separating non-local traffic associated with this precinct and the residential areas is considered to be appropriate. A concept layout of the potential access geometry has been proposed (refer to Section 2.12 of this report - “Response to Information Request Items 3, 4 and 5”) to ensure the “through” traffic along the Bruce Highway would not be detrimentally impacted by the turning vehicles.

Description of the Proposed Development

“The Waters” development is proposed to be constructed in stages. It is noted that Stage 1 and Stage 2, consisting of 147 dwellings, have been already constructed.

The precise timing of the construction of the various stages may be varied and will be subject to future market conditions. However, for the purpose of preparing this traffic study, the timing of the development yields has been estimated and is listed in Table 1.

Table 1: Estimated Development Yields

Estimated Year to be Sold in the Market	Stage	Individual Stage			Cumulative		
		Dwellings	Units	Total	Dwellings	Units	Total
Existing	1	66	0	66	66	0	66
Existing	2	81	0	81	147	0	147
2015	4A and 6A	51	0	51	198	0	198
2015	Mixed Use	0	0	0	198	0	198
2016	3	62	0	62	260	0	260
2016	4B	41	12	53	301	12	313
2016	5	43	41	84	344	53	397
2017	6B	37	0	37	381	53	434
2018	7	52	0	52	433	53	486
2018	8	49	0	49	482	53	535

Traffic Generated by the Proposed Development

Traffic Generated by the Proposed Development

For the purposes of this study, the following peak hourly traffic generation rates have been adopted. For a moderately large catchment as is the case for this proposal, these assumptions are considered to be conservatively high, but are considered to be appropriate in this instance given the degree of uncertainty of delivery of each of the stages.

- 0.85vph / dwelling – standard allotments;
- 0.60vph / unit – medium density allotments; and
- daily traffic generation = ten (10) times peak hourly traffic generation (as calculated above).

Table 2 summarises the estimated yields and traffic generation associated with Stage 1 - 8 of “The Waters” development.

Table 2: Development Yields and Traffic Generation

Estimated Year to be Sold in the Market	Stage	Individual Stage			Cumulative			Trip Generation		Cumulative Trip Generation	
		Dwellings	Units	Total	Dwellings	Units	Total	Hourly	Daily	Hourly	Daily
		#	#	#	#	#	#	vph	vpd	vph	vpd
Existing	1	66	0	66	66	0	66	56	561	56	561
2014	2	81	0	81	147	0	147	69	689	125	1250
2015	4A and 6A	51	0	51	198	0	198	43	434	168	1683
2015	Mixed Use ¹	0	0	0	198	0	198	20	200	188	1883
2016	3	62	0	62	260	0	260	53	527	241	2410
2016	4B	41	12	53	301	12	313	42	421	283	2831
2016	5	43	41	84	344	53	397	61	612	344	3442
2017	6B	37	0	37	381	53	434	31	315	375	3757
2018	7	52	0	52	433	53	486	44	442	419	4199
2018	8	49	0	49	482	53	535	42	417	461	4615

Note:

1. Assumes the mixed use development is predominantly ancillary to the residential development, ie. not a large trip generator to the external road network such as a large shopping centre.

The information contained in Table 2 illustrates that with full development and occupancy of Stage 1 to Stage 8 of the proposal, traffic generation is expected to be in the order of 461 vehicles during peak hour periods or 4615 vehicles daily.

The In / Out distribution of generated traffic has been obtained from the Institute of Transportation Engineers publication “*Trip Generation*”. It suggests an In / Out distribution of 31% In / 69% Out during the AM peak hour period and 66% In / 34% Out during the PM peak hour period for a residential development. An In / Out distribution of 50% In / 50% Out has been assumed for the proposed mixed use development.

Design Scenarios

A 10 year design horizon has been adopted to assess the intersection capacity as per “*Guidelines for Assessment of Road Impacts of Development*” GARID requirements. In order to assess the traffic impact of Stages 6, 7 and 8 of the proposed development, SIDRA analysis of the following AM and PM peak design scenarios identified in Table 3 have been undertaken. It is noted that SIDRA defaults have been maintained in the analysis.

Table 3: Design Scenarios

Design Year (10 Year Design Horizon)	Cumulative No. of Lots
2025	198 dwellings (Stages 1, 2, 4A, 6A and the mixed use development – ready to be sold in the market by the end of 2015)
2026	344 dwellings and 53 units (Stages 1, 2, 4A, 6A, the mixed use development, 3, 4B and 5 – ready to be sold in the market by the end of 2016)
2027	381 dwellings and 53 units (Stages 1, 2, 4A, 6A, the mixed use development, 3, 4B, 5 and 6B – ready to be sold in the market by the end of 2017)
2028	482 dwellings and 53 units (Stages 1, 2, 4A, 6A, the mixed use development, 3, 4B, 5, 6B, 7 and 8 – ready to be sold in the market by the end of 2018)

Based on the methodology discussed earlier in this report ("Future Base Traffic Volumes" section), the base traffic volumes in 2025, 2026, 2027 and 2028 are shown in Figures B4 to B7 within Attachment B of this report.

Examining the potential future traffic attraction and generation zones within Bakers Creek and the broader locality and assuming that drivers from the proposed development would travel to / from the zones according to the zones' attractiveness and job opportunities, the anticipated traffic distribution pattern of the proposed development has been estimated as shown in Table 4.

Table 4: Traffic Distribution of Traffic Generated by the Proposed Development (Stages 1 - 8)

Access	To Development			From Development		
	Temple Lane (East)	Bruce Highway (South)	Bruce Highway (North)	Temple Lane (East)	Bruce Highway (South)	Bruce Highway (North)
Temples Lane	2%	13%	40%	2%	18%	24%
left-in, left-out and right-in intersection from Bruce Highway	0%	5%	40%	0%	0%	56%
Total	100%			100%		

Based on the above distribution, the generated traffic from 2025 to 2028 during the AM and PM peak hour periods has been assigned to the external road network. The distribution of generated traffic is illustrated in Figures B7 to B10 within Attachment B of this report.

The design traffic volumes from 2025 to 2028 are illustrated in Figures B11 to B14 within Attachment B of this report.

Traffic Assessment of the Temples Lane / Bruce Highway Intersection

The existing configuration of the Temples Lane / Bruce Highway intersection, as modelled in the SIDRA analysis, is illustrated in Figure 1.

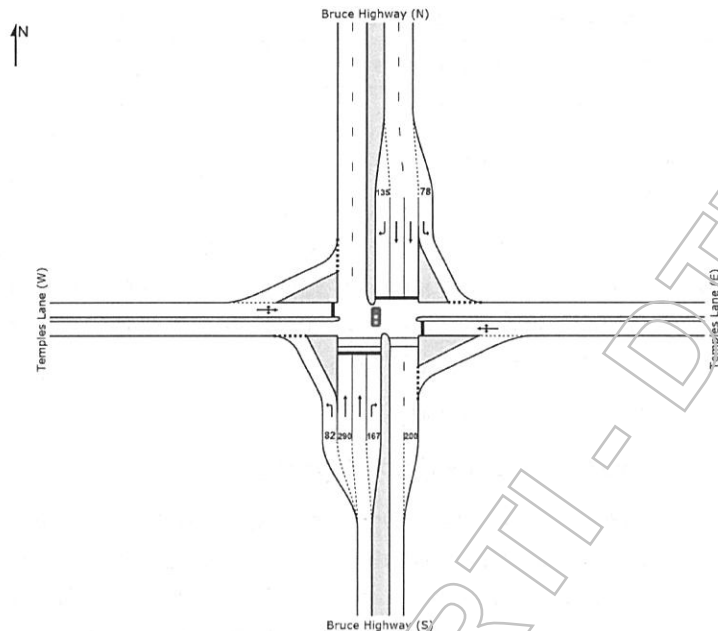


Figure 1: The Existing Configuration of the Temples Lane / Bruce Highway Intersection

DTMR has advised that the average typical cycle time of the Temples Lane / Bruce Highway intersection is currently 75 seconds and the phases to / from Temples Lane are only called upon when in demand.

In order to model the most critical operating scenarios, it is assumed that all phases to / from Temples Lane would be called upon during the assessed peak hour periods and the cycle times are likely to increase as required in the future.

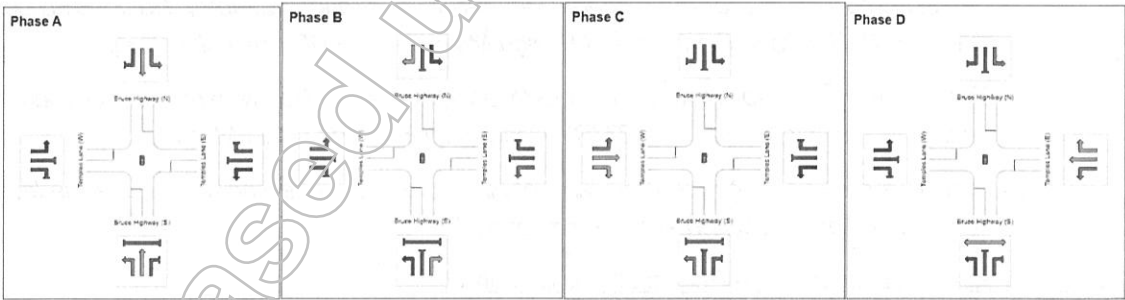


Figure 2: The Modelled Signal Phasing of the Temples Lane / Bruce Highway Intersection Signals

The summary of the SIDRA completed analyses is included in Attachment D of this report. The results of the analyses of the design scenarios, with the existing configuration of the Temples Lane / Bruce Highway signalised intersection (assuming 120 second cycle time for all scenarios), have been summarised in Table 5.

Table 5: Operating Characteristics of the Temples Lane / Bruce Highway Signalised Intersection

Scenario	Degree of Saturation	
	AM	PM
Year 2025 with 198 dwellings	0.57	0.48
Year 2026 with 344 dwellings and 53 units	0.65	0.55
Year 2027 with 381 dwellings and 53 units	0.71	0.58
Year 2028 with 482 dwellings and 53 units	0.79	0.63

Note: Practical Maximum Degree of Saturation for Signalised Intersections is 0.95.

The results provided in Table 5 indicate that the existing signalised Temples Lane / Bruce Highway intersection would operate within satisfactory operating parameters up to the design horizon year (Year 2028) with up to 482 dwellings and 53 units, ie. full development of Stages 1 to 8 of "The Waters" with the proposed access arrangements.

2.1 Information Request Items 3, 4 and 5

"Access to Stockroute Road and the Bruce Highway

3. *If the Bruce Highway/Temples Lane signalised intersection cannot accommodate the traffic generated by proposed Stages 6, 7 and 8, and the Applicant proposes alternative access via this new intersection with the Bruce Highway, then TMR requires a traffic impact assessment of the Bruce Highway/New Road intersection.*

This impact study must be undertaken by a suitably qualified consultant to assess the impact of traffic generated by proposed Stages 6, 7 and 8 on the Bruce Highway/New Road intersection.

The study is to be projected to a 10 year design horizon from the expected opening of the final stage of development and is to be carried out in accordance with TMR's Guidelines for Assessment of Road Impacts of Development.

The impact of the development generated traffic is to include a SIDRA analysis and is to be assessed in terms of the warrants detailed in Austroads Guide to Traffic Engineering Practice, TMR's Road Planning and Design Manual and SIDRA default values.

4. *The study must also specifically include an analysis of the warrants for turn lanes in accordance with Chapter 13 of TMR's Road Planning and Design Manual.*
5. *Provide a preliminary concept drawing of all road works necessary to provide the level of service and safety required at the intersection."*

2.2 Response to Information Request Items 3, 4 and 5

As previously noted, a left-in, left-out and right-in intersection from the Bruce Highway adjacent to the mixed use development is proposed to be built in conjunction with Stage 6 and the mixed use development in 2015.

Based on the previous discussion in relation to traffic generation and distribution, access arrangements and future base and design traffic volumes, the intersection performance of the proposed left-in, left-out and right-in intersection has been assessed in SIDRA. A summary of findings is provided in the following sections of this report. It is noted that SIDRA default values have been utilised throughout.

Traffic Assessment of the Proposed Left-in, Left-out and Right-in Intersection

A schematic configuration of the left-in, left-out and right-in intersection, as modelled in the SIDRA analysis, is illustrated on Figure 3.

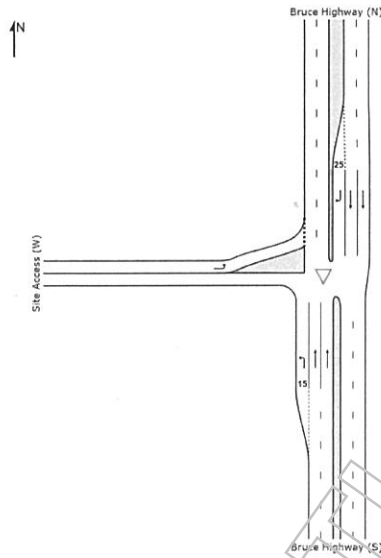


Figure 3: Schematic Configuration of the Proposed Left-in, Left-out and Right-in Intersection

The summary of SIDRA analysis is included in Attachment D of this report. The results of the analysis of the design scenarios, with the proposed configuration of the proposed left-in, left-out and right-in intersection, have been summarised in Table 6.

Table 6: Operating Characteristics of the Proposed Left-in, Left-out and Right-in Intersection

Scenario	Degree of Saturation	
	AM	PM
Year 2025 with 198 dwellings	0.33	0.29
Year 2026 with 344 dwellings and 53 units	0.36	0.42
Year 2027 with 381 dwellings and 53 units	0.45	0.49
Year 2028 with 482 dwellings and 53 units	0.65	0.66

Note: Practical Maximum Degree of Saturation for Priority Intersections is 0.80.

The results provided in Table 6 indicate that the proposed left-in, left-out and right-in intersection would operate within satisfactory operating parameters up to the design horizon year (Year 2028) with up to 482 dwellings and 53 units (Stages 1-8 including the mixed use precinct).

Warrants for Turn Lanes

Subsequent to an assessment undertaken in accordance with Chapter 13 of DTMR's "*Road Planning and Design Manual*", an auxiliary left turn lane (AUL) / channelised right turn lane (CHR) type treatment is required to be provided at the proposed left-in, left-out and right-in intersection.

The recommended concept drawing of the proposed left-in, left-out and right-in intersection is included in Attachment C of this report.

It is noted that an access to Stockroute Road is not necessary for Stage 1 – 8 of "The Waters". However, it will be required for future stages of the proposed development.

3.1 Information Request Item 6

"Structure Plan

6. *Provide an updated master plan of the overall proposed development, clearly showing proposed Stages 6, 7 and 8, connection to Cowleys Road and access arrangements as detailed above."*

3.2 Response to Information Request Item 6

The updated master plan of Stages 1 – 8 is included in Attachment A of this report. It is noted that no connection to Cowleys Road has been proposed as such a connection is not considered to be beneficial.

4.1 Advice Item 1

"Access via the Bruce Highway / Temples Lane Signalised Intersection

1. *The current signalised layout is the ultimate intersection configuration. If the SIDRA analysis produces unacceptable levels of service at this intersection, the maximum number of lots proposed in these stages may need to be capped or alternative access investigated."*

4.2 Response to Advice Item 1

The current signalised layout of the Temples Lane / Bruce Highway intersection has been adopted for the assessment outlined in this report.

An alternative access intersection (the proposed left-in, left-out and right-in intersection from the Bruce Highway) is proposed to be provided in conjunction with Stage 6 (ie. at the beginning of this application – Stages 6 – 8 of "The Waters" development). The combination of these access arrangements has been demonstrated to satisfactorily cater for all anticipated development traffic associated with Stages 1 – 8 to the relevant horizon years.

We trust that this information suitable addresses DSDIP's traffic related Information Request items. Please do not hesitate to contact me directly if you have any further queries.

Yours sincerely,

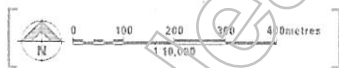
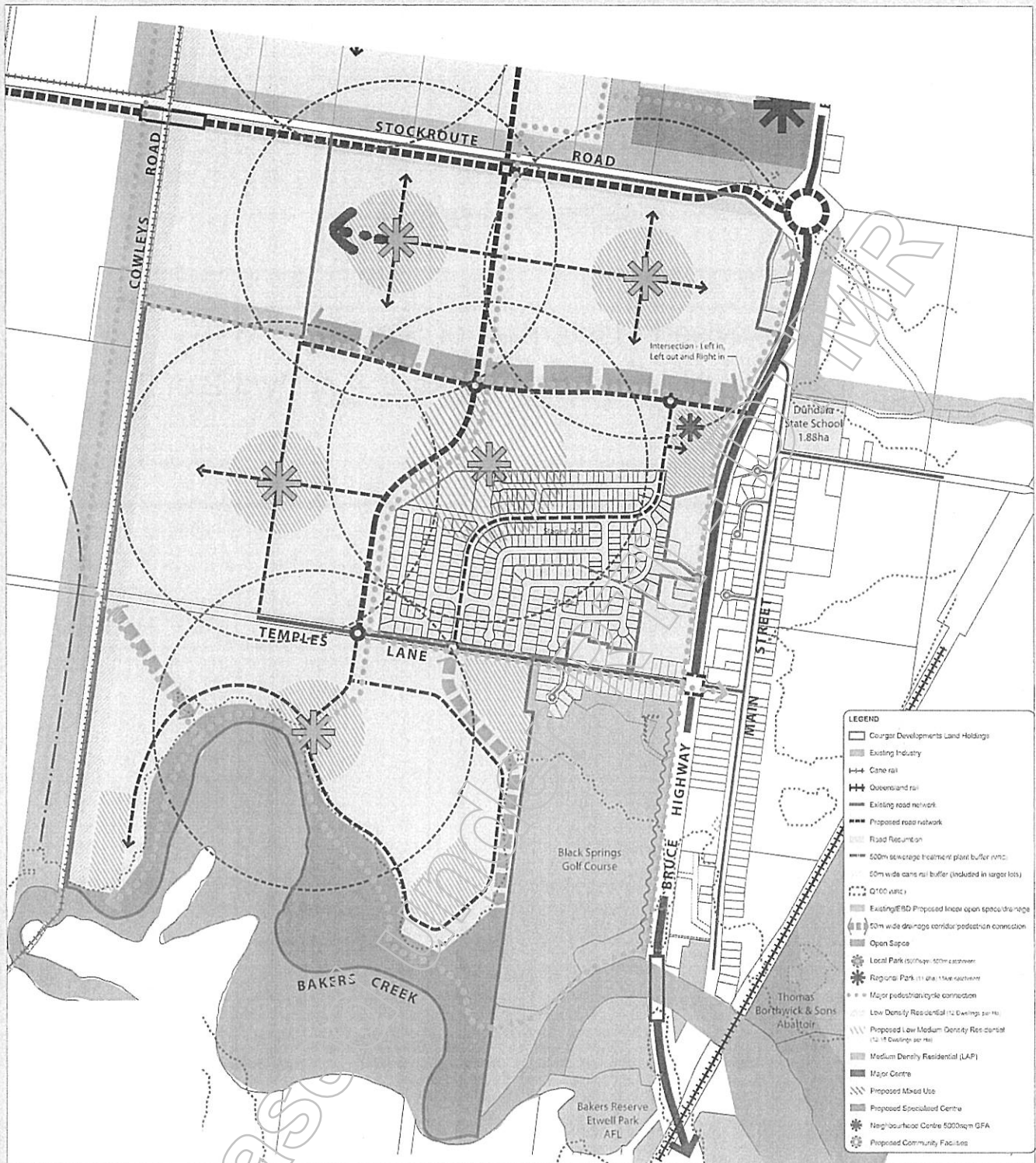
Not Relevant

Bryce Trevilyan - RPEQ #7745
Principal Engineer
MRCagney

Attachment A

Revised Masterplan of Stages 1 – 8
Reconfiguration of Lot (Stages 6 + 7) Dwg 2 of 2

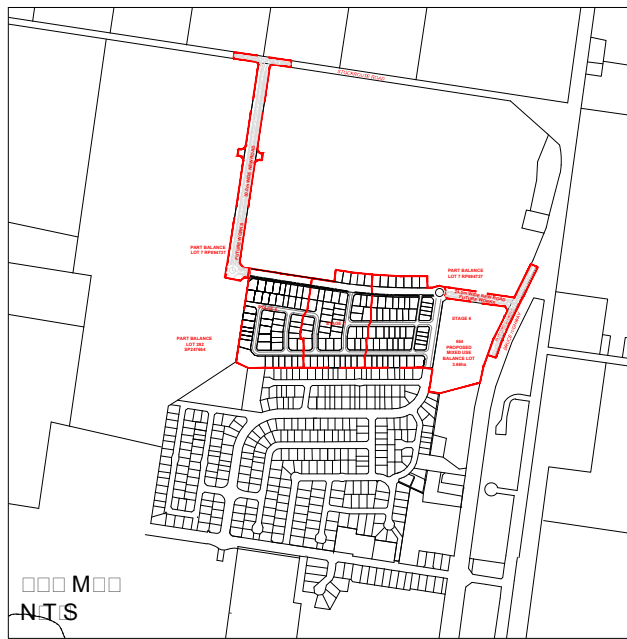
Released under RTI - DEMR



THE WATERS DORALEA ESTATE

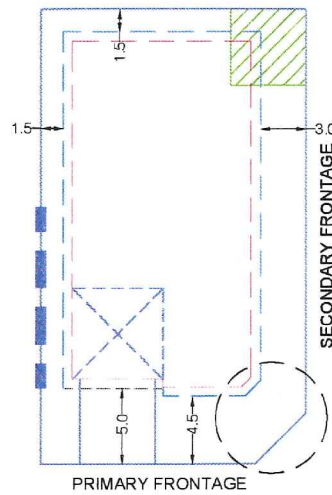
Revised Masterplan

FILENAME	REVISED MASTERPLAN	DATE	MAY 2014
JOB NO.	HRP14121	AMENDED	N/A
SCALE	1:10,000	VERSION	1.0
SOURCE	RPS DORALEA TRACK (LAP REVIEW) JULY 2013		



Typical Building Location Envelope

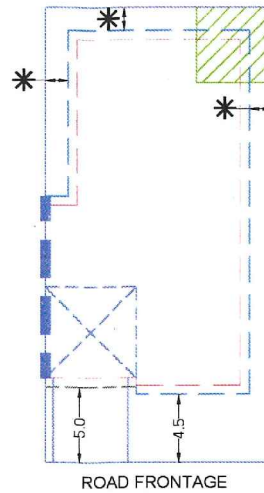
Corner Lots (SCALE 1 : 500)



Legend

- Where nominated on the adjacent plan a Possible Built to Boundary wall may be constructed, 50% of the boundary length or 12m, which ever is the lesser. Located along the southern or western boundary. Where not adopted then standard MRC or QDC Setbacks apply.
- Preferred location for private open space and living areas.
- Preferred garage/carport location
- Indicative driveway location
- Garage setback
- Building location envelope
- Built form line (assumes 600mm eaves)
- Setbacks on corner allotments shall comply with QDC, MP1.2, page 7, section A1 (b) (i) (C), 9x9m truncation

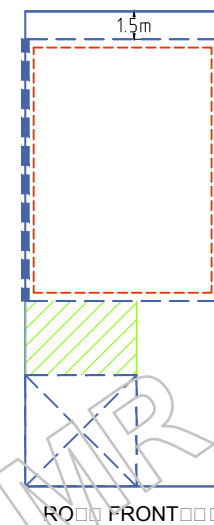
Courtyard + Villa Lots (SCALE 1 : 500)



Legend

- Where nominated on the adjacent plan a Possible Built to Boundary wall may be constructed, 50% of the boundary length or 12m, which ever is the lesser. Located along the southern or western boundary. Where not adopted then standard MRC or QDC Setbacks apply.
- Preferred location for private open space and living areas.
- Preferred garage/carport location
- Indicative driveway location
- Garage setback
- Building location envelope
- Built form line (assumes 600mm eaves)
- Refer to QDC MP1.1, Table A2 Page 10, for side and rear setbacks.

Terrace Lots (SCALE 1 : 500)



Legend

- Where nominated on the adjacent plan a Possible Built to Boundary wall may be constructed, 50% of the boundary length or 12m, which ever is the lesser. Located along the southern or western boundary. Where not adopted then standard MRC or QDC Setbacks apply.
- Preferred location for private open space and living areas.
- Preferred garage/carport location
- Indicative driveway location
- Garage setback
- Building location envelope
- Built form line (assumes 600mm eaves)
- Refer to QDC MP1.1, Table A2 Page 10, for side and rear setbacks.

ST	NT
FOR R	NT
FOR R	NT

Notes:

All dimensions and areas are approximate only, and are subject to survey and Council approval.

Dimensions have been rounded to the nearest 0.1 metres.

Areas have been rounded down to the nearest 5m².

The boundaries shown on this plan should not be used for final detailed engineers design.

ST

ST

For

T

For

For

For

For

For

ABN 43 076 992 991

C

T

R

ST

ST

ST

ST

ST

ST

PART BALANCE
LOT 7 RP894737

FUTURE WORKS

STAGE 8

ST

T	6
Courtyard Allotments (400m ² - 499m ²)	
Premium Courtyard Allotments (500m ² - 599m ²)	
Traditional Allotments (600m ² - 699m ²)	
Premium Traditional (700m ² +)	
Proposed Mixed Use Lot (3.66ha)	
Total No. of Allotments	

PART BALANCE
LOT 292
SP247664

STAGE 8

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

STAGE 7

ST

T	6
Courtyard Allotments (400m ² - 499m ²)	
Premium Courtyard Allotments (500m ² - 599m ²)	
Traditional Allotments (600m ² - 699m ²)	
Premium Traditional (700m ² +)	
Total No. of Allotments	

STAGE 6

ST

T	6
Courtyard Allotments (400m ² - 499m ²)	
Premium Courtyard Allotments (500m ² - 599m ²)	
Traditional Allotments (600m ² - 699m ²)	
Premium Traditional (700m ² +)	
Total No. of Allotments	

PART BALANCE
LOT 7 RP894737

FUTURE WORKS

STAGE 6

654
PROPOSED
MIXED USE
BALANCE LOT
3.66ha

FUTURE WORKS
BRUCE HIGHWAY

EXISTING
PARK
LOT

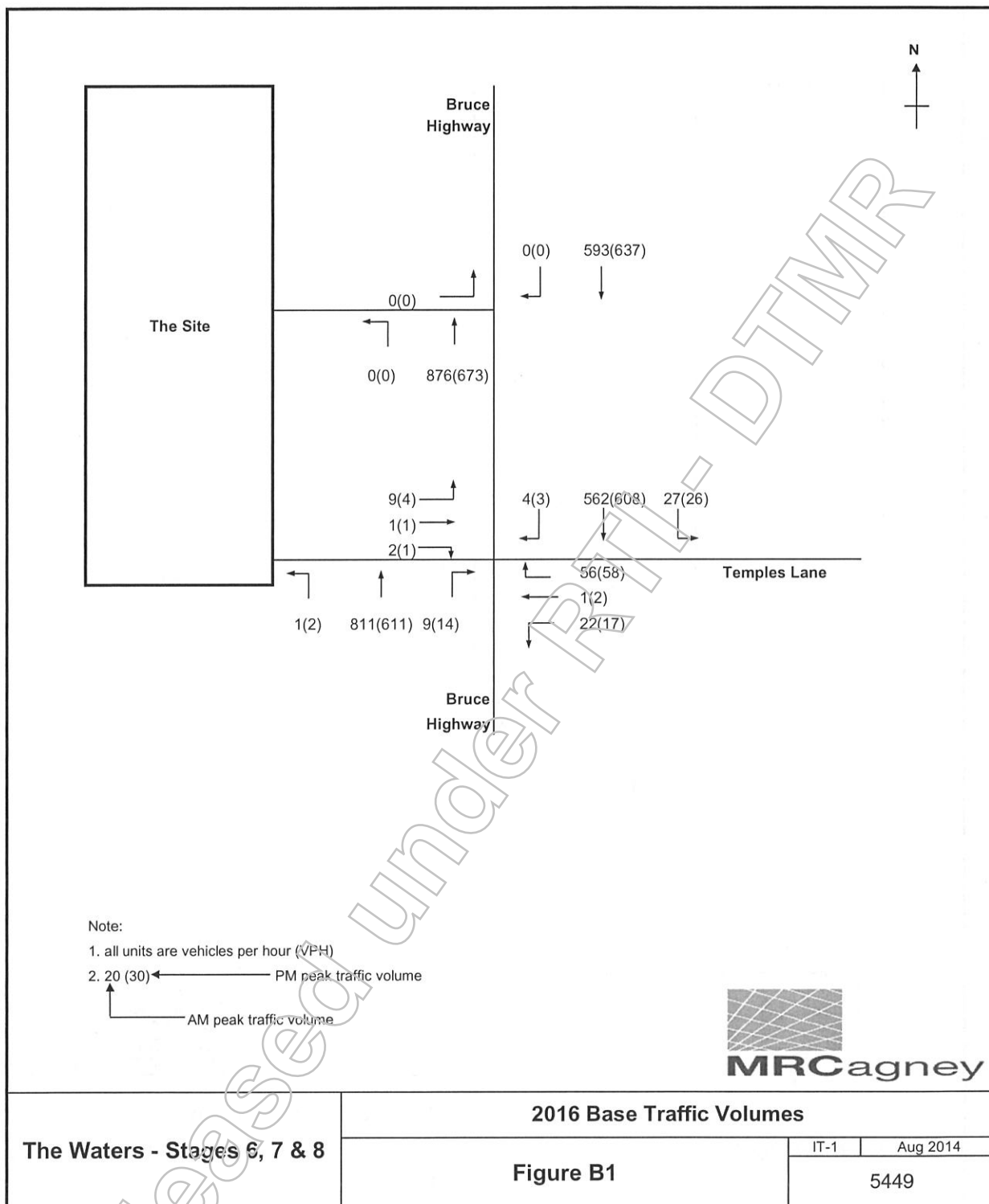
LEGEND

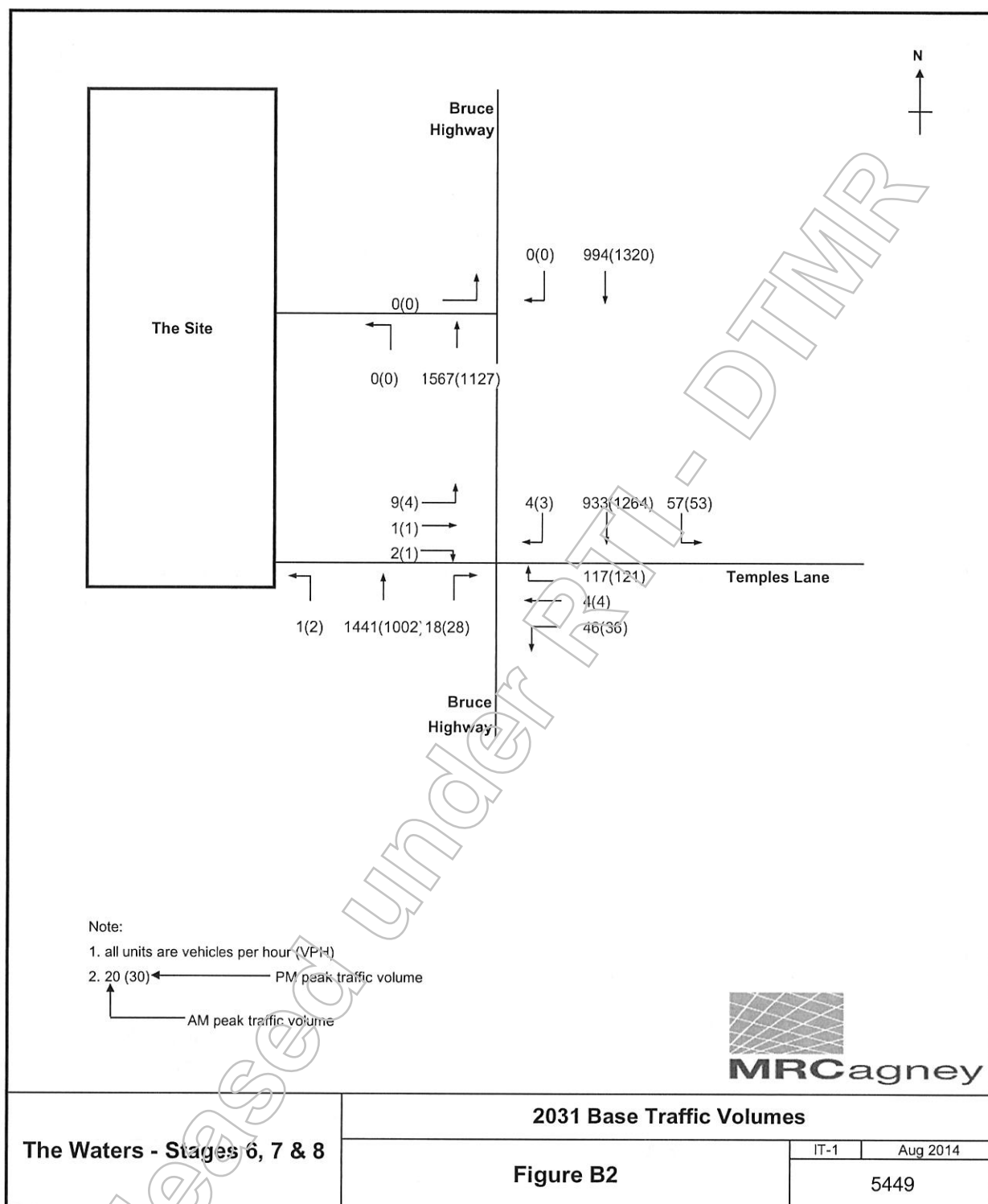
- ST
- NT

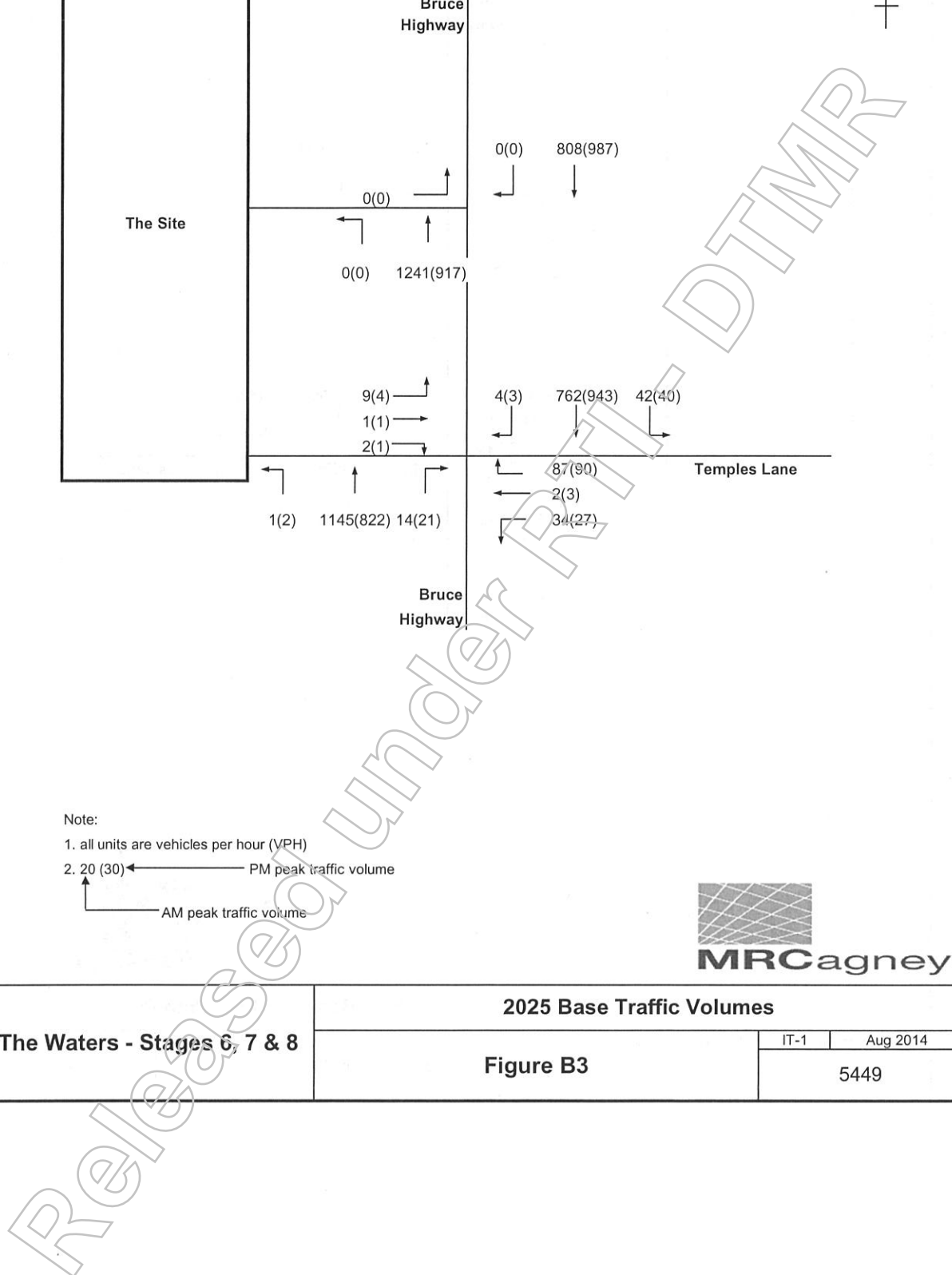
Attachment B

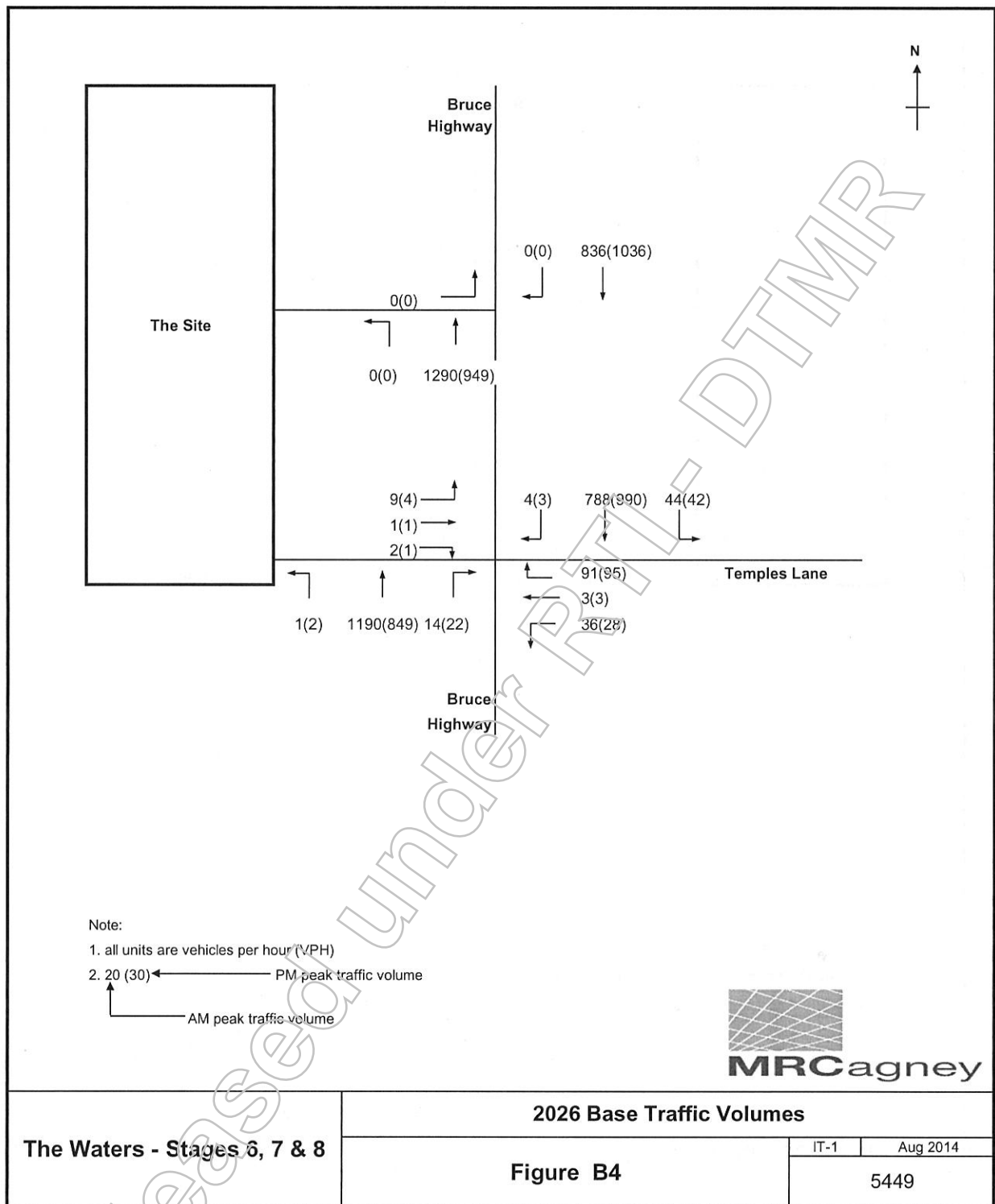
Traffic Volume Diagrams

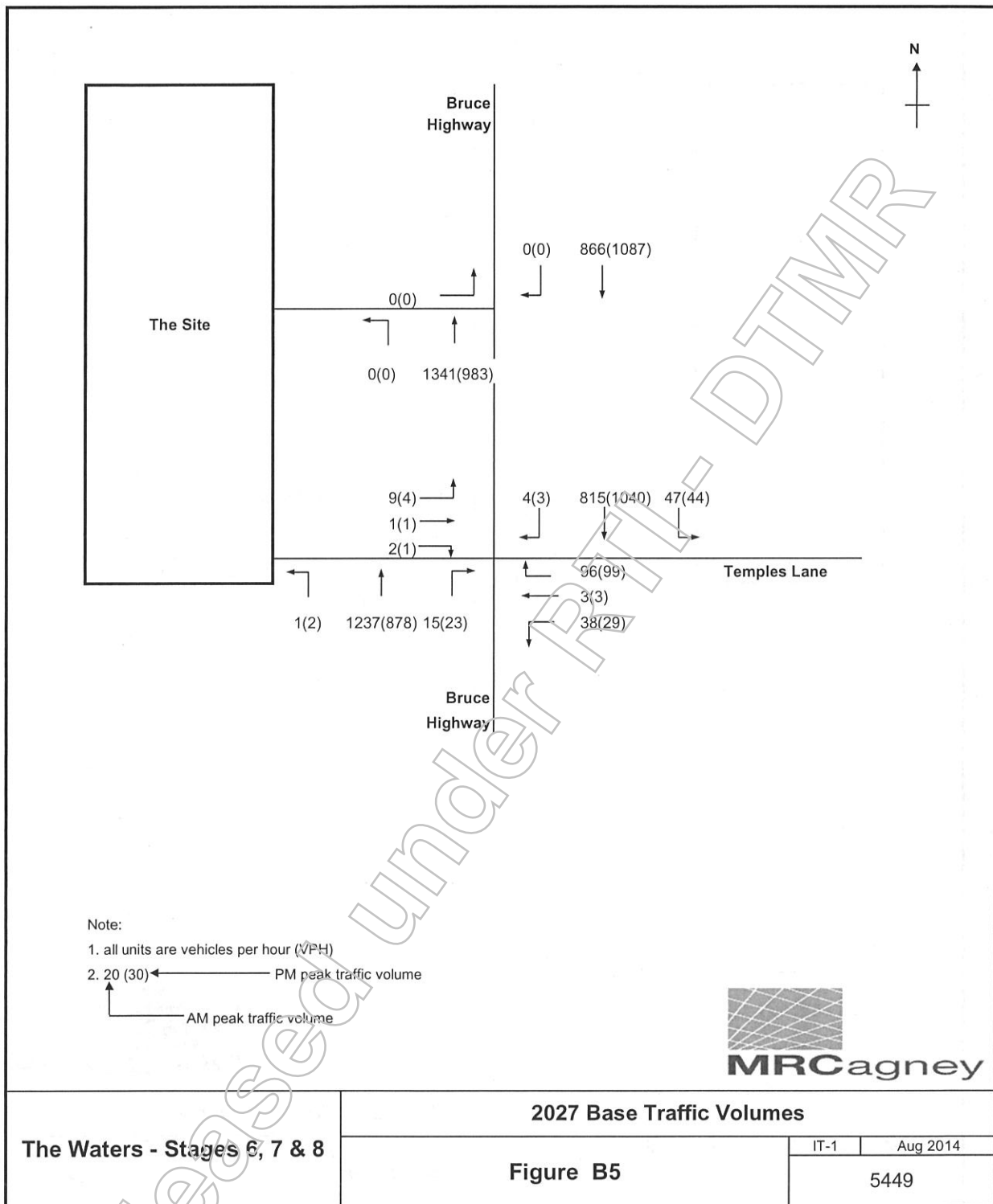
- Figure B1 2016 Base Traffic Volumes
- Figure B2 2031 Base Traffic Volumes
- Figure B3 2025 Base Traffic Volumes
- Figure B4 2026 Base Traffic Volumes
- Figure B5 2027 Base Traffic Volumes
- Figure B6 2028 Base Traffic Volumes
- Figure B7 Traffic Generated by 198 Dwellings in 2025
- Figure B8 Traffic Generated by 344 Dwellings and 53 units in 2026
- Figure B9 Traffic Generated by 381 Dwellings and 53 units in 2027
- Figure B10 Traffic Generated by 482 Dwellings and 53 units in 2028
- Figure B11 2025 Design Traffic Volumes
- Figure B12 2026 Design Traffic Volumes
- Figure B13 2027 Design Traffic Volumes
- Figure B14 2028 Design Traffic Volumes

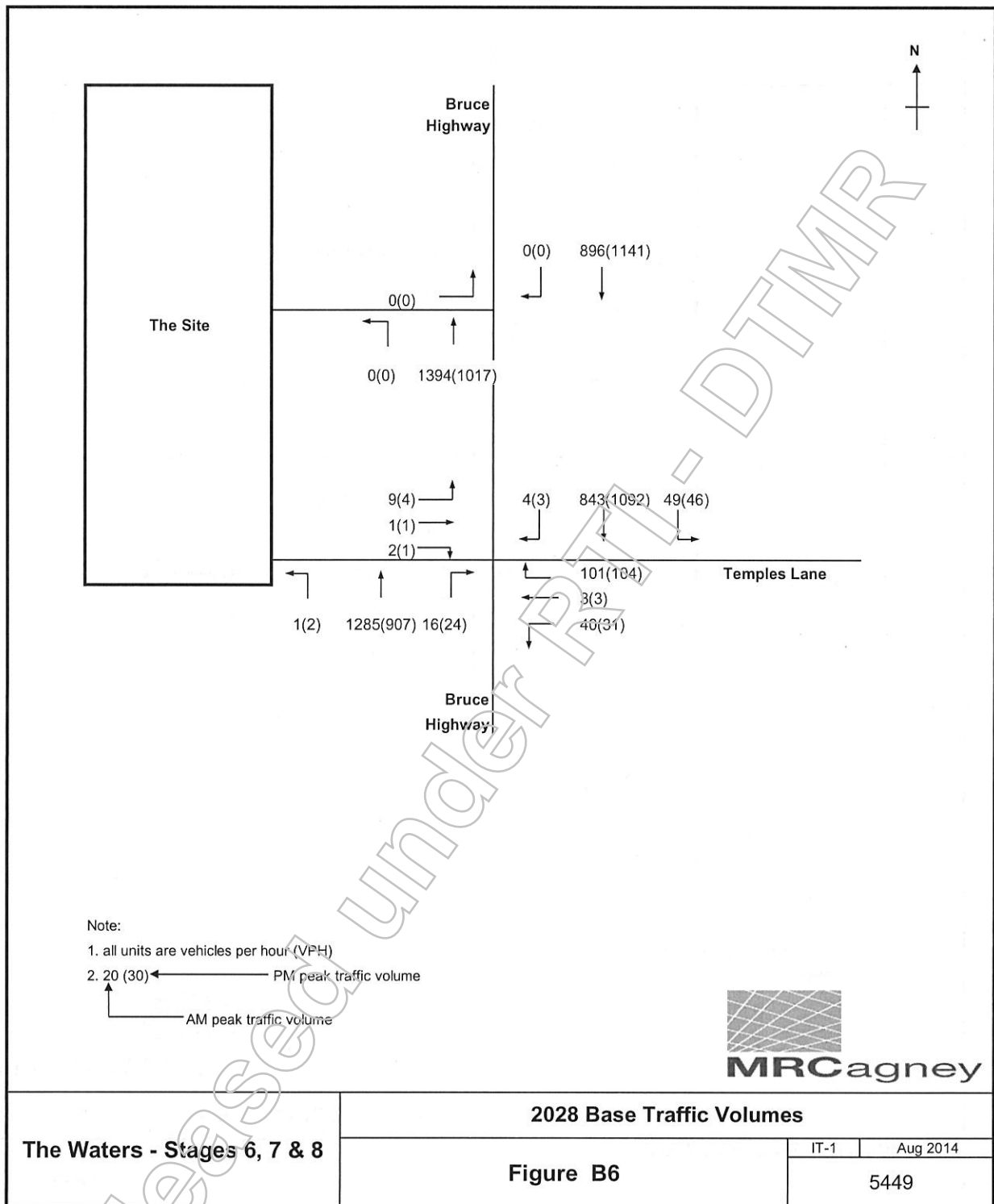


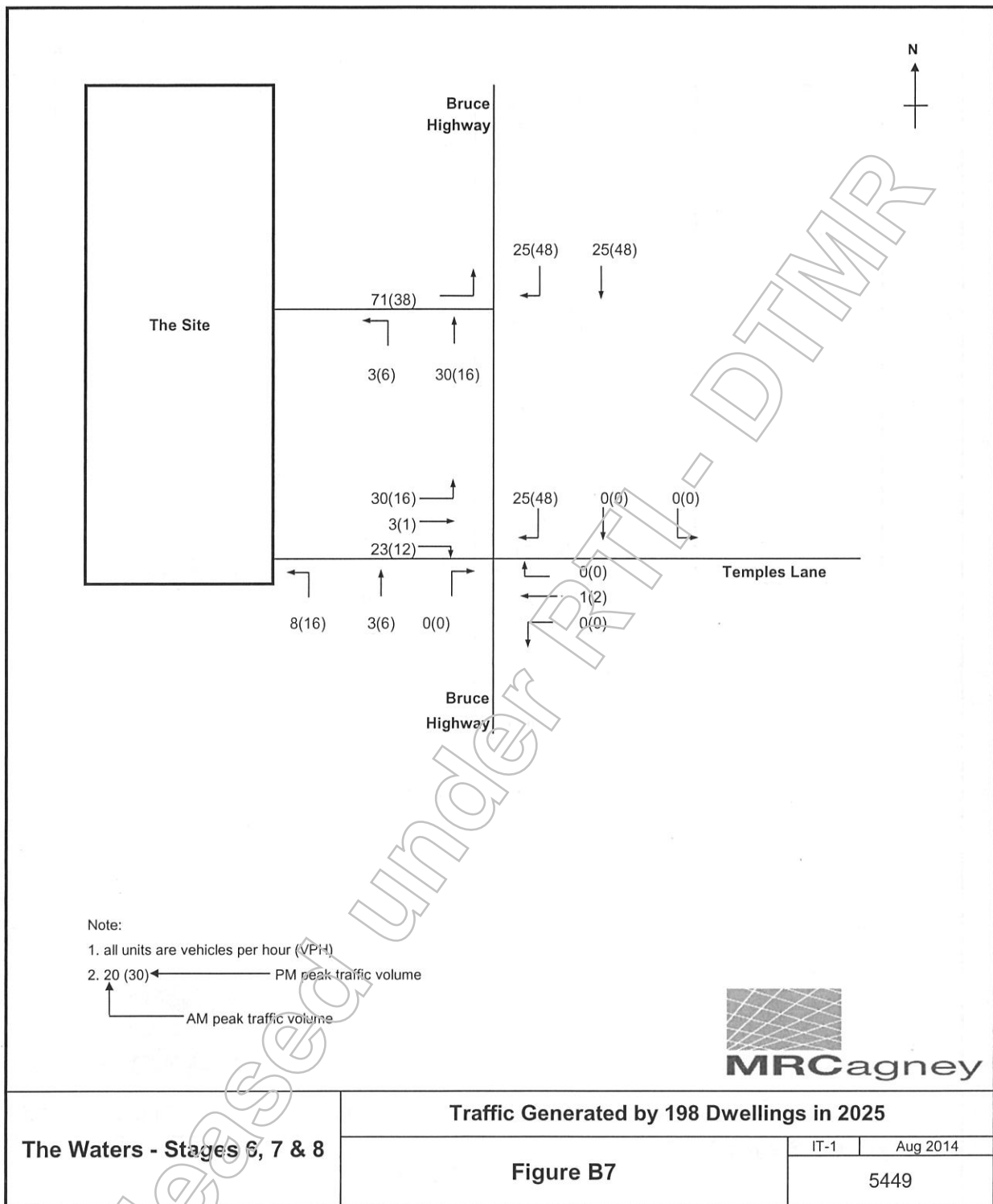


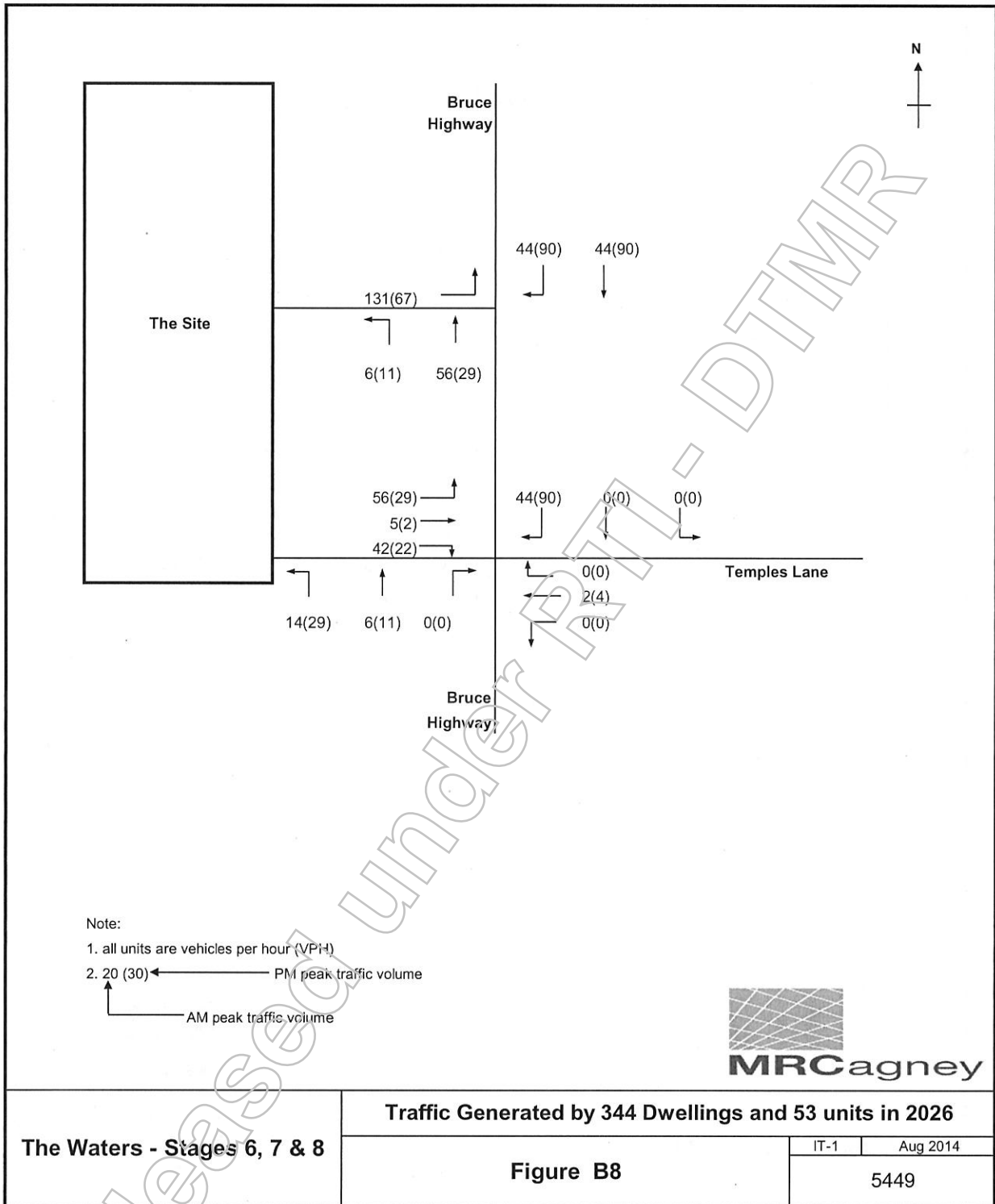


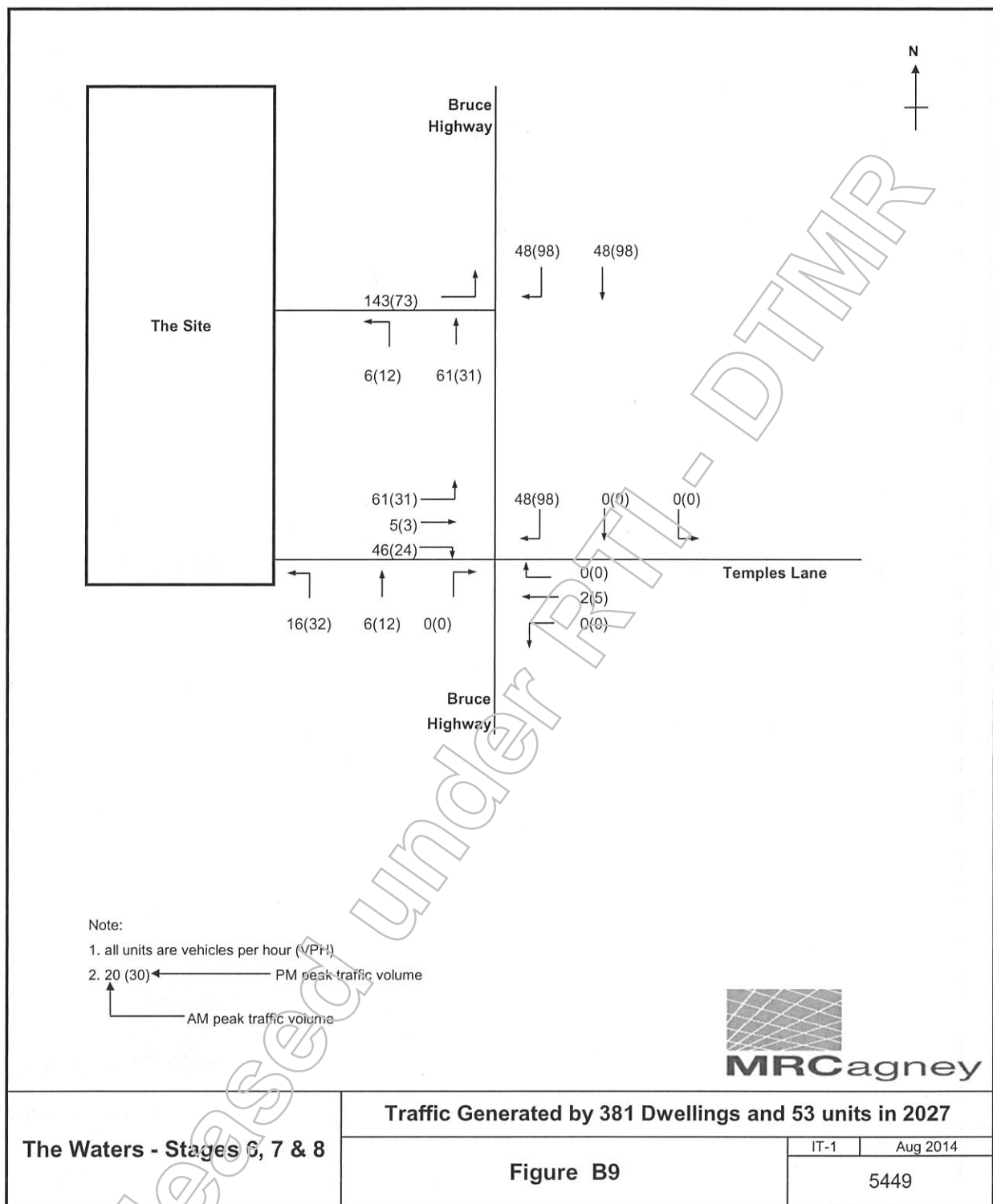


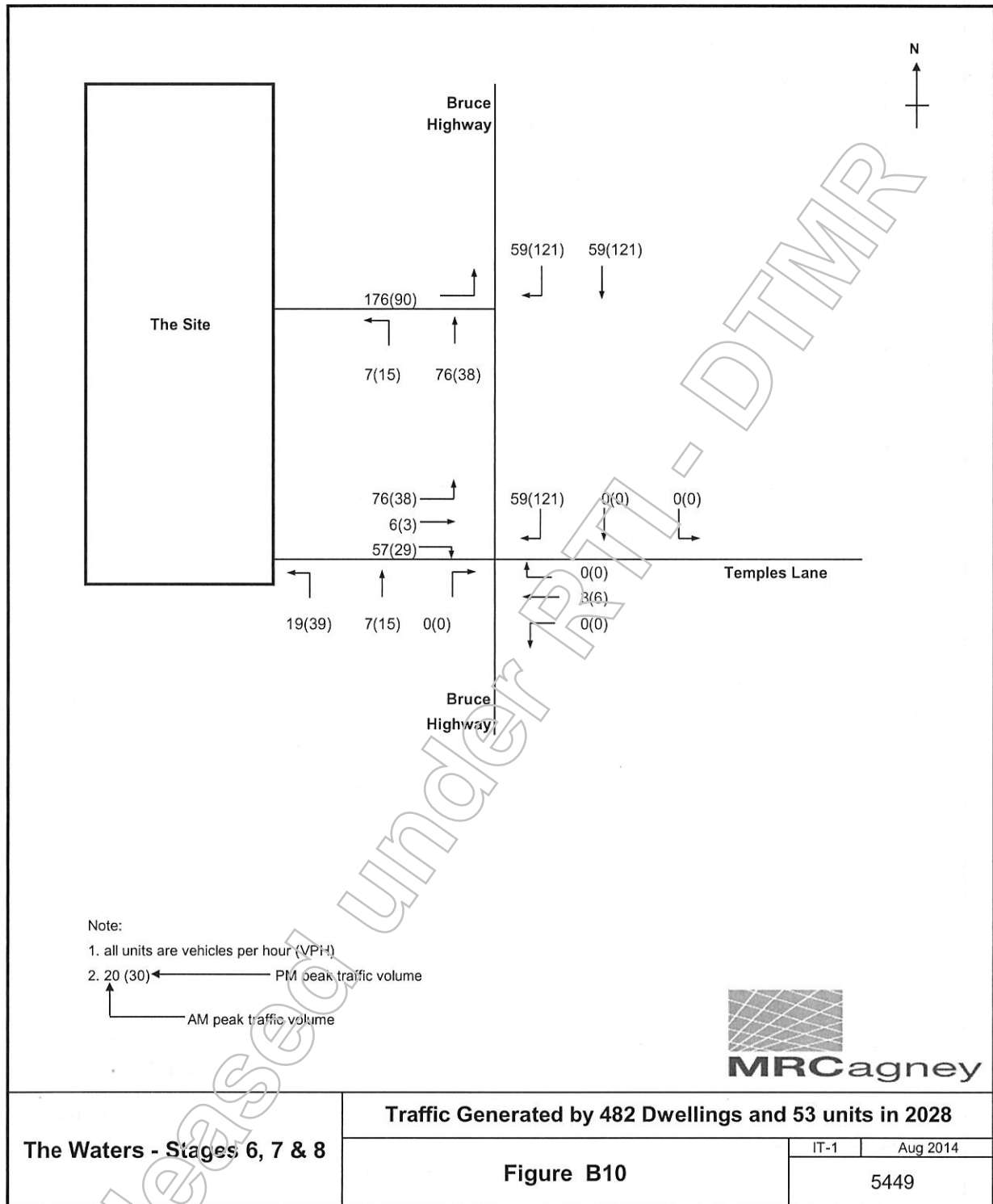


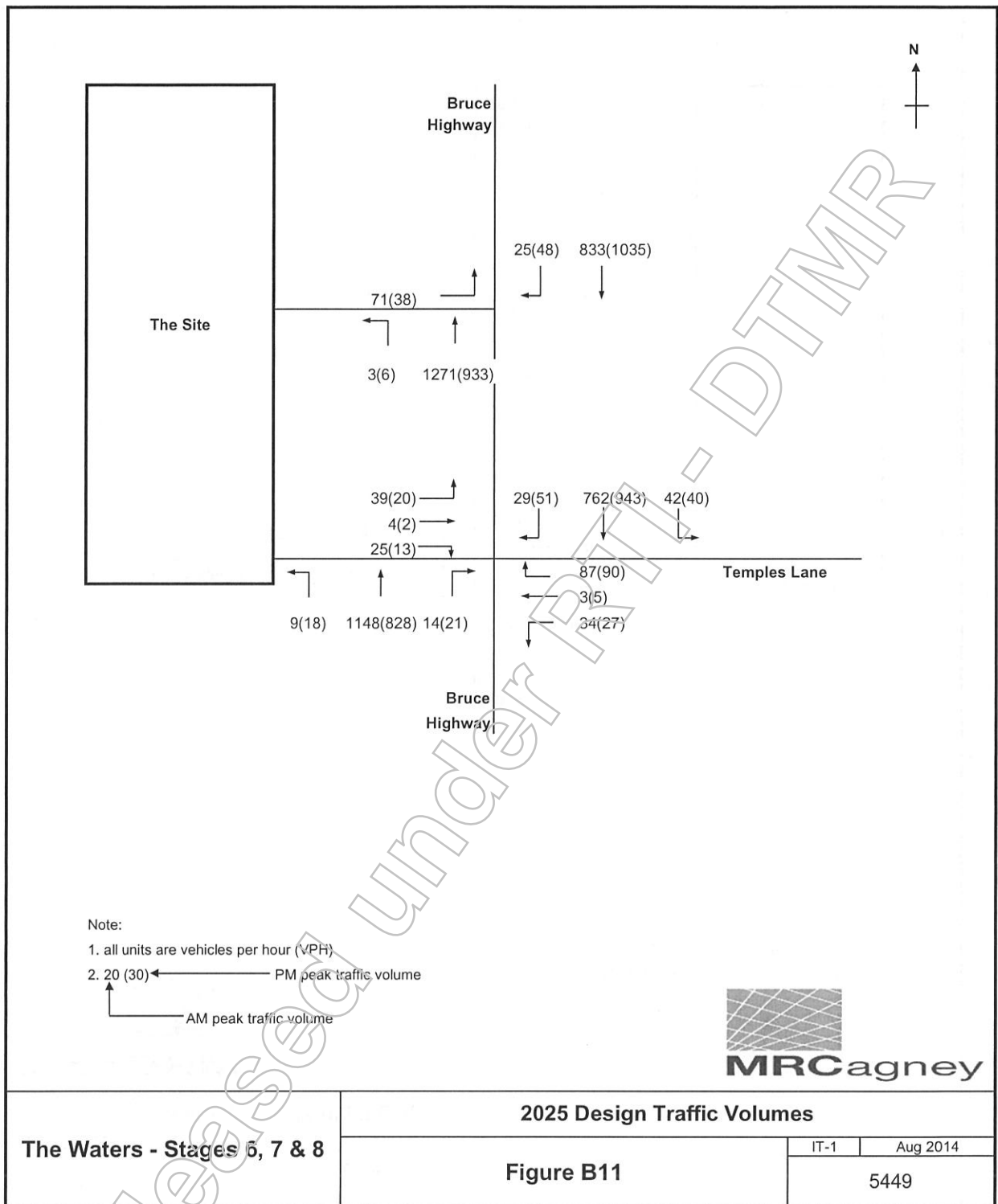


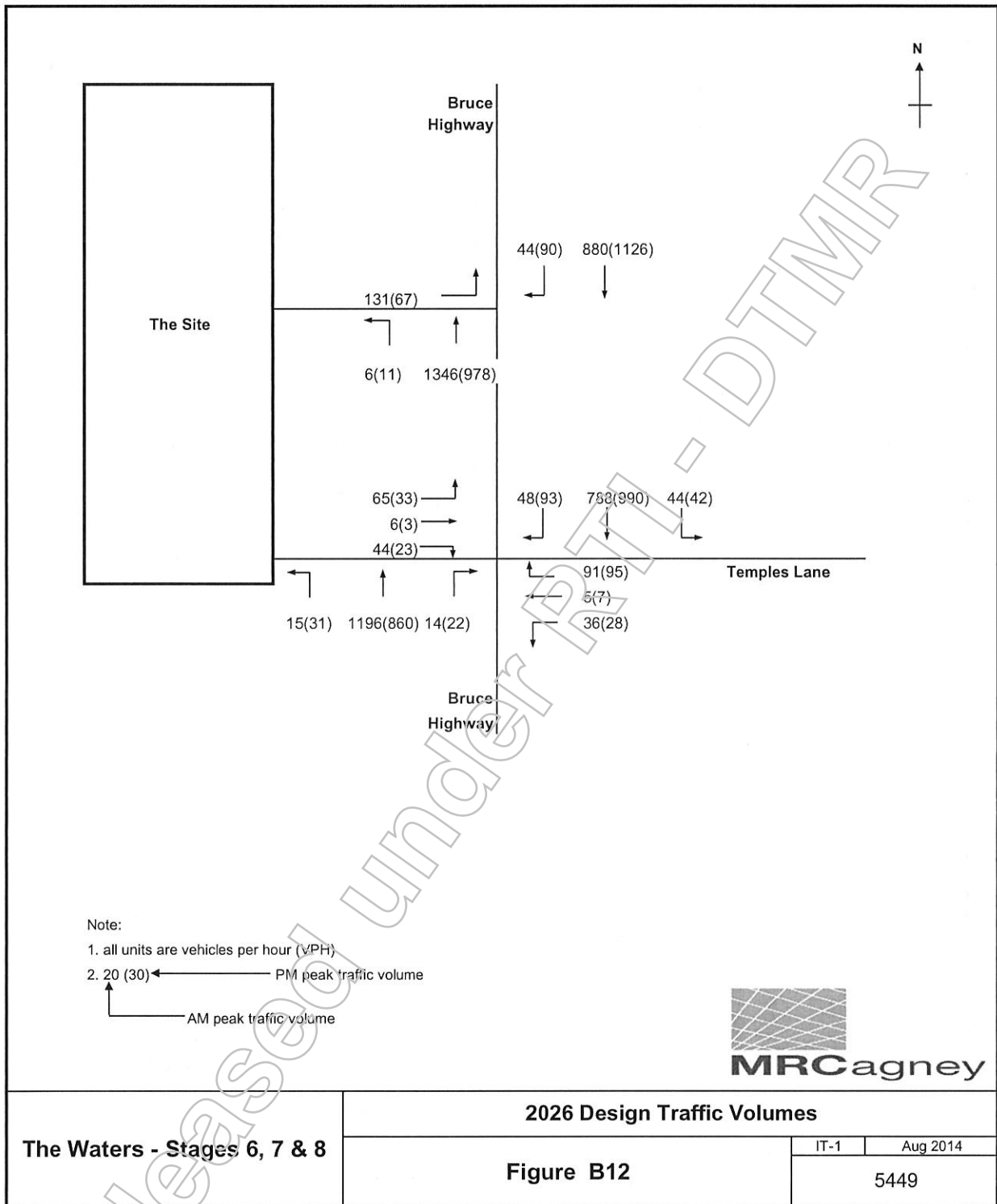


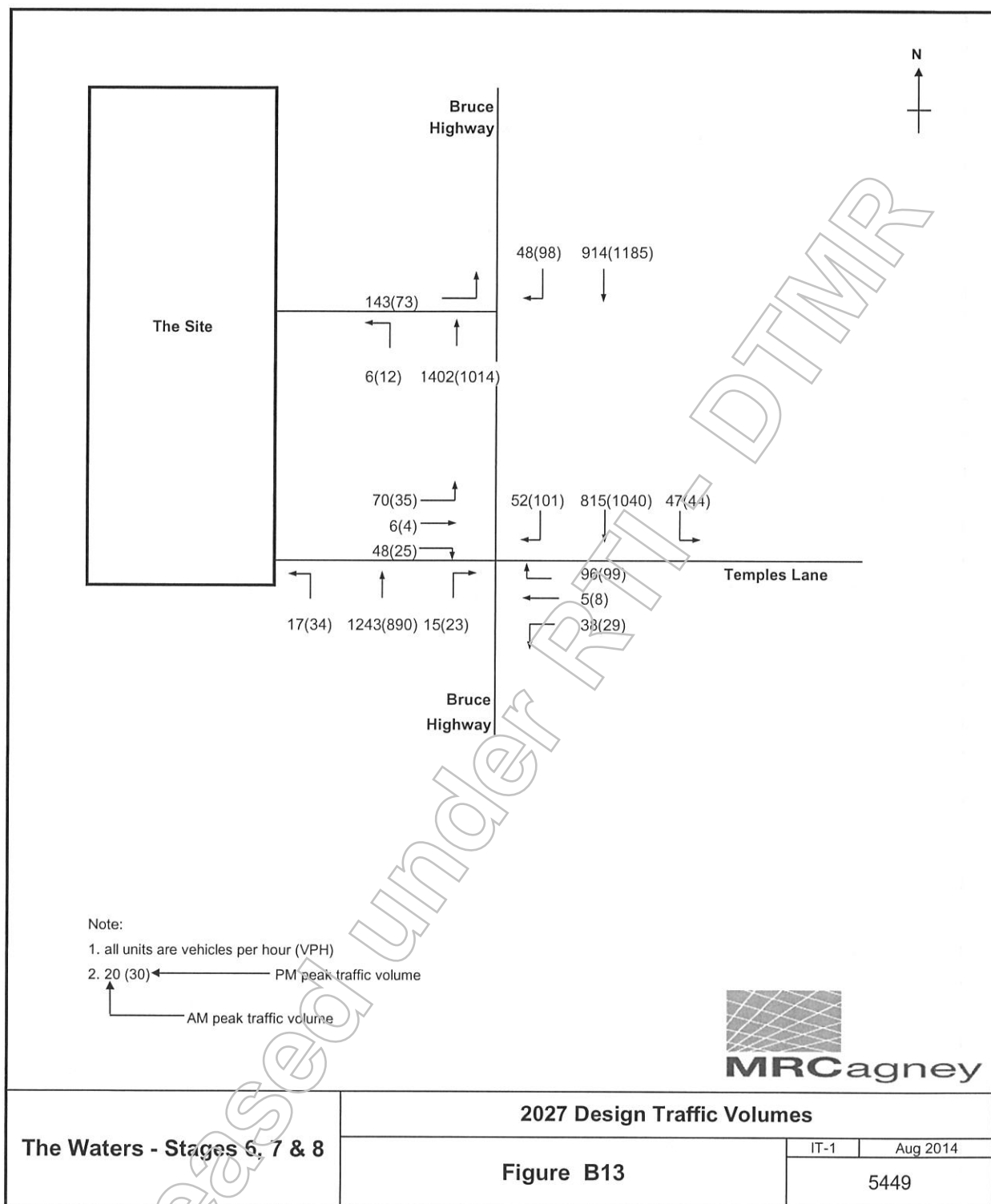


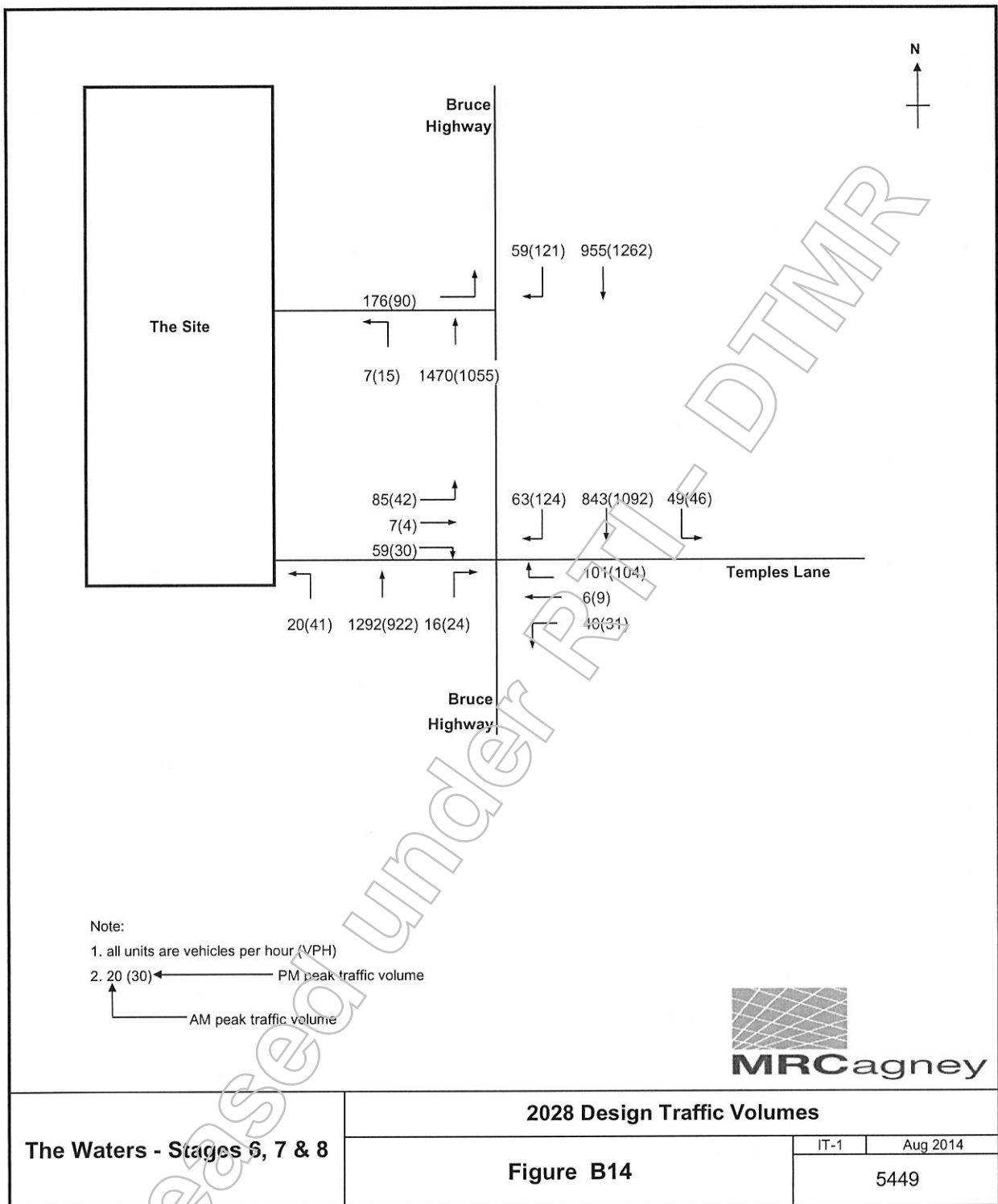












Attachment C

Conceptual Plan of the Proposed Left-in, Left-out and Right-in Intersection

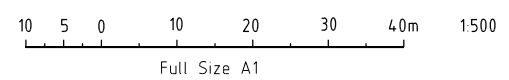
Released under RTI - DTMR



THIS LAYOUT IS
INDICATIVE ONLY.
IT HAS NOT BEEN
THE SUBJECT OF
DETAILED DESIGN
OR SURVEY.

LEGEND	
	PROPOSED K&C
	PROPOSED KERB
	EXISTING EDGE OF BITUMEN
	PROPOSED EDGE OF BITUMEN

NOTE:
DESIGN SPEED USED = 100km/h



Project:

THE WATERS - STAGE 6-8
at BRUCE HIGHWAY BAKERS CREEK
CONCEPTUAL LAYOUT PLAN

No.	Date	Amendment	Chk	App
A	08/14	ORIGINAL ISSUE		

Design		
Drawn	RFB	
Checked		
Approved		
Date	AUG 2014	
Datum		
Scale	1 : 500	

Sheet	of	Sheets
-------	----	--------

Level 1
16 Marie Street,
Milton
Brisbane Q. 4064
Ph : (07) 3320 3600
Fax : (07) 3320 3636
E-mail: civil@mrcagney.com
PO Box 2185
Milton
Brisbane Q. 4064

Drawing No.
5449-01

Attachment D

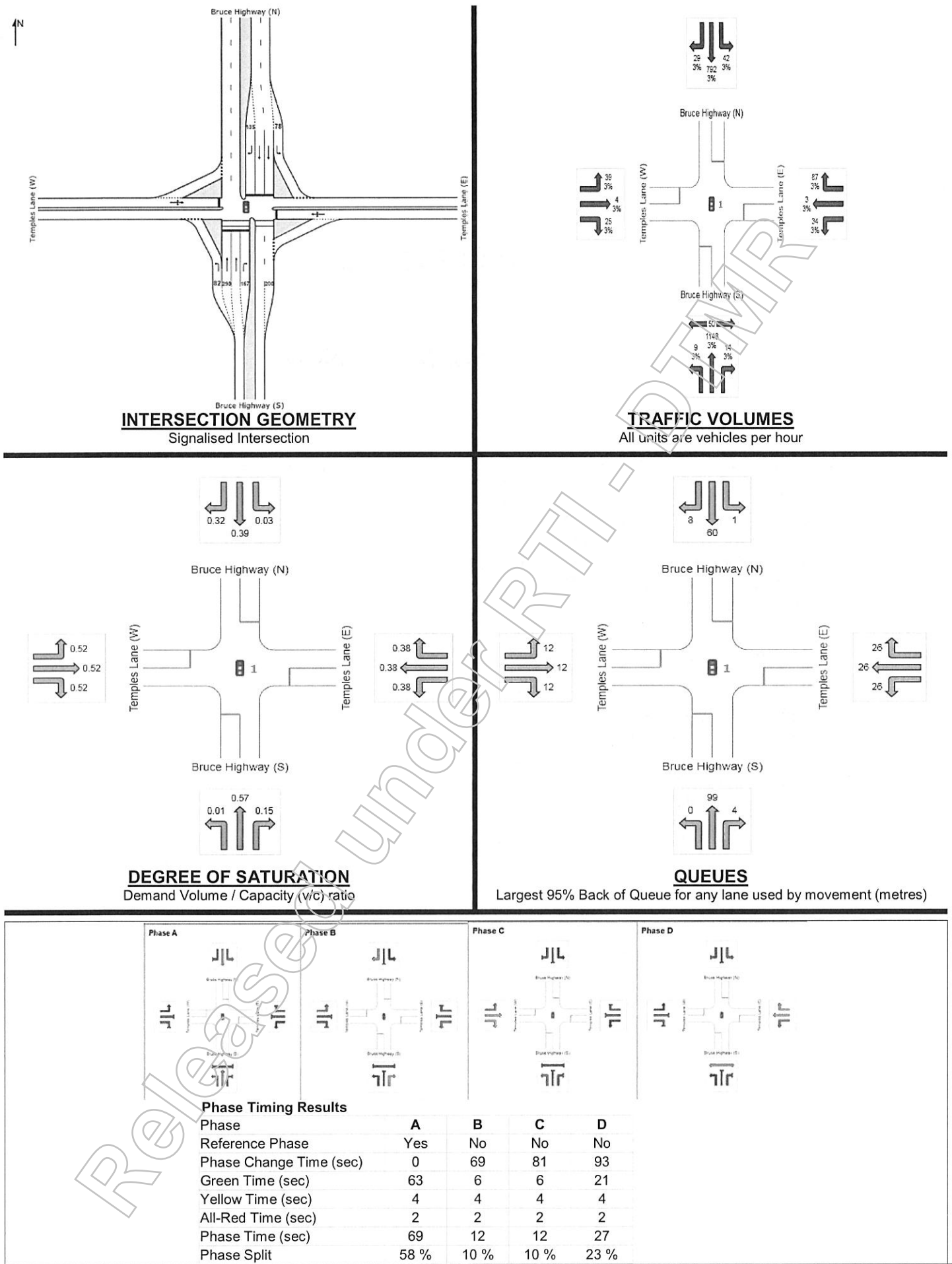
Results of SIDRA Analysis

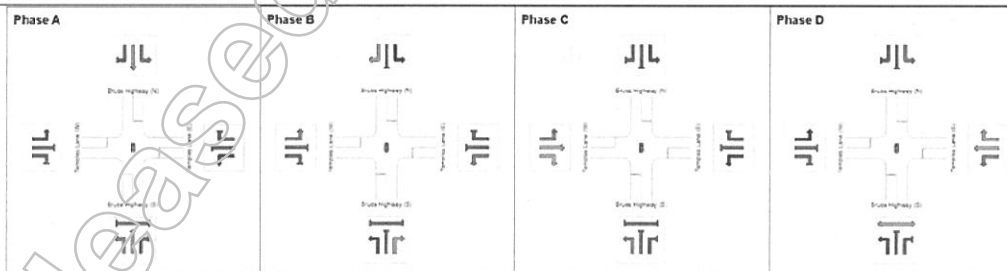
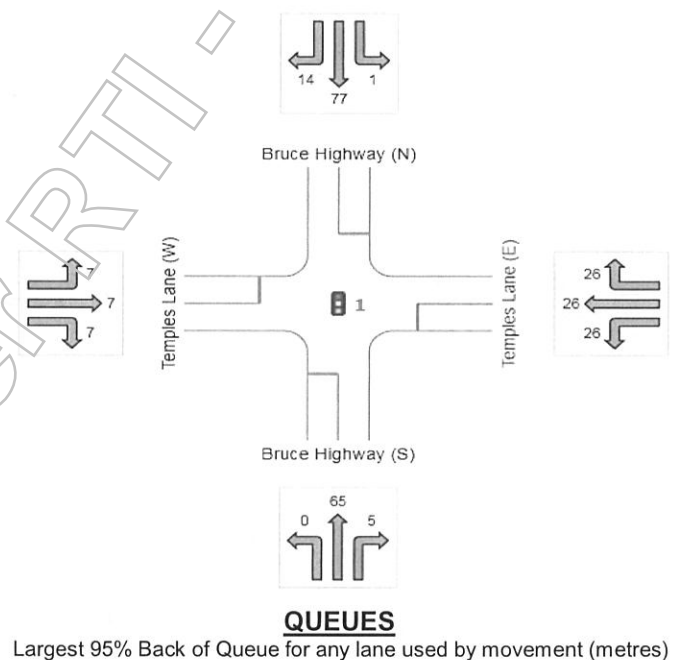
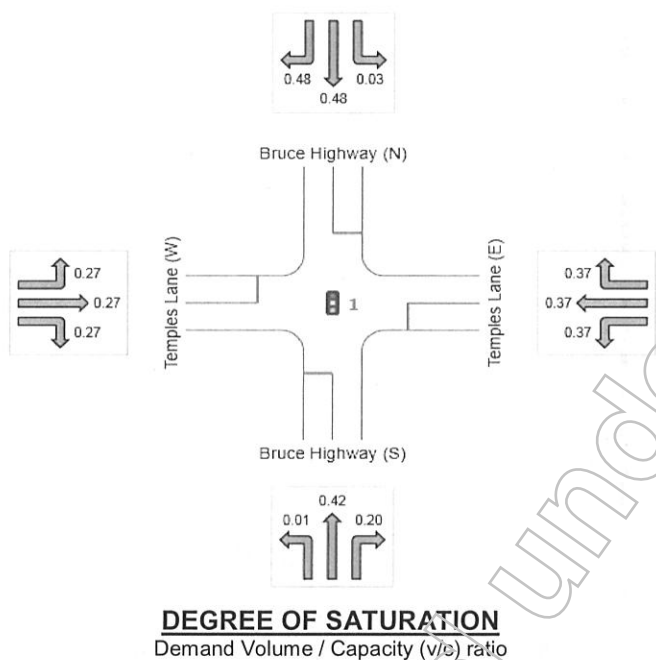
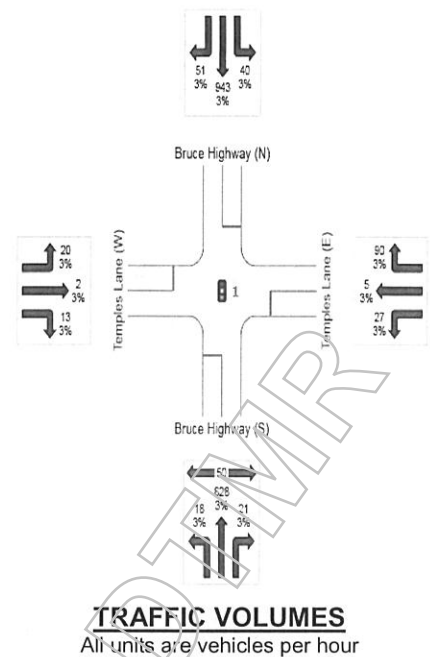
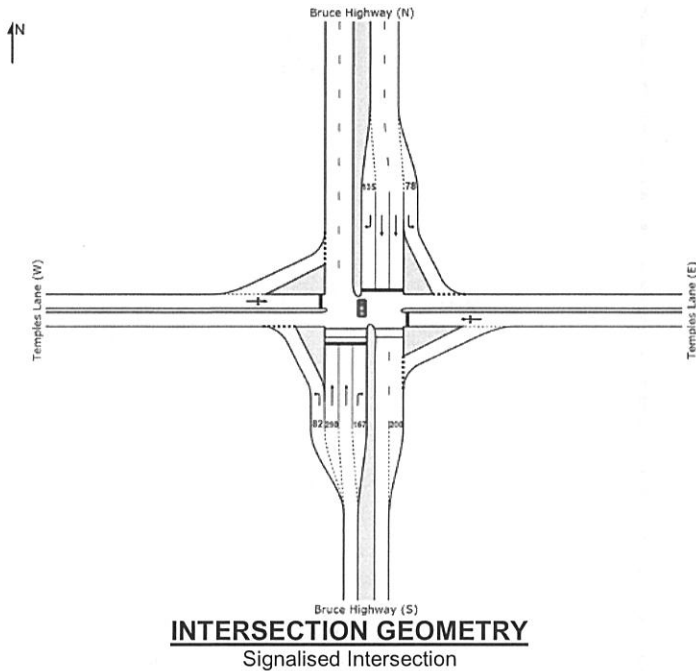
The Temples Lane / Bruce Highway Intersection

2025 Design Traffic Volumes – AM Peak Hour
2025 Design Traffic Volumes – PM Peak Hour
2026 Design Traffic Volumes – AM Peak Hour
2026 Design Traffic Volumes – PM Peak Hour
2027 Design Traffic Volumes – AM Peak Hour
2027 Design Traffic Volumes – PM Peak Hour
2028 Design Traffic Volumes – AM Peak Hour
2028 Design Traffic Volumes – PM Peak Hour

The Proposed Left-in, Left-out and Right-in Intersection

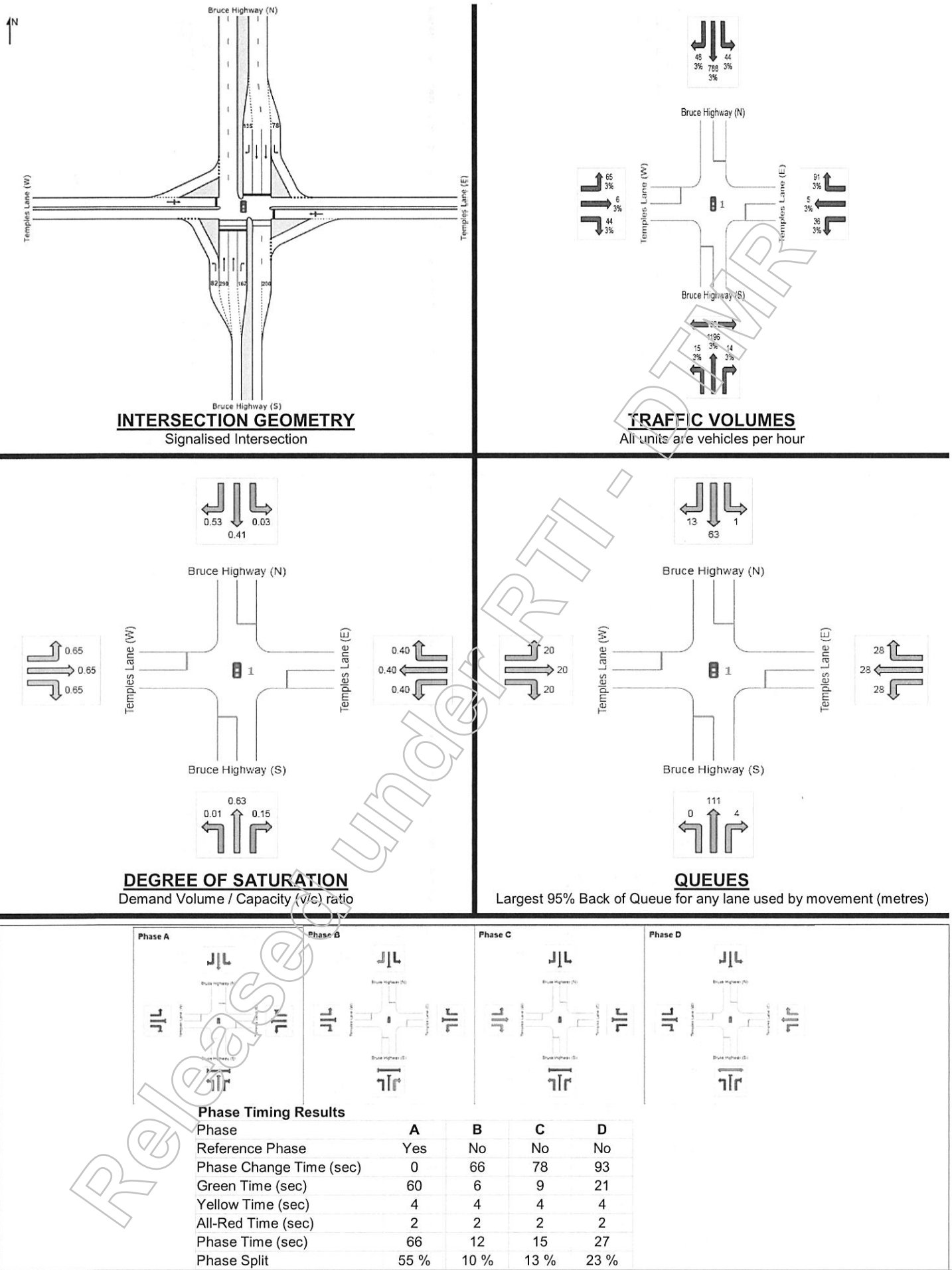
2025 Design Traffic Volumes – AM Peak Hour
2025 Design Traffic Volumes – PM Peak Hour
2026 Design Traffic Volumes – AM Peak Hour
2026 Design Traffic Volumes – PM Peak Hour
2027 Design Traffic Volumes – AM Peak Hour
2027 Design Traffic Volumes – PM Peak Hour
2028 Design Traffic Volumes – AM Peak Hour
2028 Design Traffic Volumes – PM Peak Hour

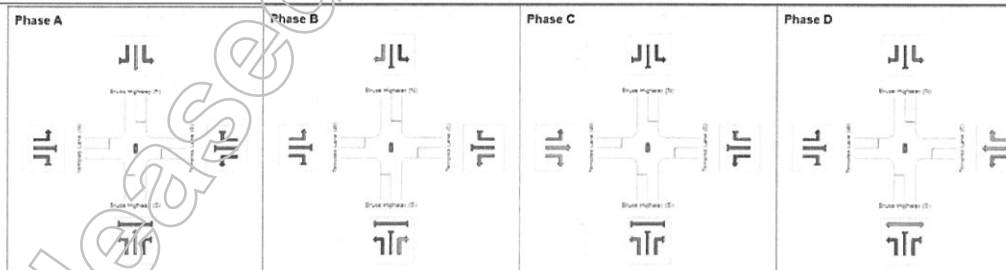
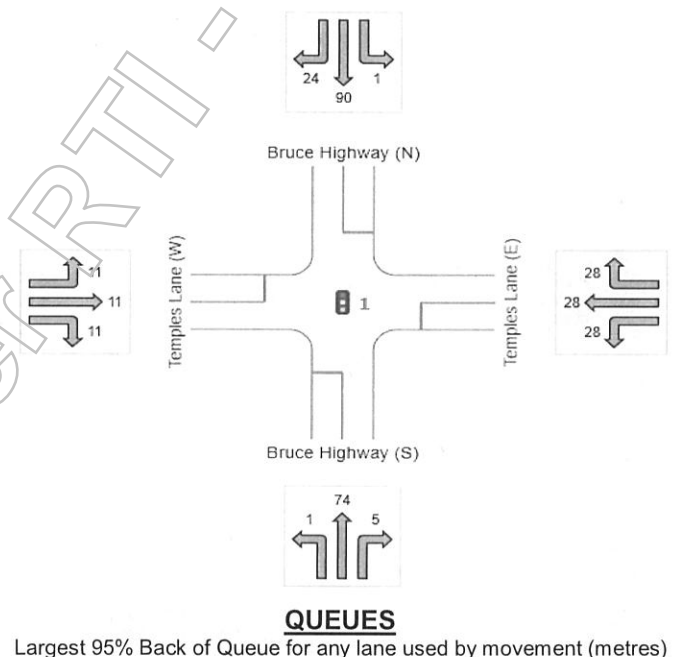
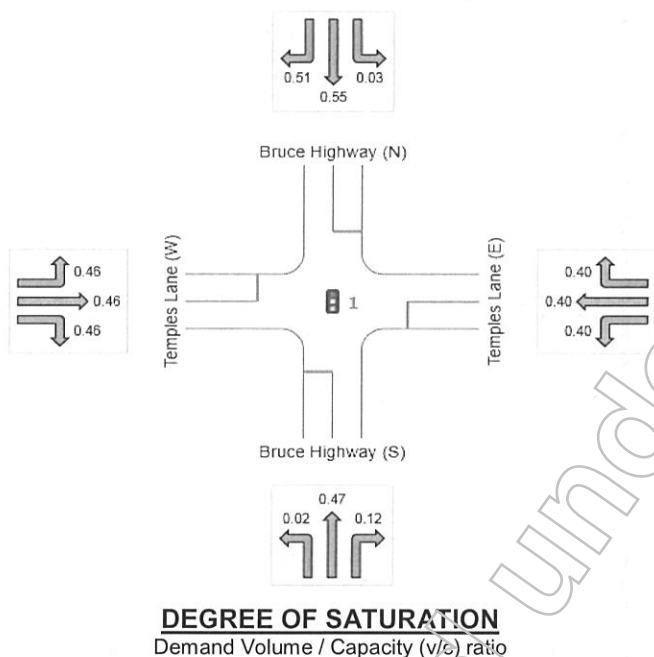
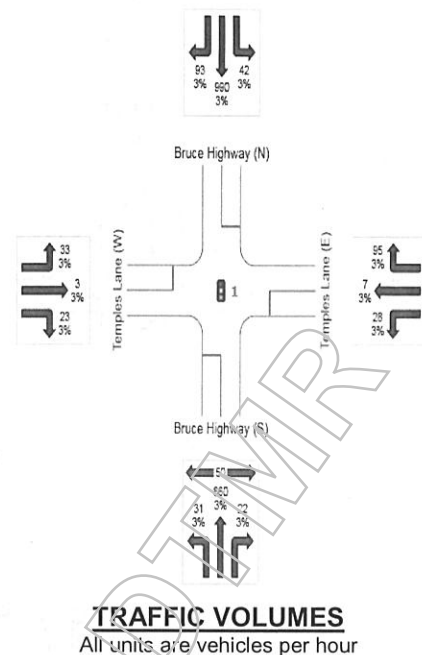
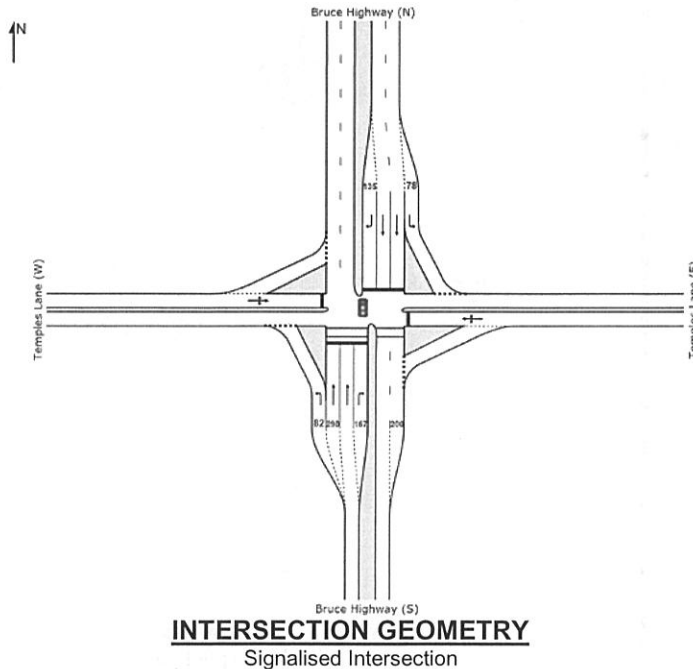




Phase Timing Results

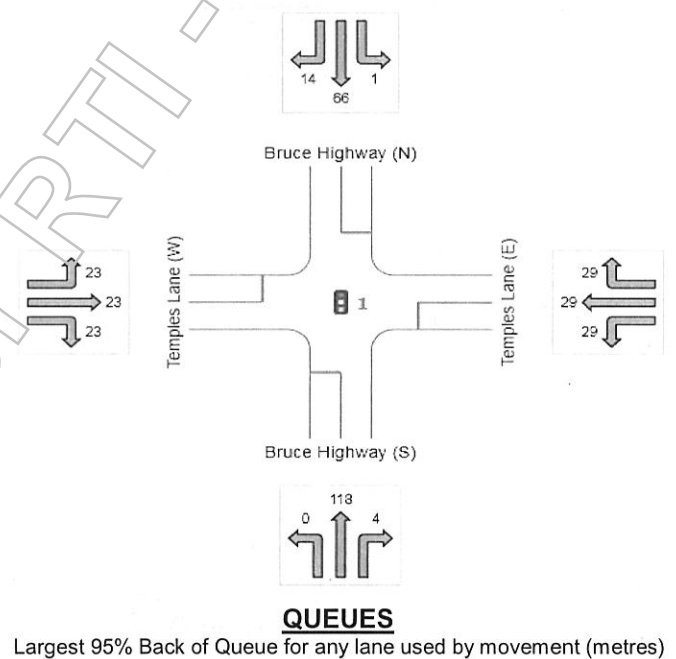
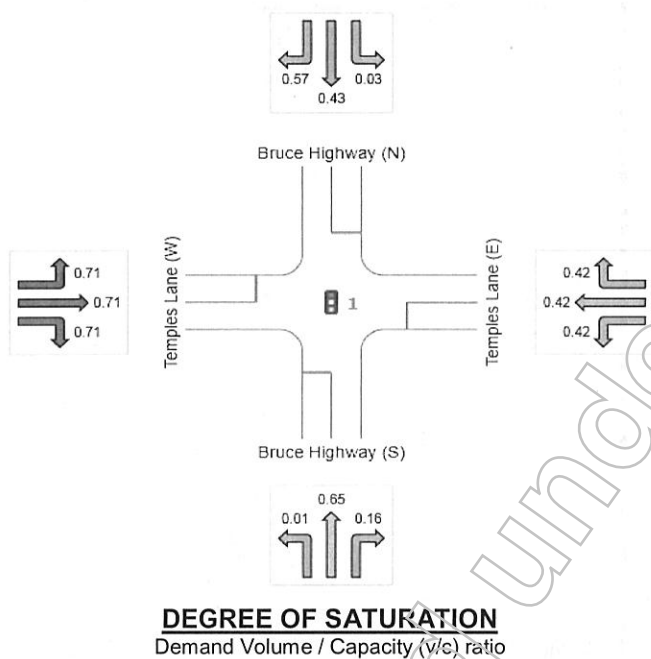
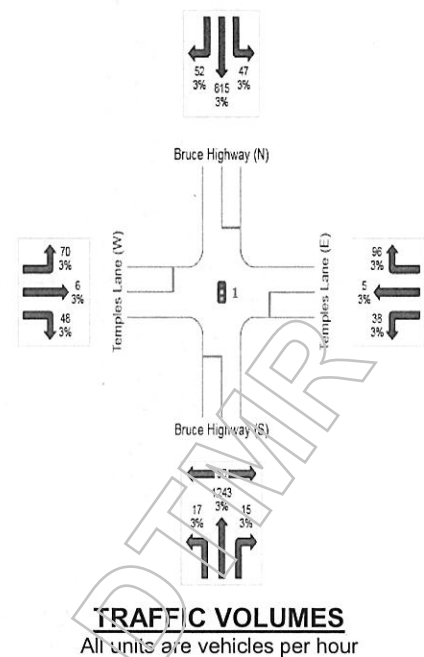
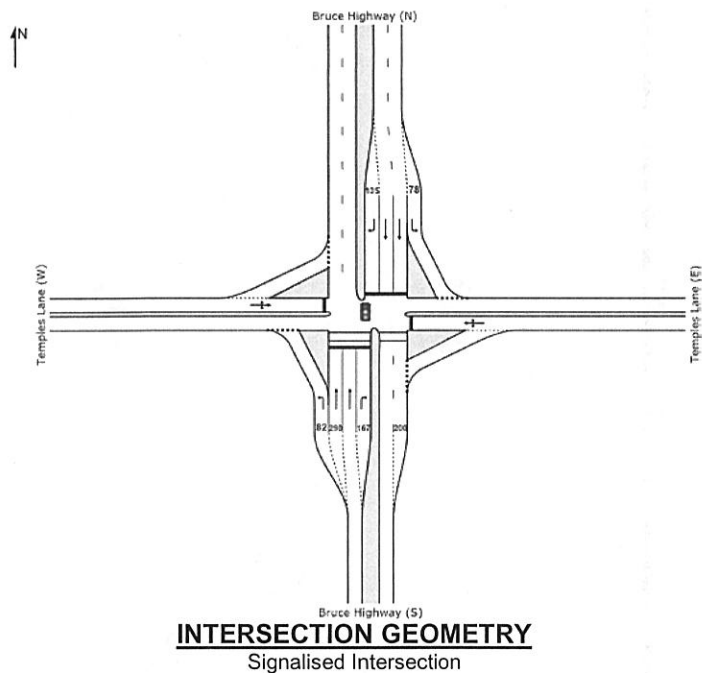
Phase	A	B	C	D
Reference Phase	Yes	No	No	No
Phase Change Time (sec)	0	68	81	93
Green Time (sec)	62	7	6	21
Yellow Time (sec)	4	4	4	4
All-Red Time (sec)	2	2	2	2
Phase Time (sec)	68	13	12	27
Phase Split	57 %	11 %	10 %	23 %



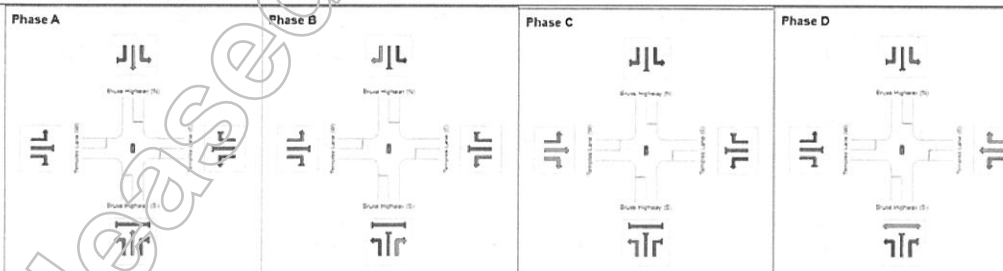
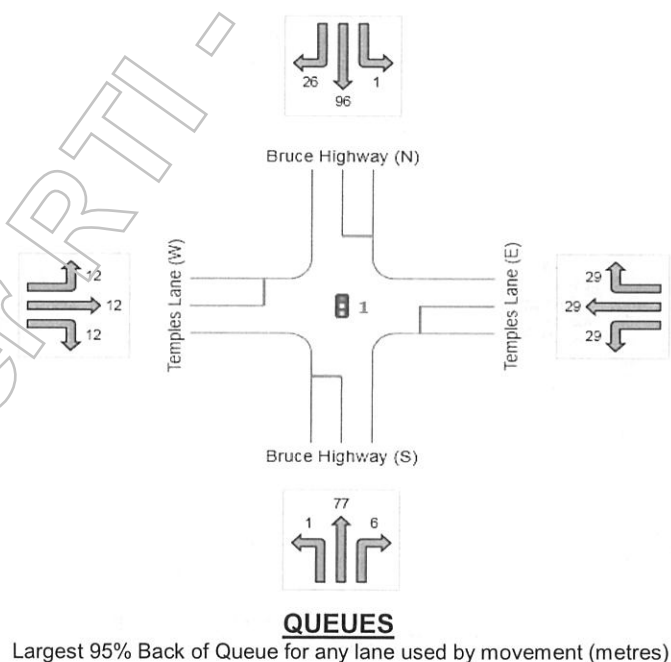
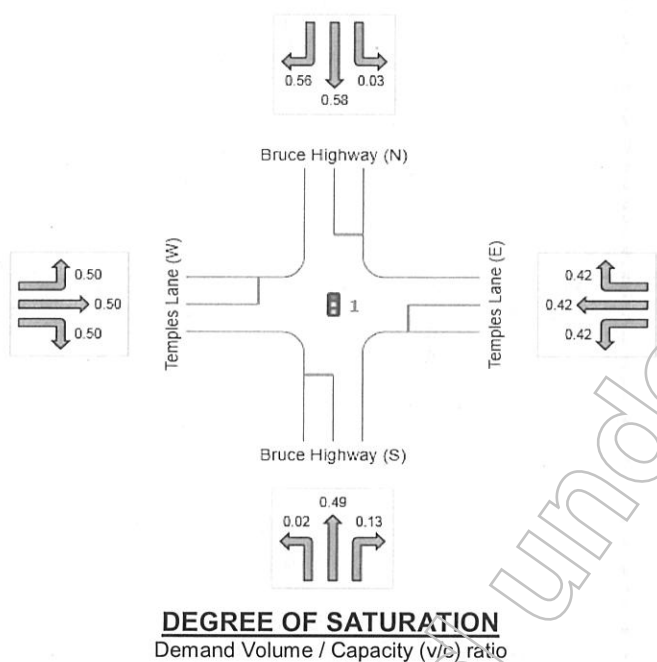
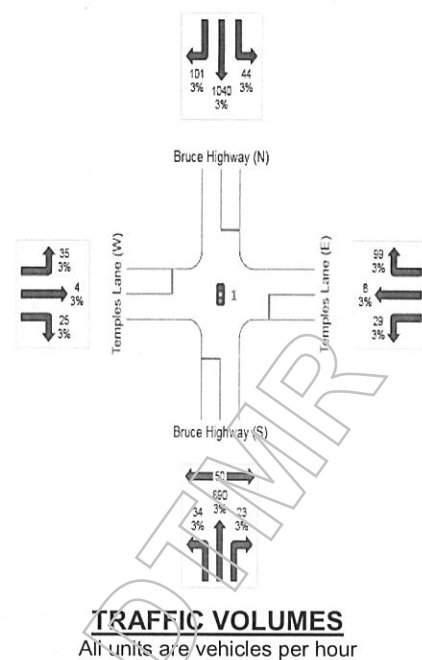
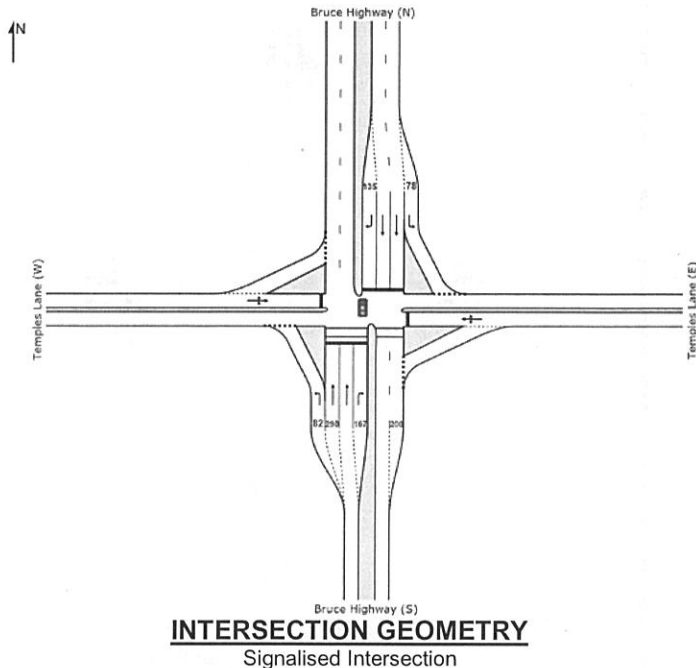


Phase Timing Results

Phase	A	B	C	D
Reference Phase	Yes	No	No	No
Phase Change Time (sec)	0	63	81	93
Green Time (sec)	57	12	6	21
Yellow Time (sec)	4	4	4	4
All-Red Time (sec)	2	2	2	2
Phase Time (sec)	63	18	12	27
Phase Split	53 %	15 %	10 %	23 %

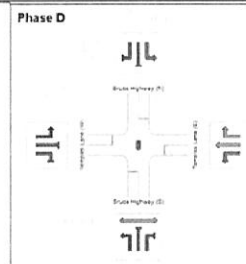
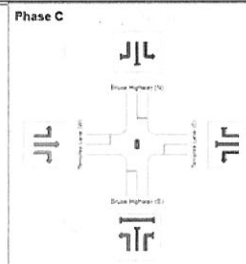
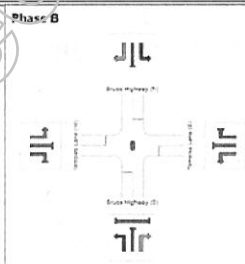
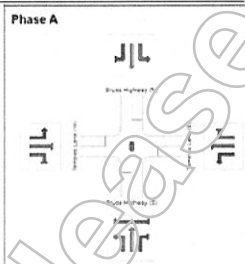
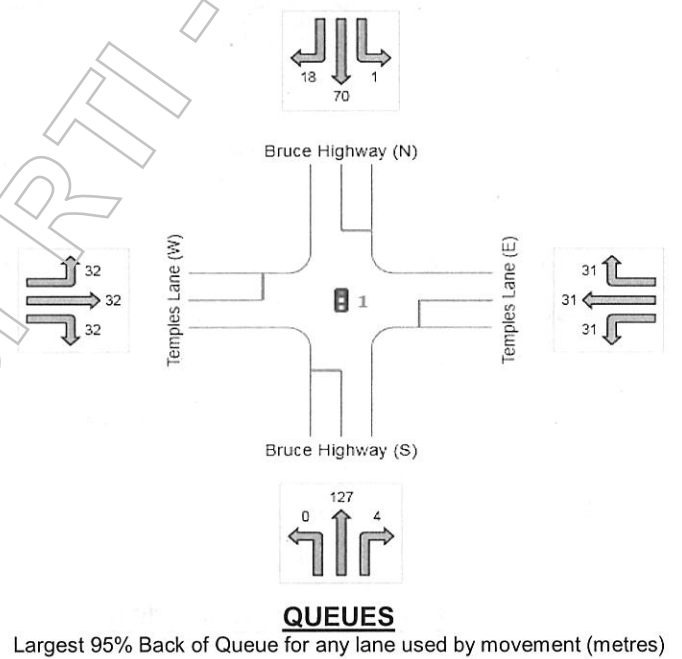
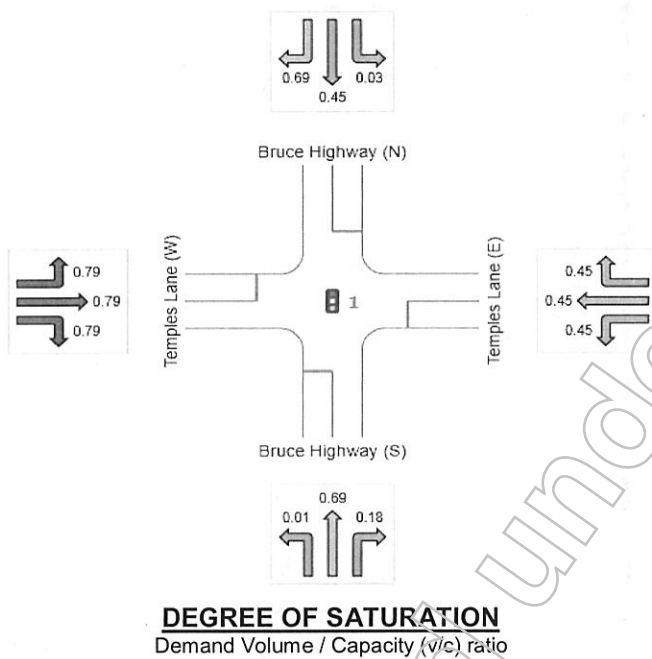
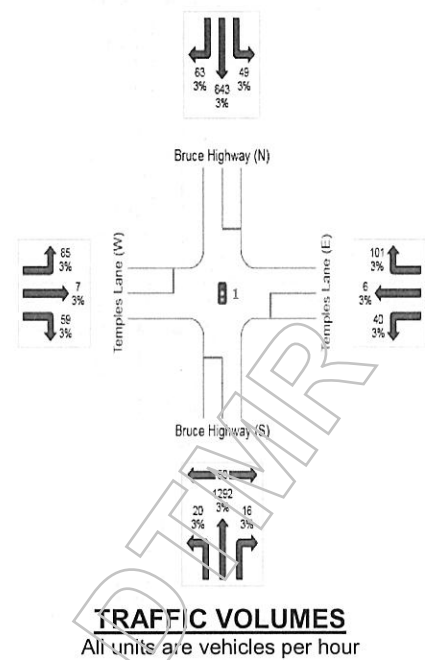
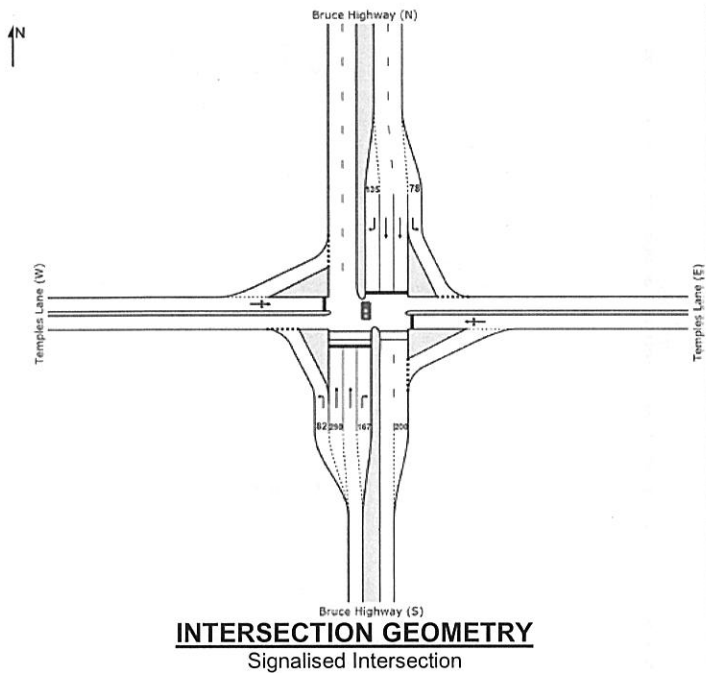


Phase A	Phase B	Phase C	Phase D	
Phase Timing Results				
Phase	A	B	C	D
Reference Phase	Yes	No	No	No
Phase Change Time (sec)	0	66	78	93
Green Time (sec)	60	6	9	21
Yellow Time (sec)	4	4	4	4
All-Red Time (sec)	2	2	2	2
Phase Time (sec)	66	12	15	27
Phase Split	55 %	10 %	13 %	23 %



Phase Timing Results

Phase	A	B	C	D
Reference Phase	Yes	No	No	No
Phase Change Time (sec)	0	63	81	93
Green Time (sec)	57	12	6	21
Yellow Time (sec)	4	4	4	4
All-Red Time (sec)	2	2	2	2
Phase Time (sec)	63	18	12	27
Phase Split	53 %	15 %	10 %	23 %



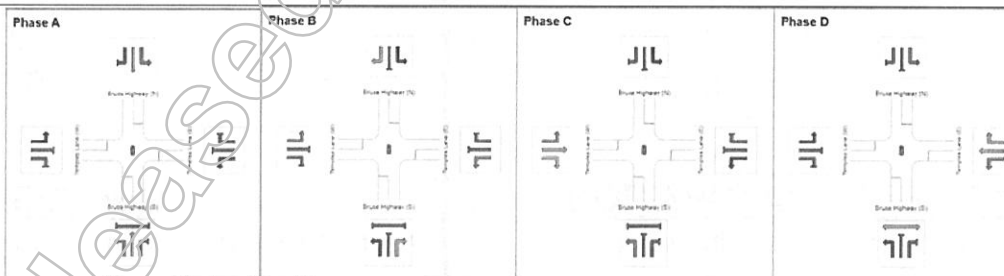
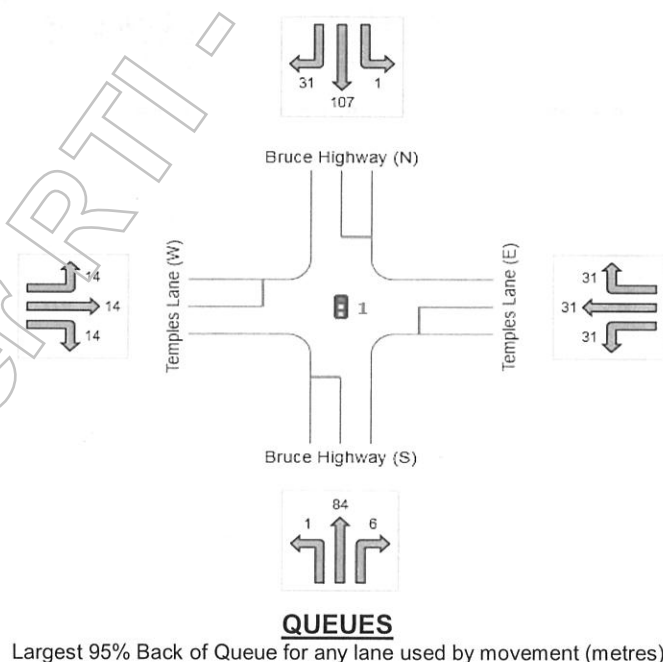
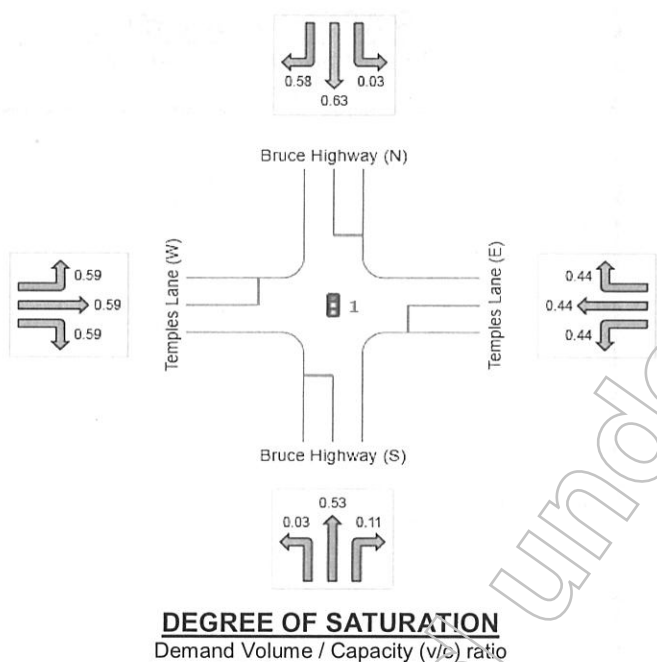
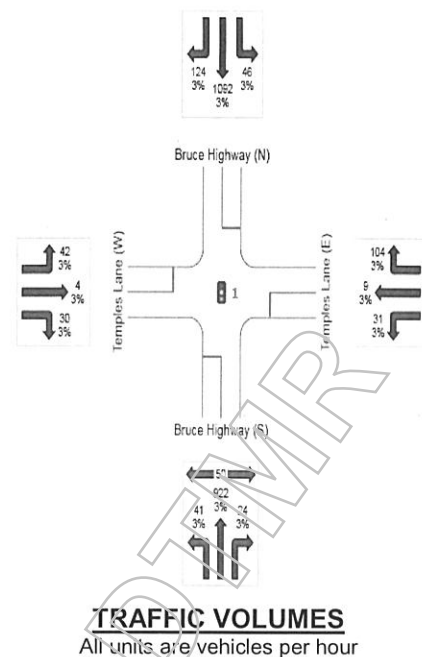
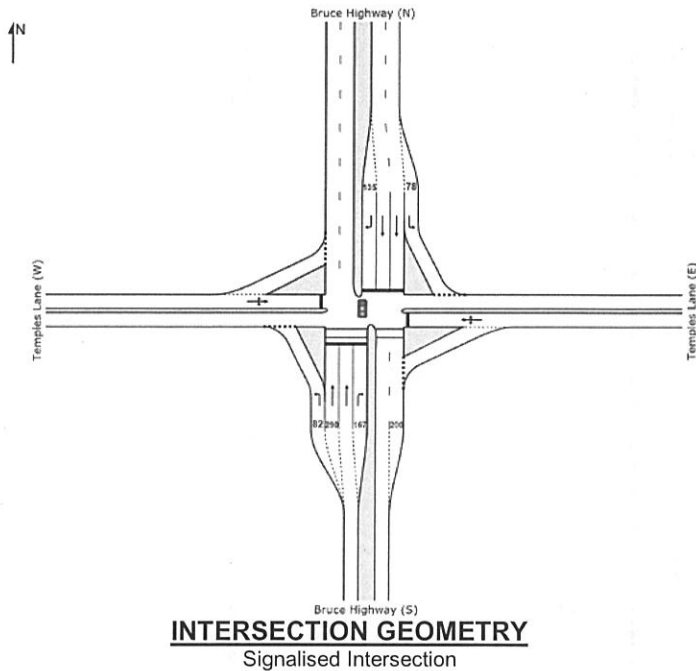
Phase Timing Results

Phase	A	B	C	D
Reference Phase	Yes	No	No	No
Phase Change Time (sec)	0	65	77	93
Green Time (sec)	59	6	10	21
Yellow Time (sec)	4	4	4	4
All-Red Time (sec)	2	2	2	2
Phase Time (sec)	65	12	16	27
Phase Split	54 %	10 %	13 %	23 %

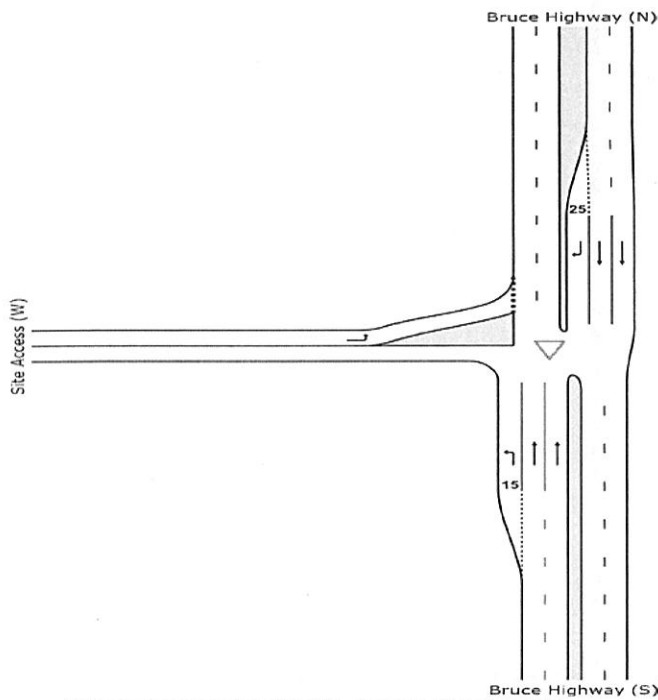


TEMPLES LANE.sip6
Produced by SIDRA INTERSECTION 6.0
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Akcelik & Associates Pty Ltd



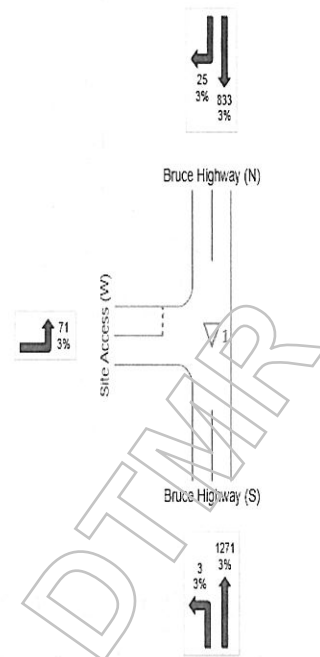


Phase	A	B	C	D
Reference Phase	Yes	No	No	No
Phase Change Time (sec)	0	61	81	93
Green Time (sec)	55	14	6	21
Yellow Time (sec)	4	4	4	4
All-Red Time (sec)	2	2	2	2
Phase Time (sec)	61	20	12	27
Phase Split	51 %	17 %	10 %	23 %



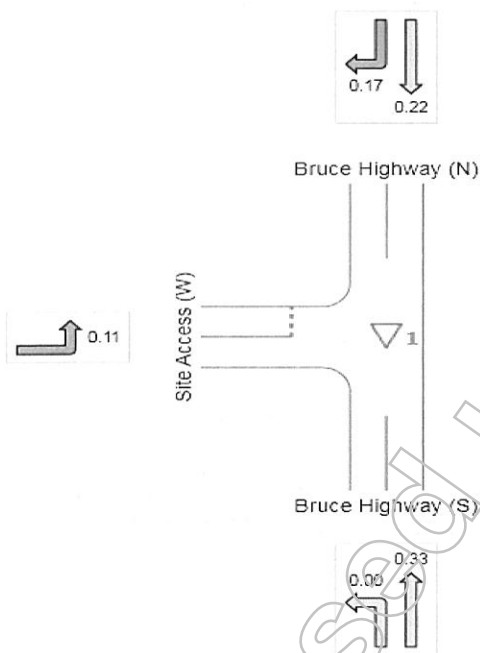
INTERSECTION GEOMETRY

Giveway Intersection



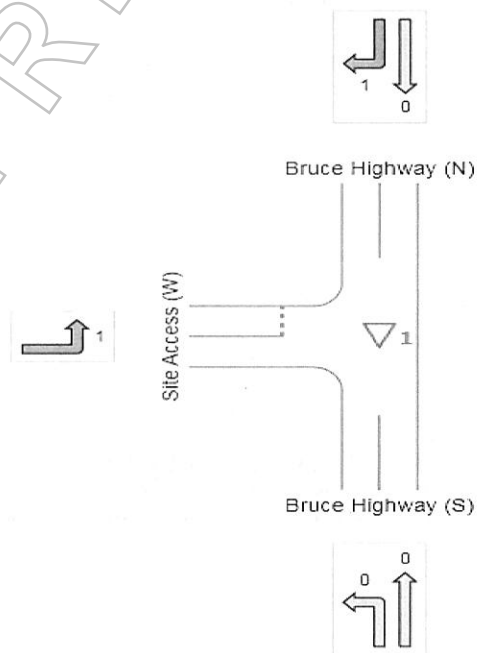
TRAFFIC VOLUMES

All units are vehicles per hour



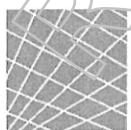
DEGREE OF SATURATION

Demand Volume / Capacity (v/c) ratio



QUEUES

Largest 95% Back of Queue for any lane used by movement (metres)



MRCagney

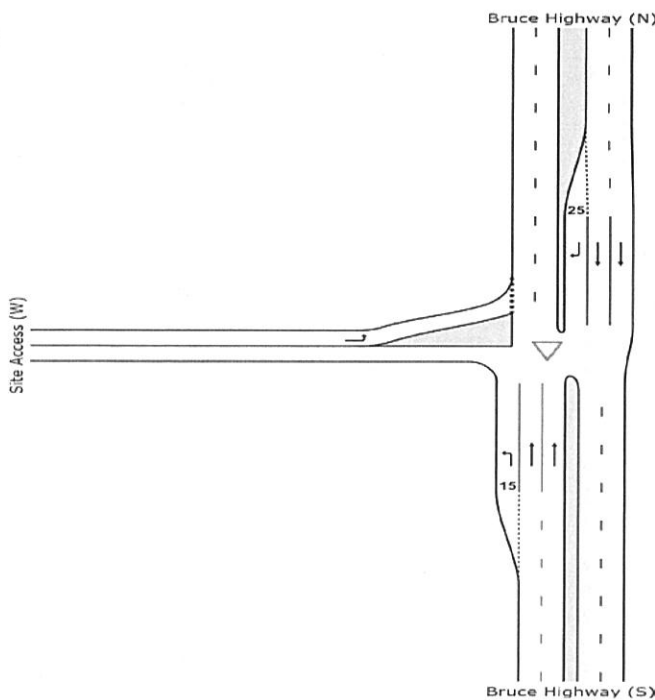
LEFTIN LEFTOUT RIGHTIN ACCESS.SIP6

Produced by SIDRA INTERSECTION 6.0

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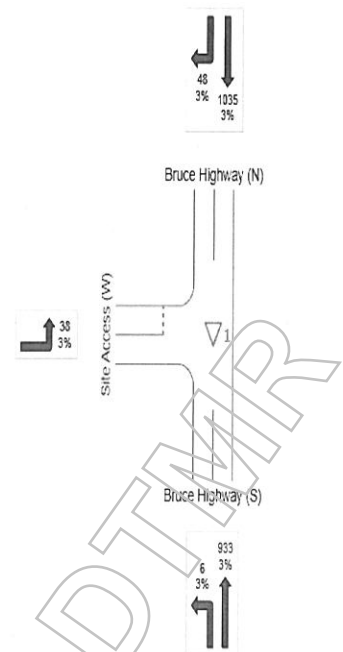
Akcelik & Associates Pty Ltd

**SIDRA
INTERSECTION**
SIDRA SOLUTIONS



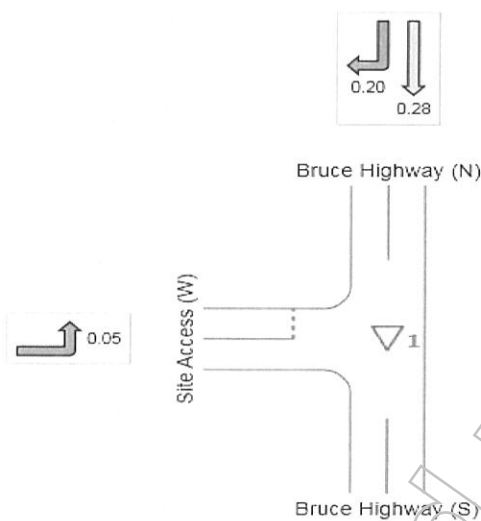
INTERSECTION GEOMETRY

Giveway Intersection



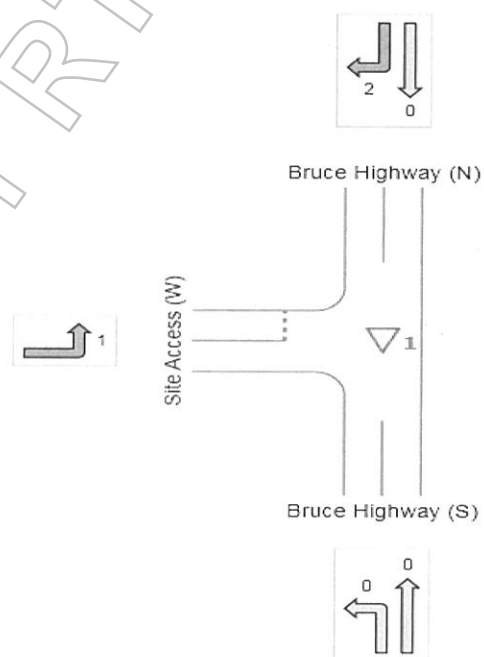
TRAFFIC VOLUMES

All units are vehicles per hour



DEGREE OF SATURATION

Demand Volume / Capacity (v/c) ratio



QUEUES

Largest 95% Back of Queue for any lane used by movement (metres)



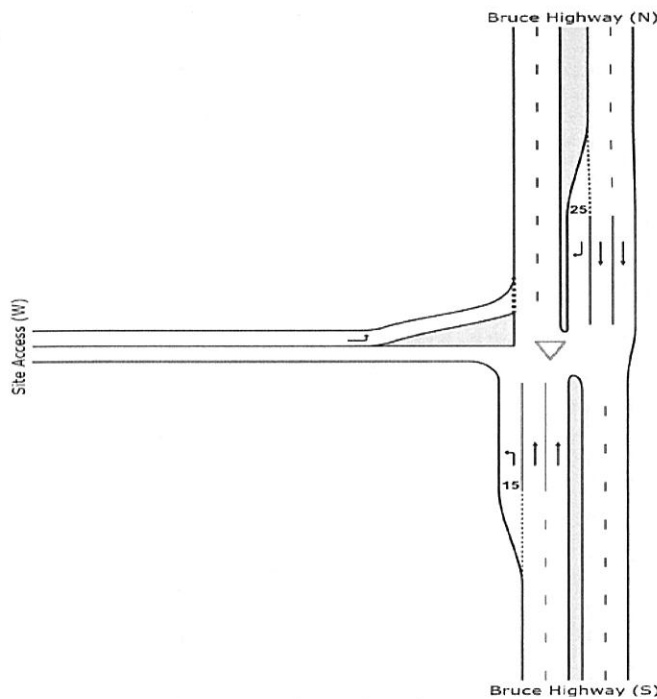
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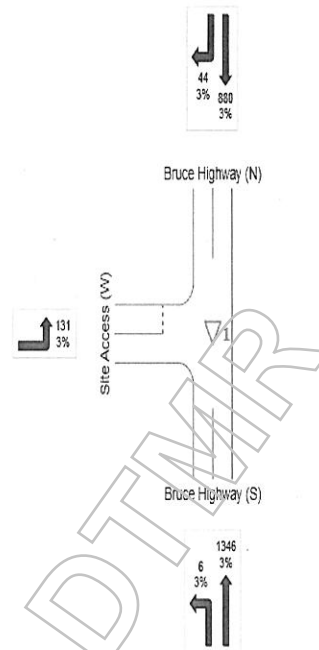
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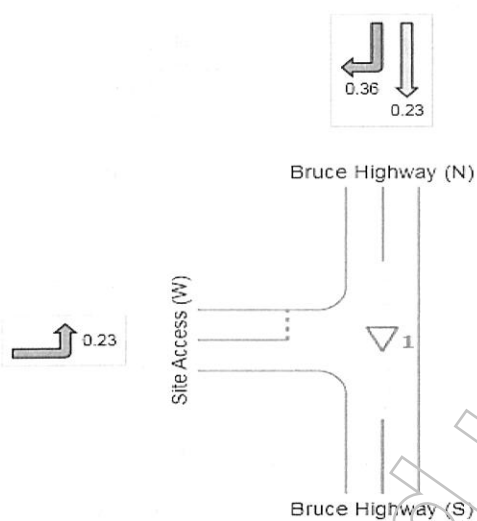
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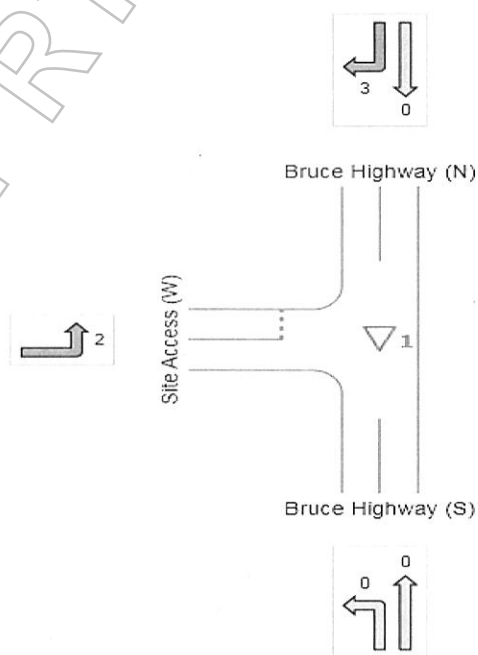
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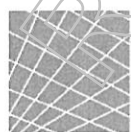
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MRCagney

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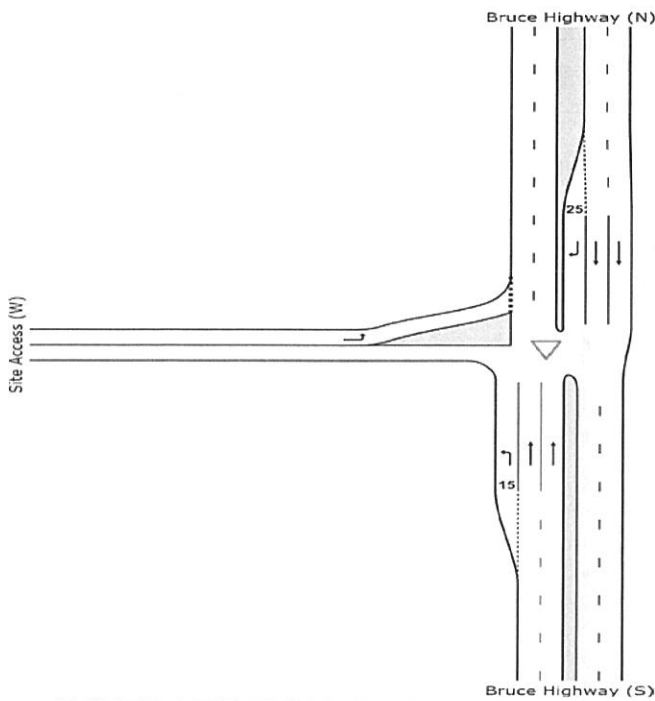
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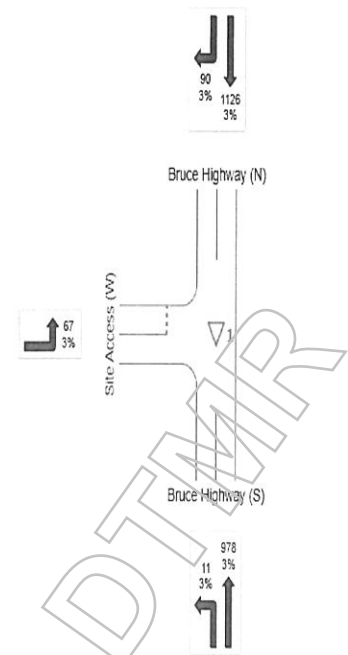


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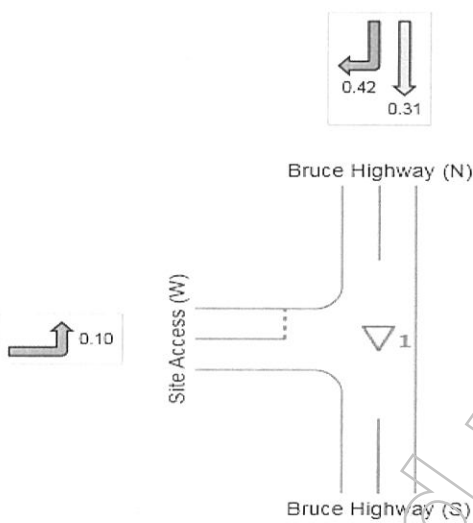
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Giveway Intersection



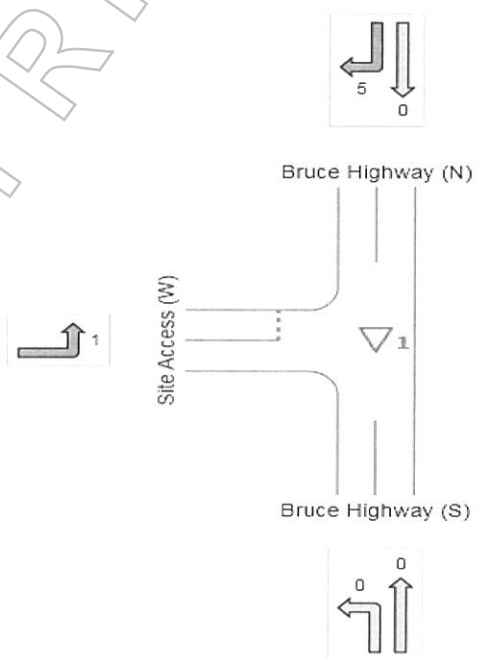
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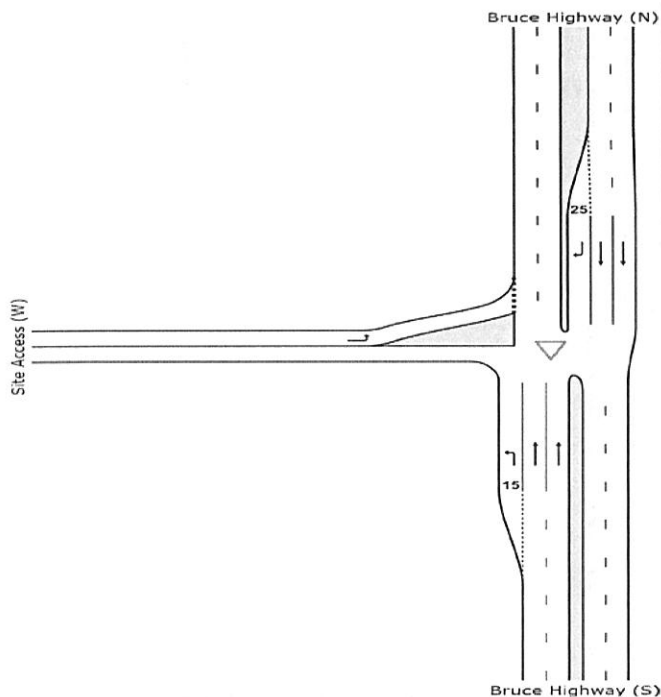
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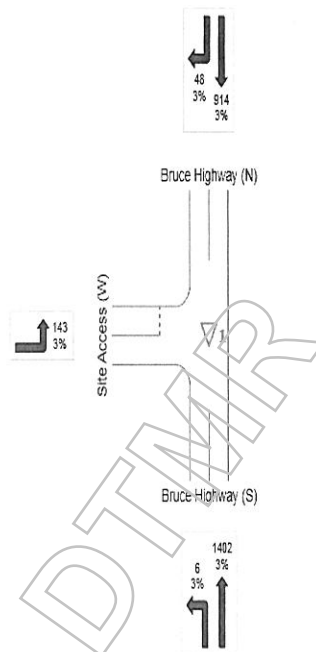
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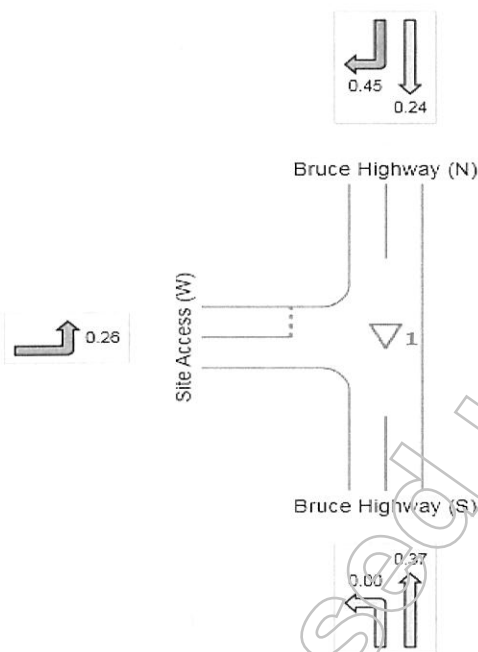
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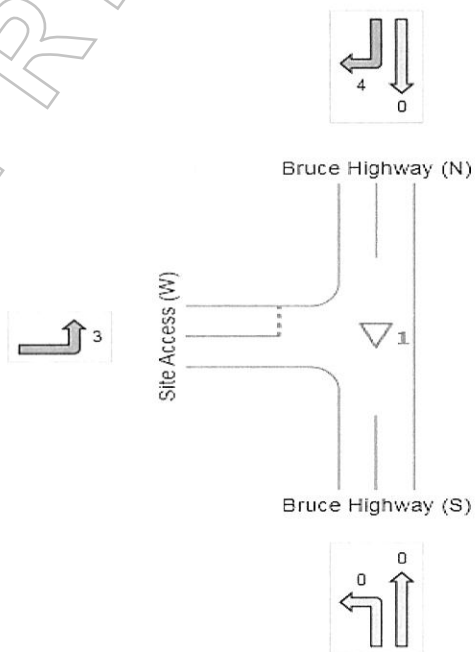
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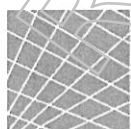
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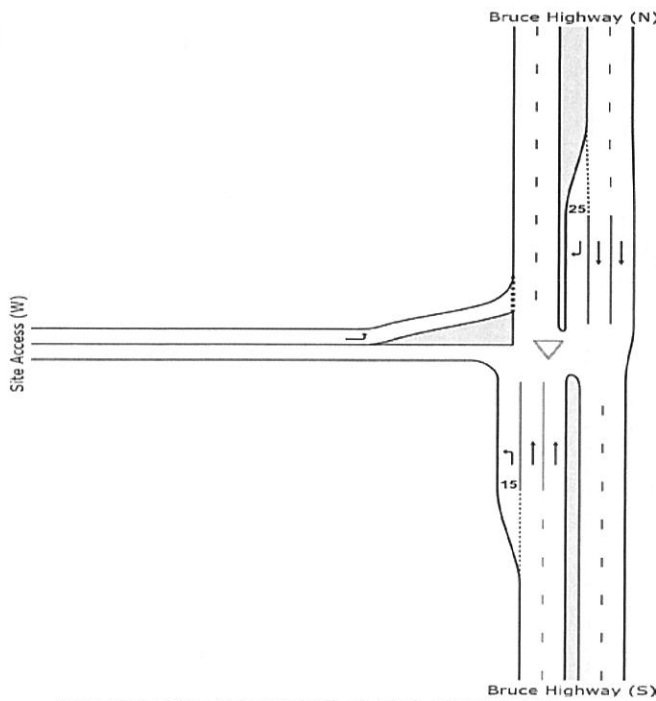
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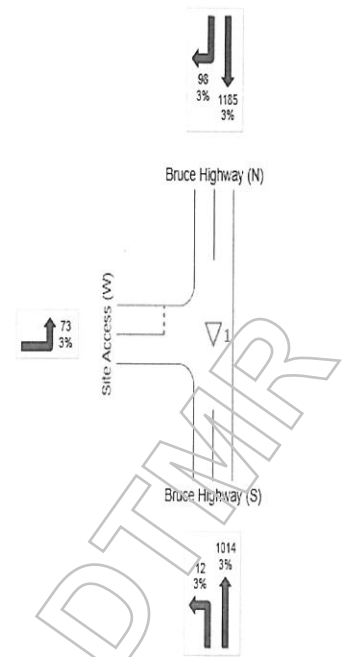
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INTERSECTION**
SIDRA SOLUTIONS



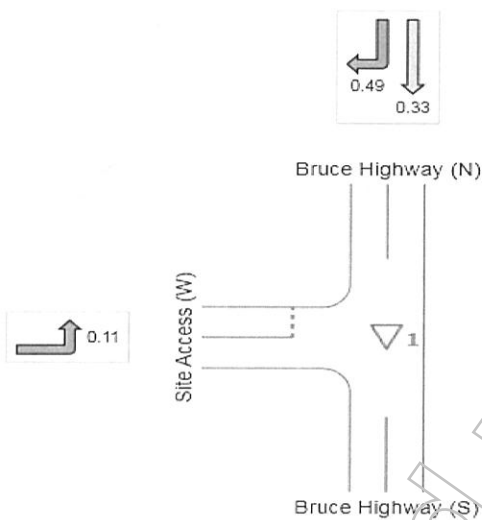
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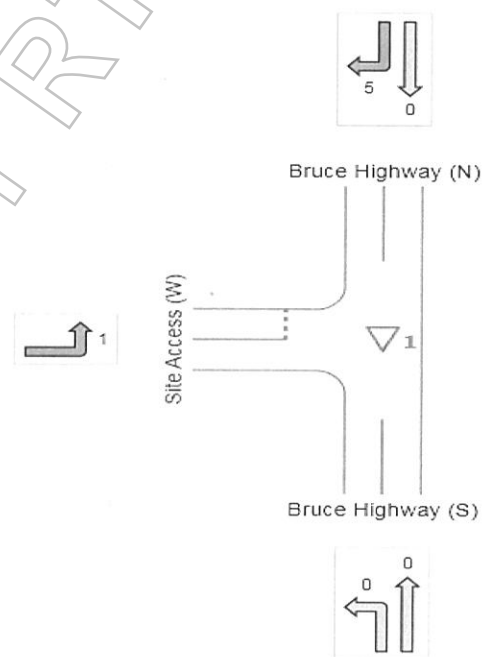
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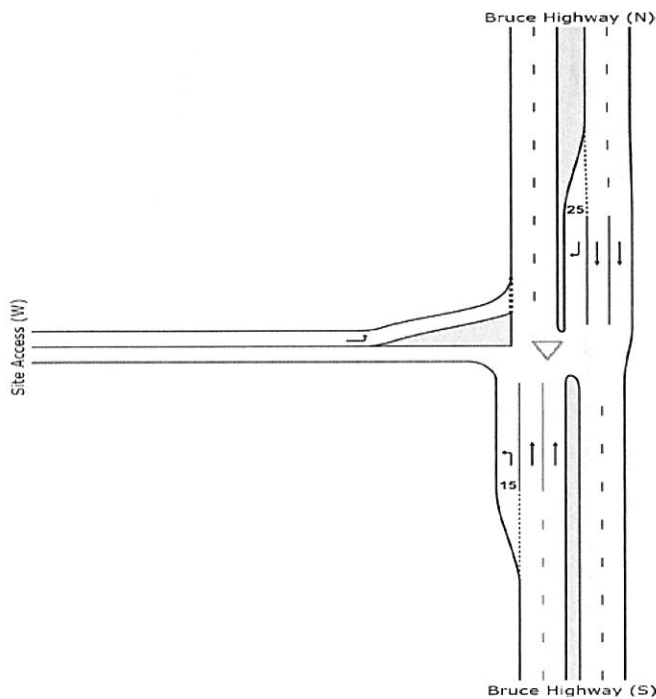
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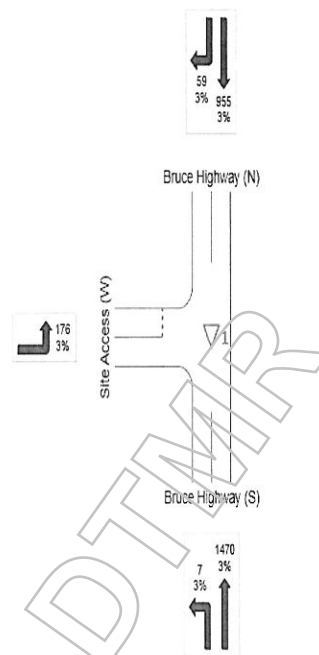
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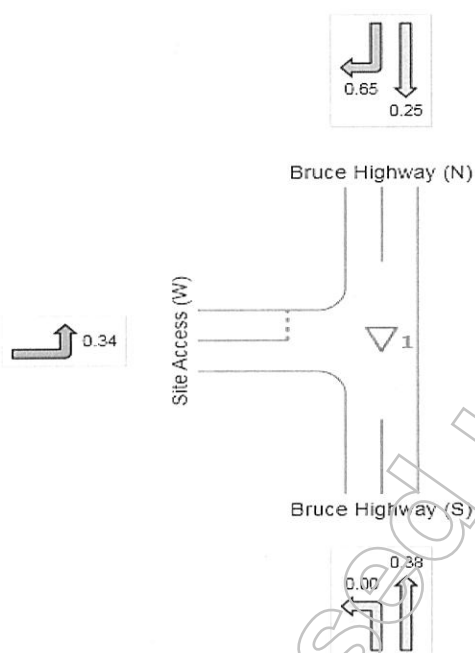
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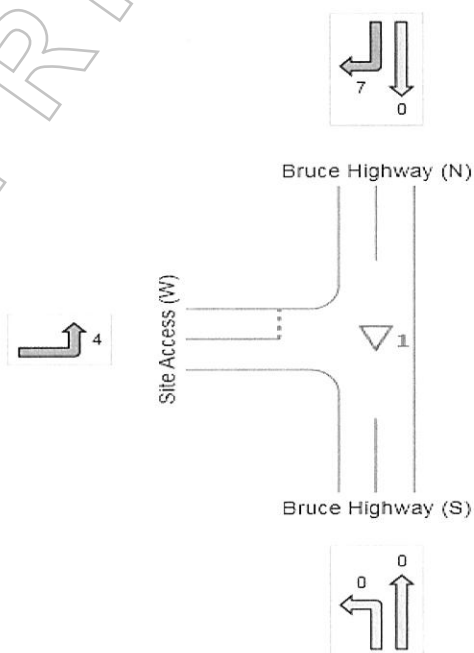
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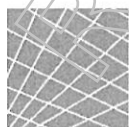
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MRCagney

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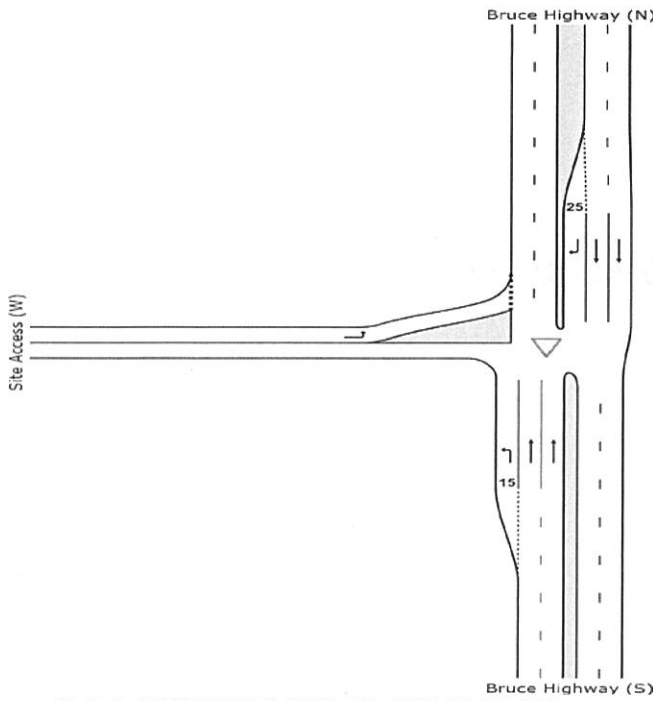
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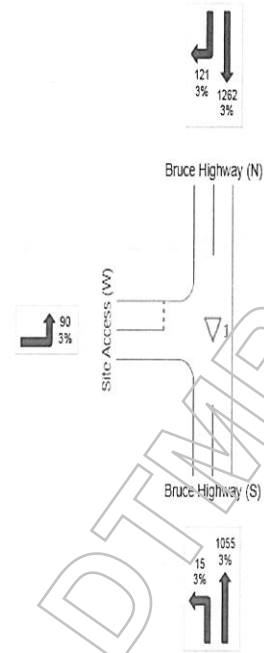


SIDRA SOLUTIONS



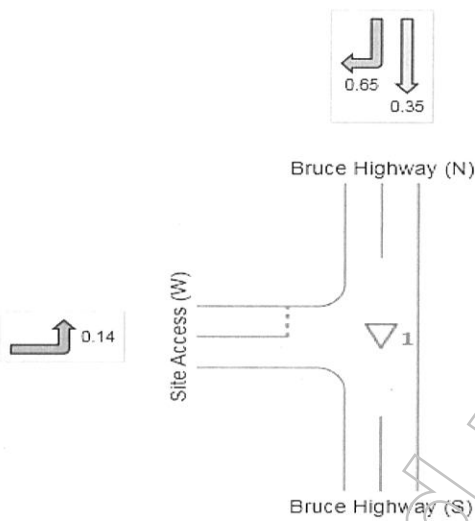
INTERSECTION GEOMETRY

Giveway Intersection



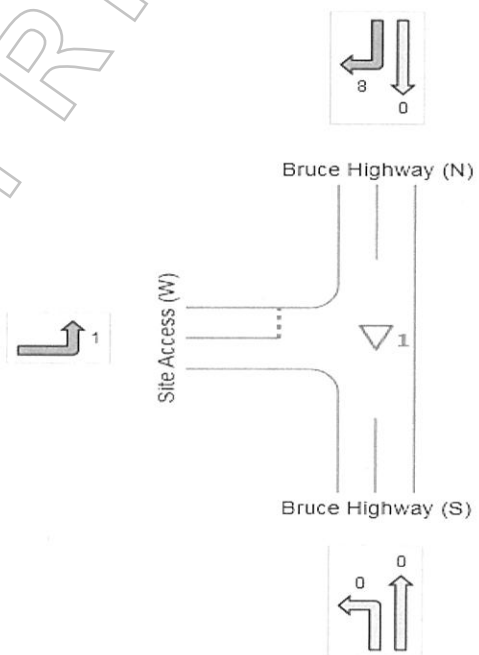
TRAFFIC VOLUMES

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DEGREE OF SATURATION

Demand Volume / Capacity (v/c) ratio



QUEUES

Largest 95% Back of Queue for any lane used by movement (metres)



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2028 DESIGN TRAFFIC VOLUMES – PM PEAK HOUR
PROPOSED LEFT-IN, LEFT-OUT AND RIGHT-IN ACCESS

FIGURE D2-8

ATTACHMENT B – DSDIP MEETING MINUTES

Released under RTI - DTMR

MEETING MINUTES



Shaping the Future

Project:	1. The Waters Stage 6, 7 and 8 – RoL 2. Hansen Farm – s242 and RoL		
Site Details:	1. Lot 7 on RP894737 and Lot 292 on SP247664 2. Lot 4 on SP237101		
Ref:	1. DA-2014-90 / SDA-0714-012409 2. DA-2014-91 / SDA-0614-011168		
Attendees:	<ul style="list-style-type: none"> Michael Jewell (Cardno HRP) - MJ Liam Donald (Cardno HRP) - LD Tom Long (Paragon Engineers) - TL Steven Young (Paragon Engineers) Helen Pert (Paragon Engineers) Ross Young (DTMR) - RY Pat Aprile (DTMR) - PA Jamie Thorley (DSDIP) Dylan Brown (DSDIP) Alice Slark (DSDIP) 		
Attachments:			
Venue:	DSDIP	Meeting Start:	3pm
Date:	5/8/14	Meeting Close:	4:15pm

Cardno (Qld) Pty Ltd
ABN 57 051 074 992

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3/42 East Gordon Street
Mackay QLD 4740
Australia

PO Box 244
Mackay QLD 4740
Australia

Phone: +61 7 4953 2877
Fax: +61 7 4953 2577
www.cardno.com

www.cardno.com.au/cardnohrp

MEETING Minutes

Issues for discussion include:

THE WATERS STAGE 6, 7 AND 8 (refer Attachment A – DSDIP IR and Proposal Plans)

1. Access via Bruce Highway / Temples Lane Intersection

Discussion Points:

- MRCagney previously confirmed capacity for Temples Lane/ Bruce Highway intersection (refer **Attachment B – MRCagney Correspondence**).
- Further SIDRA considered unnecessary.

LD outlined previous MRCagney Report which included SIDRA confirmed that 1000 lots could be accessed via Temples Lane / Bruce Highway intersection.

- PA and RY advised that an updated traffic assessment will still be required using current traffic volumes and intersection configuration.
- RY to confirm current timing cycle of intersection.

MEETING MINUTES

- LD amended letter from MRCagney to be submitted with Information Response.

2. New Access to Bruce Highway and Stockroute Road

Discussion Points:

- New Access to Bruce Highway proposed to be constructed with Stage 6, or a time when commercial lot to be developed.
 - Meeting undertaken between applicant and DTMR on 30 May 2014 (refer **Attachment C – Meeting Minutes**).
 - Query whether necessary to provide Design of configuration and SIDRA with Information Response, or rather that this be conditioned to be provided prior to lodgement of Operational Works application.
- MJ new access to Bruce Highway adjacent proposed commercial development to include left in / left out and possible right in for purposes of commercial viability. New Bruce Highway access to be constructed with Stage 6 of development, or earlier.
 - PA advised DTMR agreeable to left in / left out.
 - RY advised right in at new access will reduce right in vehicle turning movements from Bruce Highway to Temples Lane.
 - PA advised new Bruce Highway intersection including left in / left out / right in would be in lieu of left in from Stockroute Road.
 - MJ MRCagney to review internal Road Hierarchy Report to reassess internal road hierarchy and proposed intersections.
 - MJ amended MRCagney report to be provided with Information Response addressing intersections.
 - MJ concept drawing only (noted on Plan of Development) showing access movements to be provided rather than detailed concept drawings.

3. Structure Plan / Cowleys Road

Discussion Point:

- Revised Masterplan removes unnecessary (unfunded) duplication of Cowleys Road (refer **Attachment D– Revised Masterplan**).
- RY \$20 million Cowleys Road Overpass designed to allow for Cowleys Road duplication on eastern side of tram line.
 - PA road alignment notices issued for properties north of Stockroute Road
 - MJ better planning outcome to have main north/south link through middle of estate rather than on the edge.

MEETING MINUTES

- MJ duplication of road unfunded and considered not warranted, no that Temples Lane has been downgraded to major collector status.
- MJ Council advising us and our client that this duplication now no longer proposed
- PA Council have planned for this proposed upgrade.
- MJ to confirm with Council whether duplication proposed.

*Note: Draft Planning Scheme Road Hierarchy Maps or PIP do not show this duplication / upgrade.

Released under RTI - DTMR

MEETING MINUTES

HANSEN FARM (REFER ATTACHMENT E – DSDIP IR AND PROPOSAL PLANS)

1. Stormwater

Discussion Points:

- i. Applicant intends to discharge stormwater for development (and future residential development on same site adjoining to the west) to the State Controlled Road due to inability to legally discharge to Drain to west of site (refer **Attachment E**).
 - MJ development to be graded to drain east due to inability to legally discharge to west. Residential component to also discharge to east
 - TL will DTMR accept increased longitudinal flows?
 - RY no increase in longitudinal flows acceptable, development would require on-site detention.
 - TL/SY 1/3 of site drains to Bruce Highway Table Drain, detention could be provided to include non-worsening affect, and detention a likely requirement of Council.
 - RY drainage flows north under Schmidtkes Road to Council Drain, adjacent Cuttesfield
 - MJ council has proposed detention basin on north-west corner of Stockroute Road / Bruce Highway Roundabout could be an option
 - PA/RY Layout of development would need to be amended to include detention area.
 - Paragon to provide concept stormwater design for DTMR comment prior to lodgement of Information Response.

2. Access from Bruce Highway

Discussion Points:

- i. Secondary connectivity to be provided through residential development adjoining to the west on subject site (refer **Attachment E**), through to Schmidtkes Road
- ii. Access from Bruce Highway integral to viability of proposed development, and connectivity to future residential use adjoining to the south and west of the subject site.
 - MJ Mixed Use area needs access from Bruce Highway, and includes a secondary access provided from Schmidtkes Road, through future residential estate.
 - MJ access from Bruce Highway will also enable people to access Councils regional park area located south of Hansen Farm.
 - MJ/TL would DTMR consider a left in / left out from Bruce Highway
 - PA/RY yes, it would need to be located as far as south as required along the Hansen and supported by a Traffic Report

MEETING MINUTES

- RY/PA proposed access would need to consider proposed ultimate configuration of Schmidtkes Road / Bruce Highway intersection
- MJ would DTMR consider a right in from Bruce Highway if shown to not impact upon Schmidtkes Road / Bruce Highway Intersection?
- PA support for right in not guaranteed even if no impacts noted.

*Note: - A separate Development Application has been lodged for a residential subdivision on the site (Council Ref: DA-2014-92), which is shortly to be referred to DSDIP, a lot layout plan has been provided for reference (refer **attachment F -- Residential RoL**).*

SARA technical agency assessment response

Technical agency (TA) — Transport and Main Roads

DSDIP reference: SDA-0714-012409
DSDIP role: Concurrence Agency
DSDIP regional office: Mackay Isaac Whitsunday
DSDIP email: MIWSARA@dsdip.qld.gov.au
[NB. All responses are to be returned to this email address]
TA reference: TMR14-010948
TA contact name: Kelly Drobek
TA contact details: 4951 8624
TA approver: Ross Young

1.0 Application details

Street address: 93897 Bruce Highway, Bakers Creek QLD 4740
Real property description: 292SP247664, 7RP894737
Local government area: Mackay Regional Council
Applicant name: Ooralea Developments Pty Ltd atf Ooralea Management Trust C/- Cardno HRP
Applicant contact details: 07 4953 2877

2.0 Aspects of development and type of approval granted

Aspect Of Development	Type Of Approval	Description
Reconfiguration of a Lot	Development Permit	2 Rural Lots into 154 Residential Lots, 1 Park Lot and 1 Mixed Use Lot

3.0 Matters of interest to the state

The development application has the following matters of interest to the state under the following provisions of the Sustainable Planning Regulation 2009¹:

Schedule 7 Referral agencies and their jurisdictions—matters of interest specific to technical agency		
Trigger Mode	Trigger Number	Trigger Description
All Modes	T2	7.3.2 An aspect of development identified in schedule 9 that is for a purpose mentioned in schedule 9 and meets or exceeds the relevant threshold in schedule 9
State-Controlled Roads	S2	7.2.2 ROL on land w/in 25m of a SCR or w/in a future SCR or abuts a road w/in 100m of an intersection with a SCR and the number of lots is increased or the number of lots abutting the SCR is increased or access between the land and the SCR is changed

¹ MyDAS does not collect data on assessable development aspects under Schedule 3—this is a matter confirmed by DSDIP during the validation process.

No.	Conditions of Development Approval	Condition Timing
	been designed and constructed in accordance with parts (a) and (b) of this condition.	government for approval

Our department also recommends the following advice be provided to the assessment manager (SPA section 287(6)):

General advice	
Ref.	Advice for State Controlled Roads
1.	<p>The submitted <i>Drawing No. DD02, Plan of Development Sheet 1 of 2, Version 1</i> by <i>Cardno HRP</i> dated April 2014 shows future access to the Bruce Highway adjacent to a proposed mixed use balance lot. TMR has indicated in previous discussions with the developer that left-in / left-out / right-in access will be considered here at the time of application for material change of use for the mixed use lot.</p> <p>The reconfiguration of a lot for the residential component of proposed Stages 6, 7 and 8 will only gain access via Temples Lane and the intersection with the Bruce Highway.</p> <p><i>Drawing No. DD02</i> also shows future access to Stockroute Road. Stockroute Road is part of the first stage of the Mackay Ring Road, with construction scheduled for completion in 2020. As part of the Ring Road project, TMR is constructing a grade separation of Stockroute Road and Cowleys Road to allow internal connectivity north and south of the Ring Road. TMR's preference for future access to the north from this precinct is via Cowleys Road, with no direct access to Mackay Ring Road (Stockroute Road).</p>
2.	A local government must obtain the Department of Transport and Main Roads' approval if it intends to approve the erection, alteration or operation of an advertising sign or other advertising device that would be visible from a motorway; and beyond the boundaries of the motorway; and reasonably likely to create a traffic hazard for the motorway.
3.	Written approval is required from the Department of Transport and Main Roads to carry out road works, including road access works, on a state-controlled road. Please contact the Department of Transport and Main Roads on 49518555 to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ).
4.	An application for a Road Corridor Permit is required for any ancillary works and encroachments on the state-controlled road. Please contact the Department of Transport and Main Roads on 49518555 to make an application for a Road Corridor Permit. Ancillary works and encroachments include but are not limited to advertising signs or other advertising devices, paths or bikeways, buildings/shelters, vegetation clearing, landscaping and planting.
5.	

	Mandatory Part (MP) 4.4 of the <i>Queensland Development Code (QDC)</i> commenced on 1 September 2010 and applies to building work for the construction or renovation of a residential building in a designated <i>transport noise corridor</i> . MP4.4 seeks to ensure that the habitable rooms of Class 1, 2, 3 and 4 buildings located in a <i>transport noise corridor</i> are designed and constructed to reduce transport noise. <i>Transport noise corridor</i> means land designated under Chapter 8B of the <i>Building Act 1975</i> as a <i>transport noise corridor</i> . Information about <i>transport noise corridors</i> is available at state and local government offices. A free online search tool can be used to find out whether a property is located in a designated <i>transport noise corridor</i> . This tool is available at the Department of Housing and Public Works website (http://www.hpw.qld.gov.au/construction/BuildingPLumbing/Building/TransportNoiseCorridors/Pages/TransportNoiseCorridorSearchTool.aspx) and allows searches on a registered lot number and/or property address to determine whether and how the QDC applies to the land.
6.	Pursuant to Section 580 of the <i>Sustainable Planning Act 2009</i> it is a development offence to contravene a development approval, including any condition in the approval.
7.	The department requests a copy of the decision notice be submitted to DTMR.

5.2 Approved plans and specifications

Our department recommends that the following plans and specifications should be referenced in the response: as per above in 5.1.

6.0 Endorsement

Officer

Kelly Drobek

4951 8624

Mackay.Whitsunday.IDAS@tmr.qld.gov.au

Approver

Not Relevant

for Ian Husband

District Director

07 4951 8555

Mackay.Whitsunday.IDAS@tmr.qld.gov.au

8 October 2014

From: [Liam Donald](#)
To: alice.slark@dsdip.qld.gov.au
Cc: [Kelly A Drobek](#); [Ross M Young](#); [Michael Jewell](#)
Subject: RE: TRIM: HRP14023 - The Waters 6-8 (SDA-0714-012409)
Date: Thursday, 16 October 2014 4:03:52 PM
Attachments: [2014.10.16 Base 1 V4-PLAN 2.pdf](#)
[2014.10.16 Base 1 V4-PLAN 1.pdf](#)

Hi Alice,

See attached amended Plans. The following changes have been made:

- The access to the Bruce Highway is now confirmed within Stage 6.
- The access to Stockroute Road is now confirmed within Stage 8.

We disagree with your comments regarding these accesses not being included within this development application, they are, and are required to be addressed by DTMR as part of conditions of approval. Our recent meeting, and minutes do not allude to your position stated below. We are happy for concurrence agency conditions being included regarding any additional details being provided to DTMR on these intersections prior to lodgement of any OPW application, or a separate agreed trigger.

We look forward to receiving the draft conditions.

If you could also forward me a copy of the Extension of the DMP as it has not yet been received.

Thanks,

Liam Donald
PLANNER
CARDNO HRP



Phone +61 7 4957 5880 Fax +61 7 4953 2577
Address 3/42 East Gordon Street, Mackay, QLD 4740 Australia
Postal PO Box 244, Mackay QLD 4740
Email liam.donald@cardno.com.au Web www.cardno.com/cardnohrp

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From: Alice Slark [<mailto:Alice.Slark@dsdip.qld.gov.au>]
Sent: Wednesday, 15 October 2014 1:55 PM
To: Liam Donald
Cc: Ross Young; Kelly A Drobek
Subject: RE: TRIM: HRP14023 - The Waters 6-8 (SDA-0714-012409)

Hi Liam,

Thanks for notifying me. I will action an extension to the DMP as discussed this morning.

For clarity of our discussion - Please show the Temples Lane intersection on the revised plans, since this is the existing access it is relevant to this proposal. As discussed – at this point in time, DTMR are satisfied that the ROL (subject to this DA) can be serviced by the Temples Lane intersection and has maintained this position throughout discussions. The Bruce Highway access can/will be addressed and subject to approval at the time of the MCU application being assessed for the commercial/mixed use precinct that has been identified on the proposal plans.

Kind Regards,

Alice Slark
Senior Planning Officer
Mackay Isaac Whitsunday Regional Office
North Region, Regional Services
Department of State Development, Infrastructure and Planning
Queensland Government
tel +61 7 4898 6815
fax +61 7 4898 6820
post PO Box 710, Mackay Qld 4740
visit Level 4, 44 Nelson Street, Mackay Qld 4740
alice.slark@dsdip.qld.gov.au
MIWSARA@dsdip.qld.gov.au | www.dsdip.qld.gov.au

From: Liam Donald [<mailto:liam.donald@cardno.com.au>]
Sent: Wednesday, 15 October 2014 1:03 PM
To: Alice Slark
Subject: TRIM: HRp14023 - The Waters 6-8 (SDA-0714-012409)

Hi Alice,

As discussed this morning, we will provide DSDIP with amended plans to be considered.

We are also agreeable to DSDIP extending their DMP to allow draft conditions to be provided.

Thanks,

Liam Donald
PLANNER
CARDNO HRP



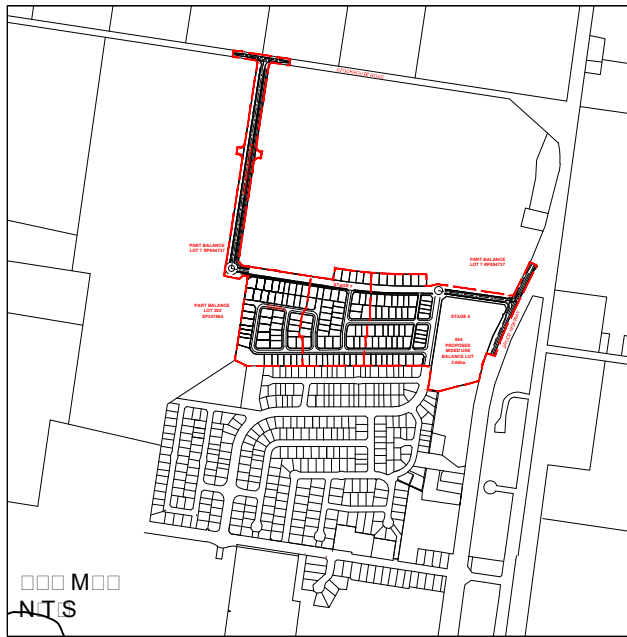
Phone +61 7 4957 5880 Fax +61 7 4953 2577
Address 3/42 East Gordon Street, Mackay, QLD 4740 Australia
Postal PO Box 244, Mackay QLD 4740
Email liam.donald@cardno.com.au Web www.cardno.com/cardnohrp

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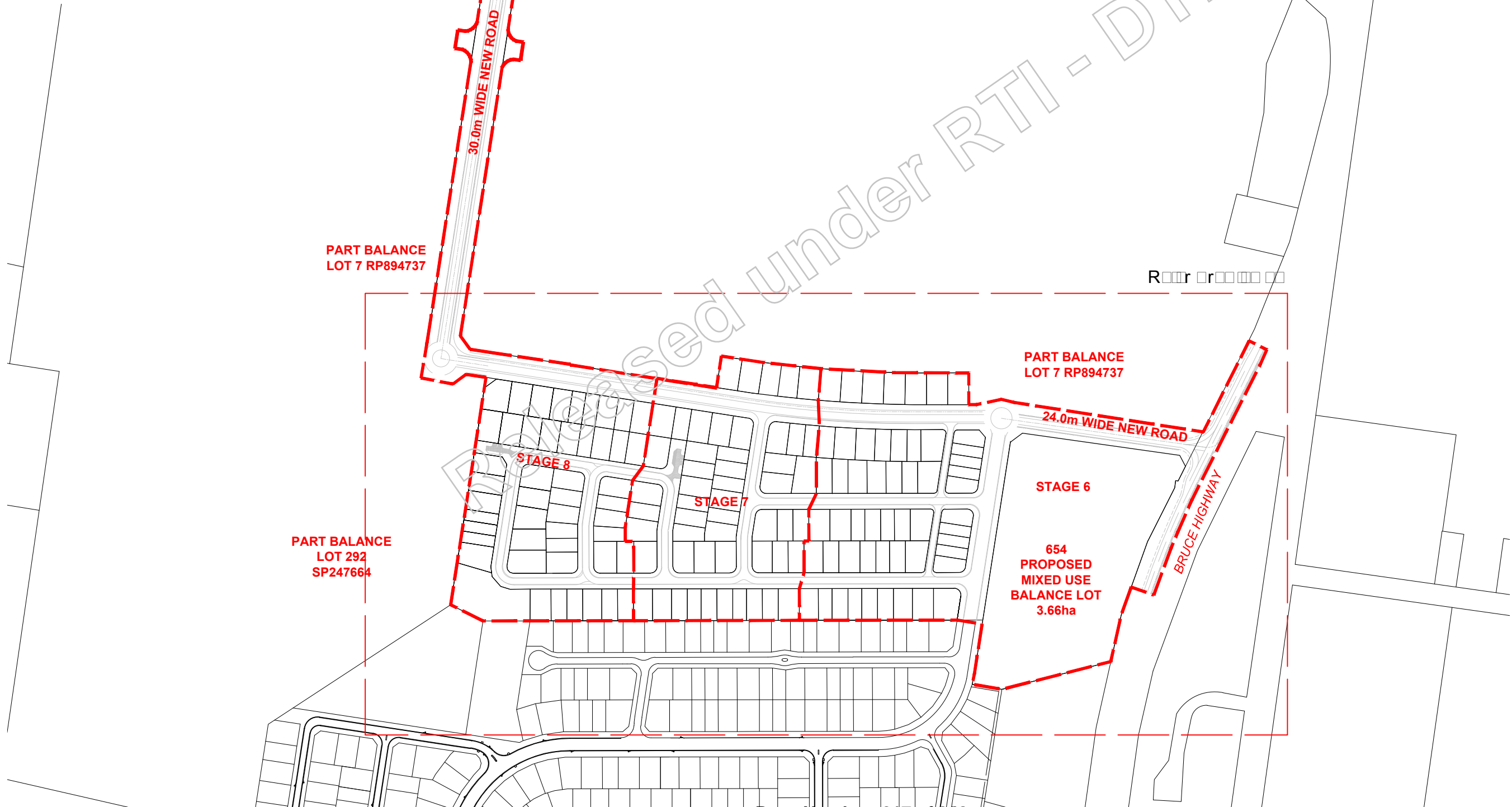
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Released under RTI - DTMR



NTS



SIGN DOCUMENT			
NO	DESCRIPTION	DATE	STATUS
1	FOR R: 100	NT	
2	FOR R: 100	NT	
3	FOR R: 100	NT	
4			
5			
6			
7			
8			
9			
10			

LEGEND

Red line: Proposed Road

Black line: Existing Road

Cardno
Chenoweth
Environmental Planning
Landscape Architecture
ABN 43 076 992 991

CONFIDENTIAL COMMENTS
TOWN PLANNING
OOR

CONFIRMATION OF LOT
STAGES

NT

Scale bar and north arrow.

Level 11, 40 Creek St, BRISBANE
Qld 4000 Australia
Ph: 07 3305 0485|Fax: 07 3831 8587

From: [Kelly A Drobek](#)
To: [Alice Stark](#)
Cc: [Patrick D Aprile](#); [Ross M Young](#); [MIWSARA](#); [Felicity Laub](#)
Subject: RE: TRIM: HRP14023 - The Waters 6-8 (SDA-0714-012409) / TMR14-010948
Date: Friday, 17 October 2014 3:30:39 PM
Attachments: [image001.png](#)
[TMR proposed plan of development for Stages 6, 7 and 8.pdf](#)
[Ooralea local area plan.pdf](#)

Hi Alice

TMR is assessing this ROL development application based on the following background information/previous discussions:

Source	Relevant Information
Draft Planning Scheme	<ul style="list-style-type: none"> Currently Ooralea is zoned rural in the Draft Regional Planning Scheme
Ooralea, Mackay Local Area Plan (LAP)	<ul style="list-style-type: none"> Different versions available and attached Commercial centre has changed – not in agreed spot from original LAP Connection to Cowleys Rd taken off – residential / local traffic should utilise local roads where possible
Current application	<ul style="list-style-type: none"> Stages 6, 7 and 8 are for a ROL A development application has not been submitted or being reviewed for the “mixed use” lot traffic generation rates are unknown at this time
Previous meeting minutes from 5/8/14 at 3pm at DSDIP on pages 2 and 3 state:	<ul style="list-style-type: none"> “PA advised new Bruce Highway intersection including left in / left out / right in would be in lieu of left in from Stockroute Road” “RY \$20 million Cowleys Road Overpass designed to allow for Cowleys Road duplication on eastern side of tram line” “MJ to confirm with Council whether duplication proposed”
IR response dated 17 September 2014 from Cardno states:	<ul style="list-style-type: none"> “The Temples Lane / Bruce Highway intersection will operate within satisfactory parameters at full development of Stages 1-8 of the estate.”
MRCagney letter dated 16 September 2014 reference 5449-001(1)-RFI Letter.docx states on page 3:	<ul style="list-style-type: none"> “A proposed left-in, left-out, right-in intersection from Bruce Highway near the proposed mixed use development; it is proposed to be built in conjunction with Stage 6 and the mixed use development in 2015” “An access link to Stockroute Road, it is proposed to be built in later stages of the proposed development, but not in Stages 1-8.”

Therefore, TMR response is:

TMR is in agreement in principle for a left in / left out / right in on the Bruce Highway final approval will be issued after consideration of the traffic impacts when an MCU application is submitted for the proposed mixed use lot:

- Intersection is not necessary for the ROL
- No traffic generation rates are known for the proposed mix use lot
- TMR does not agree with Cowley's Road no longer being shown as a link for the north/ south link as, per the meeting on 5/8/2014

TMR is not in agreement for proposed access onto Stockroute Road if left in / left out / right in on the Bruce Highway is agreed to.

- A north / south link at this location will not be approved, as Stockroute Road is part of the Mackay Ring Road
- North / south link should be illustrated as Cowleys Road; design of the Ring Road reflects this with

a grade separation at this point

- o Ring Road is a Federally funded high speed heavy vehicle link from Padget to the mines
- o This will have to be addressed in a development application in the future

Amended plan of development has been attached to illustrate TMRs position for approval of 6, 7 and 8 (TMR proposed plan of development for Stages 6, 7 and 8).

If you have any questions, please let me know.

Thanks,
Kelly

Kelly Drobek

Town Planner | Mackay / Whitsunday District

Program Delivery And Operations | Department of Transport and Main Roads

Level 2 | Mackay Government Office Building | 44 Nelson Street | Mackay Qld 4740

PO Box 62 | Mackay Qld 4740

P: (07) 49518624 | F: (07) 49518500

E: kelly.a.drobek@tmr.qld.gov.au

W: www.tmr.qld.gov.au

From: Alice Slark [mailto:Alice.Slark@dsdip.qld.gov.au]

Sent: Thursday, 16 October 2014 4:10 PM

To: Liam Donald

Cc: Kelly A Drobek; Ross M Young; Felicity Laub

Subject: RE: TRIM: HRP14023 - The Waters 6-8 (SDA-0714-012409)

Liam,

We will review and provide comments in due course.

Extension notice attached.

Kind Regards,

Alice Slark

Senior Planning Officer

Mackay Isaac Whitsunday Regional Office

North Region, Regional Services

Department of State Development, Infrastructure and Planning

Queensland Government

tel +61 7 4898 6815 (ext. 86815)

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alice.slark@dsdip.qld.gov.au

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From: Liam Donald [<mailto:liam.donald@cardno.com.au>]
Sent: Thursday, 16 October 2014 3:54 PM
To: Alice Slark
Cc: Kelly A Drobek; ross.m.young@tmr.qld.gov.au; Michael Jewell
Subject: RE: TRIM: HRP14023 - The Waters 6-8 (SDA-0714-012409)

Hi Alice,

See attached amended Plans. The following changes have been made:

- The access to the Bruce Highway is now confirmed within Stage 6.
- The access to Stockroute Road is now confirmed within Stage 8.

We disagree with your comments regarding these accesses not being included within this development application, they are, and are required to be addressed by DTMR as part of conditions of approval. Our recent meeting, and minutes do not allude to your position stated below. We are happy for concurrence agency conditions being included regarding any additional details being provided to DTMR on these intersections prior to lodgement of any OPW application, or a separate agreed trigger.

We look forward to receiving the draft conditions.

If you could also forward me a copy of the Extension of the DMP as it has not yet been received.

Thanks,

Liam Donald
PLANNER
CARDNO HRP



Phone +61 7 4957 5880 Fax +61 7 4953 2577
Address 3/42 East Gordon Street, Mackay, QLD 4740 Australia
Postal PO Box 244, Mackay QLD 4740
Email liam.donald@cardno.com.au Web www.cardno.com/cardnohrp

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From: Alice Slark [<mailto:Alice.Slark@dsdip.qld.gov.au>]
Sent: Wednesday, 15 October 2014 1:55 PM
To: Liam Donald
Cc: Ross Young; Kelly A Drobek
Subject: RE: TRIM: HRP14023 - The Waters 6-8 (SDA-0714-012409)

Hi Liam,

Thanks for notifying me. I will action an extension to the DMP as discussed this morning.

For clarity of our discussion - Please show the Temples Lane intersection on the revised plans, since this is the existing access it is relevant to this proposal. As discussed – at this point in time, DTMR are satisfied that the ROL (subject to this DA) can be serviced by the Temples Lane intersection and has maintained this position throughout discussions. The Bruce Highway access can/will be addressed and subject to approval at the time of the MCU application being assessed for the commercial/mixed use precinct that has been identified on the proposal plans.

Kind Regards,

Alice Slark
Senior Planning Officer
Mackay Isaac Whitsunday Regional Office
North Region, Regional Services
Department of State Development, Infrastructure and Planning
Queensland Government
tel +61 7 4898 6815
fax +61 7 4898 6820
post PO Box 710, Mackay Qld 4740
visit Level 4, 44 Nelson Street, Mackay Qld 4740
alice.slark@dsdip.qld.gov.au
MIWSARA@dsdip.qld.gov.au | www.dsdip.qld.gov.au

From: Liam Donald [<mailto:liam.donald@cardno.com.au>]
Sent: Wednesday, 15 October 2014 1:03 PM
To: Alice Slark
Subject: TRIM: HRp14023 - The Waters 6-8 (SDA-0714-012409)

Hi Alice,

As discussed this morning, we will provide DSDIP with amended plans to be considered.

We are also agreeable to DSDIP extending their DMP to allow draft conditions to be provided.

Thanks,

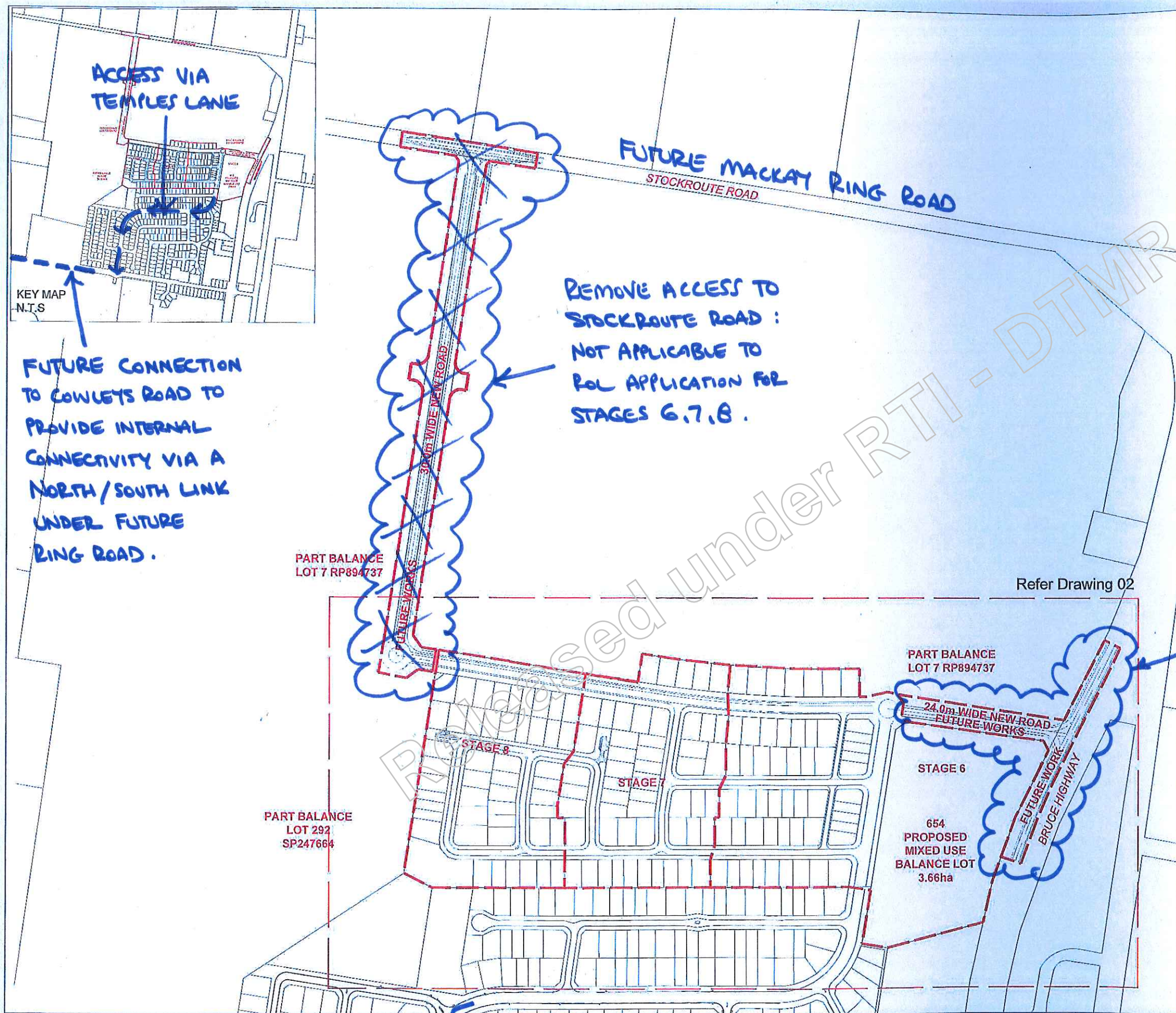
Liam Donald
PLANNER
CARDNO HRP



Phone +61 7 4957 5880 Fax +61 7 4953 2577
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Postal PO Box 244, Mackay QLD 4740
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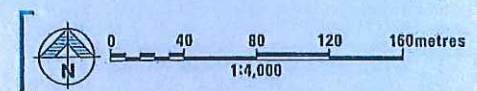
LEGEND

Proposed Stage Boundary

APPENDIX B

REMOVE ACCESS TO BRUCE HIGHWAY:
NOT APPLICABLE TO ROL APPLICATION
FOR STAGES 6,7,8.

RESTRICTED ACCESS AT THIS LOCATION
WILL BE CONSIDERED WITH ANY
FURTHER APPLICATION FOR
DEVELOPMENT PERMIT FOR A
MIXED USE LOT.



RECONFIGURATION OF A LOT
THE WATERS ESTATE STAGES 6, 7 & 8

Plan of Development Sheet 1 of 2

FILENAME > POD SHEET 1	DATE > APRIL 2014
JOB NO. > HRP14023	AMENDED > N/A
SCALE > 1:4,000	VERSION > 1.0
SOURCE > CARDNO CHENOWETH: RECONFIGURATION OF LOT (STAGES 6+7)	DRAWING 1 OF 2: DWG NO. DD02

APPENDIX B

ALL ACCESS VIA TEMPLES LANE FOR
ROL APPLICATION FOR STAGES 6,7,8

Ooralea Structure Plan

Land use intent

- Major centre
- Local centre
- Neighbourhood centre
- Specialised centre
- High density residential
- General medium density residential
- Low medium density residential
- Low density residential
- Community facilities
- Low impact industry
- Sport and recreation
- Open space
- Linear park
- Regional park
- District park
- Local park
- Road
- Bicycle network

From: [Ian R Husband](#)
To: [Patrick D Aprile](#)
Cc: [Ross M Young](#)
Subject: FW: The Waters at Ooralea - Stages 6, 7 and 8 - Draft DTMR Conditions
Date: Monday, 8 December 2014 3:45:31 PM
Attachments: [image005.png](#)
[image001.png](#)
[20140916-MRCagney-Traffic-Report-The-Waters-New-Highway-Intersection.pdf](#)
[Draft-Conditions-The Waters-6-8.pdf](#)

Pat

I have spoken to Michael and agreed we would respond with amended conditions allowing the proposed LI,LO,RI, now with stages 6-8 but that there would be no future access to Stockroute Rd. I explained that it was very important we did not create a precedent for future requests.

I said we would respond to the email below confirming this agreed position

Would you please arrange a draft response

Thanks

Regards,

Ian Husband

District Director (Mackay/Whitsunday) | Mackay / Whitsunday District
Program Delivery And Operations | Department of Transport and Main Roads

Floor 2 | Mackay Office | 44 Nelson Street | Mackay Qld 4740

PO Box 62 | Mackay Qld 4740

P: (07) 49518542 | F: (07) 49518500

M: Not Relevant

E: ian.r.husband@tmr.qld.gov.au

W: www.tmr.qld.gov.au



From: Michael Jewell [<mailto:michael.jewell@cardno.com.au>]

Sent: Friday, 5 December 2014 4:14 PM

To: Ian R Husband

Subject: The Waters at Ooralea - Stages 6, 7 and 8 - Draft DTMR Conditions

Hi Ian,

In Confidence.

You will recall that we had a meeting with yourself, John Cowley and others in May this year to discuss general access arrangements for future stages of The Waters at Ooralea masterplanned community, particularly with respect to proposed stages 6-8. Following this meeting it was agreed that these access arrangements should be formalised through a subsequent subdivision application, supported by a traffic report prepared by MRCagney. This was done – refer to attached proposed new intersection treatment onto the Bruce Highway, adjacent to stages 6-8.

We (including DSDIP) had a meeting with Pat this week, where it was acknowledged there had been a gross misinterpretation of the access assumptions contained in the MRCagney traffic report, namely:

- The existing Temples Lane / Bruce Highway intersection;
- A proposed left-in, left-out and right-in intersection from Bruce Highway near the proposed mixed use development; it is proposed to be built in conjunction with Stage 6 and the mixed use development in 2015; and
- An access link to Stockroute Road, it is proposed to be built in later stages of the proposed development, but not in Stages 1 - 8.

This misinterpretation would seem to set aside the draft DTMR conditions outlined in the attached.

After discussing further with Jamie Thorley this morning (see email trail below), we thought if you and I could catch up **personally** to discuss, we could find a way forward to resolve.

Please call me on my mobile NR when you have a chance to confirm a time to discuss, early next week, if at all possible.

Regards,

Michael

Michael Jewell

OFFICE MANAGER & PRINCIPAL
PLANNING
CARDNO HRP



Phone +61 7 4953 2877 Fax +61 7 4953 2577 Mobile Not Relevant
Address 3/42 East Gordon Street, Mackay, QLD 4740 Postal PO Box 244, Mackay QLD 4740
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From: Jamie Thorley [<mailto:Jamie.Thorley@dsdip.qld.gov.au>]
Sent: Thursday, 20 November 2014 5:22 PM
To: Michael Jewell
Cc: Rick@cougardevelopments.com.au; Alice Slark; Nikki Wright
Subject: RE: Waters at Ooralea Stages 6, 7 and 8

Michael,

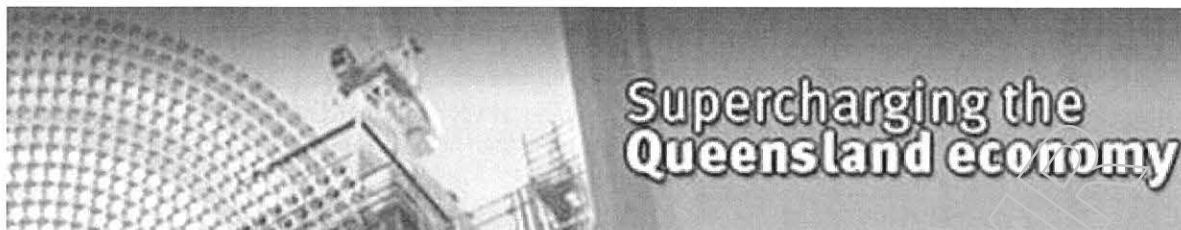
I will look into this issue further and arrange a meeting time with DTMR and ourselves to find a way forward.

Kind Regards,
Jamie Thorley
Manager (Planning)
Mackay Isaac Whitsunday Regional Office
North Region, Regional Services
Department of State Development, Infrastructure and Planning
Queensland Government
tel +61 7 4898 6817
fax +61 7 4898 6820
post PO Box 710, Mackay Qld 4740
visit Level 4, 44 Nelson Street, Mackay Qld 4740
jamie.thorley@dsdip.qld.gov.au

MIWSARA@dsdip.qld.gov.au | www.dsdip.qld.gov.au |  [@QldDSDIP](https://twitter.com/QldDSDIP)

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From: Michael Jewell [<mailto:michael.jewell@cardno.com.au>]
Sent: Thursday, 20 November 2014 4:11 PM
To: Jamie Thorley
Cc: Rick@cougardevelopments.com.au
Subject: RE: Waters at Ooralea Stages 6, 7 and 8
Importance: High

Hi Jamie,

I refer to your response below and comments from DTMR.

I have attached for your review previous correspondence and an email sent to Alice Slark on 16 October 2014 which included an amended plan of development, clearly confirming that the proposed access and new intersections with the Bruce Highway and Stockroute Road are part of this stages 6-8 ROL DA. As such, we wish to meet and discuss the proposed referral draft conditions prior to formally responding to same. In summary, these proposed access arrangements are an integral component of stages 6-8 residential development.

Your below response to our meeting request is therefore considered to be a misinterpretation of the content of this ROL DA, and again request your assistance in confirming a meeting to discuss these draft referral conditions, at the earliest opportunity.

Regards,

Michael

Michael Jewell

OFFICE MANAGER and PRINCIPAL
PLANNING - CARDNO HRP



Phone +61 7 4953 2877 Fax +61 7 4953 2577 Mobile
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From: Jamie Thorley [<mailto:Jamie.Thorley@dsdip.qld.gov.au>]
Sent: Thursday, 20 November 2014 2:36 PM
To: Michael Jewell
Cc: Felicity Laub; Ross.M.Young@tmr.qld.gov.au; Alice Slark

Subject: FW: Waters at Ooralea Stages 6, 7 and 8

Hi Michael,

Please see the advice below from DTMR, stating their intent for the residential stages 6,7 & 8 of Ooralea Waters.

If you feel you need to have a further meeting with DSDIP and DTMR relating to a future development application for the proposed commercial precinct, we are more than happy to arrange a pre-lodgement meeting.

Kind Regards,

Jamie Thorley

Manager (Planning)

Mackay Isaac Whitsunday Regional Office

North Region, Regional Services

Department of State Development, Infrastructure and Planning

Queensland Government

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fax +61 7 4898 6820

post PO Box 710, Mackay Qld 4740

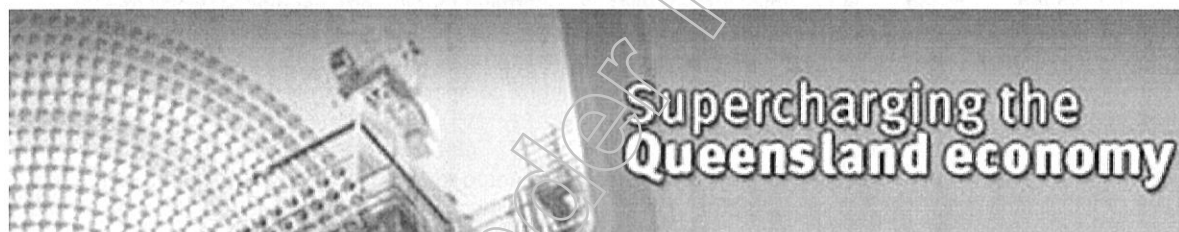
visit Level 4, 44 Nelson Street, Mackay Qld 4740

jamie.thorley@dssip.qld.gov.au

MIWSARA@dssip.qld.gov.au | www.dssip.qld.gov.au | [@QldDSDIP](https://twitter.com/QldDSDIP)

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From: Ross M Young [<mailto:Ross.M.Young@tmr.qld.gov.au>]

Sent: Thursday, 20 November 2014 9:05 AM

To: Felicity Laub; Alice Slark

Cc: Patrick D Aprile; Kelly A Drobek; Leesa C Fitzgerald; Lynda J Mollis

Subject: Waters at Ooralea Stages 6, 7 and 8

Hi Felicity

I refer to our discussion yesterday regarding a request by the applicant for another meeting.

We are not available either today or Friday and Pat is not available on Monday next week.

The applicant has meeting minutes and other correspondence from TMR supporting, in principal, a new intersection onto the Bruce Highway for future stages of this precinct.

This intersection was not proposed as part of the current application for the residential component of Stages 6, 7 and 8 and their traffic assessment demonstrated that the signals at Temples Lane could accommodate the traffic generated by the residential development.

The future commercial area is not part of the current application. TMR does **NOT** support a new intersection onto the highway for this current application for the residential component. The intersection configuration will be determined when and if a future application for the commercial site is submitted.

Kind regards,

Ross Young

Principal Designer | Mackay / Whitsunday District

Program Delivery And Operations | Department of Transport and Main Roads

Level 2 | Mackay Government Office Building | 44 Nelson Street | Mackay Qld 4740

PO Box 62 | Mackay Qld 4740

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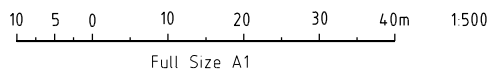
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INDICATIVE ONLY.
IT HAS NOT BEEN
THE SUBJECT OF
DETAILED DESIGN
OR SURVEY.

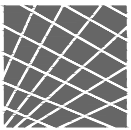
LEGEND	
	PROPOSED K&C
	PROPOSED KERB
	EXISTING EDGE OF BITUMEN
	PROPOSED EDGE OF BITUMEN

NOTE:
DESIGN SPEED USED = 100km/h



Project:			
THE WATERS - STAGE 6-8 at BRUCE HIGHWAY BAKERS CREEK CONCEPTUAL LAYOUT PLAN			
No.	Date	Amendment	Chk App
A	08/14	ORIGINAL ISSUE	

Design		
Drawn	RFB	
Checked		
Approved		
Date	AUG 2014	
Datum		
Scale	1 : 500	
Sheet	of	Sheets

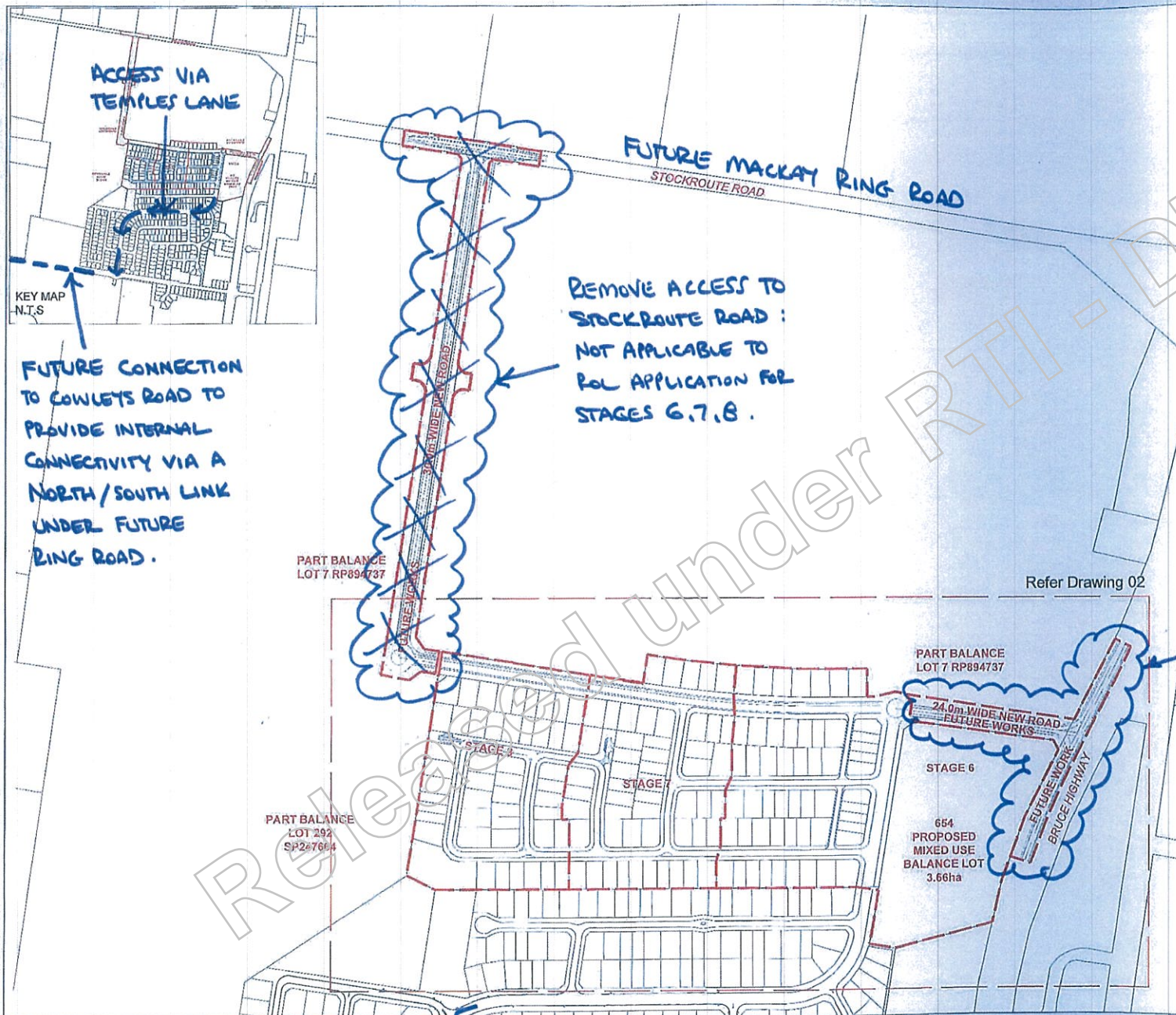


MRCagney

Level 1
16 Marie Street,
Milton
Brisbane Q. 4064

Ph : (07) 3320 3600
Fax : (07) 3320 3636
E-mail: civil@mrcagney.com

Drawing No.
5449-01



ACCESS VIA
TEMPLES LANE

KEY MAP
-N.T.S

FUTURE CONNECTION
TO COWLEYS ROAD TO
PROVIDE INTERNAL
CONNECTIVITY VIA A
NORTH/SOUTH LINK
UNDER FUTURE
RING ROAD.

FUTURE MACKAY RING ROAD
STOCKROUTE ROAD

REMOVE ACCESS TO
STOCKROUTE ROAD :
NOT APPLICABLE TO
ROL APPLICATION FOR
STAGES 6,7,8.

PART BALANCE
LOT 7 RP894737

Refer Drawing 02

PART BALANCE
LOT 7 RP894737

24.0m WIDE NEW ROAD -
FUTURE WORKS

STAGE 6

654
PROPOSED
MIXED USE
BALANCE LOT
3.66ha

PART BALANCE
LOT 292
SP227664

ALL ACCESS VIA TEMPLES LANE FOR
ROL APPLICATION FOR STAGES 6,7,8.

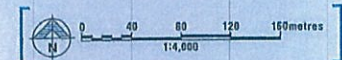
LEGEND

Proposed Stage
Boundary

APPENDIX B

REMOVE ACCESS TO BRUCE HIGHWAY :
NOT APPLICABLE TO ROL APPLICATION
FOR STAGES 6,7,8.

RESTRICTED ACCESS AT THIS LOCATION
WILL BE CONSIDERED WITH ANY
FURTHER APPLICATION FOR
DEVELOPMENT PERMIT FOR A
MIXED USE LOT.



RECONFIGURATION OF A LOT
THE WATERS ESTATE STAGES 6, 7 & 8

Plan of Development Sheet 1 of 2

FILENAME >	POD SHEET 1	DATE >	APRIL 2014
JOB NO. >	HRP14023	AMENDED >	N/A
SCALE >	1:4,000	VERSION >	1.0
SOURCE >	CARDNO CHENOWETH: RECONFIGURATION OF LOT (STAGES 6+7) DRAWING 1 OF 2: DWG NO. DD02		

APPENDIX B

From: [Ross M Young](#)
To: [MIWSARA](#)
Cc: [Alice Slark](#); [Mackay.Whitsunday.IDAS](#); [Kelly A Drobek](#)
Subject: Amended Tech Advice - SDA-0714-012409 - TMR14-010948 - Waters Ooralea 6,7,8
Date: Wednesday, 17 December 2014 4:31:33 PM
Attachments: [Plan marked in blue.pdf](#)
[SDA-0714-012409 TMR14-010948 Amended TA Advice 17122014.pdf](#)
[SARA Referral response conditions \(N38-TA4\) amended DTMR 17122014.docx](#)

Hi Alice

Please find attached our amended Tech Advice for the above application.

Kind regards,

Ross Young

Principal Designer | Mackay / Whitsunday District

Program Delivery And Operations | Department of Transport and Main Roads

Level 2 | Mackay Government Office Building | 44 Nelson Street | Mackay Qld 4740

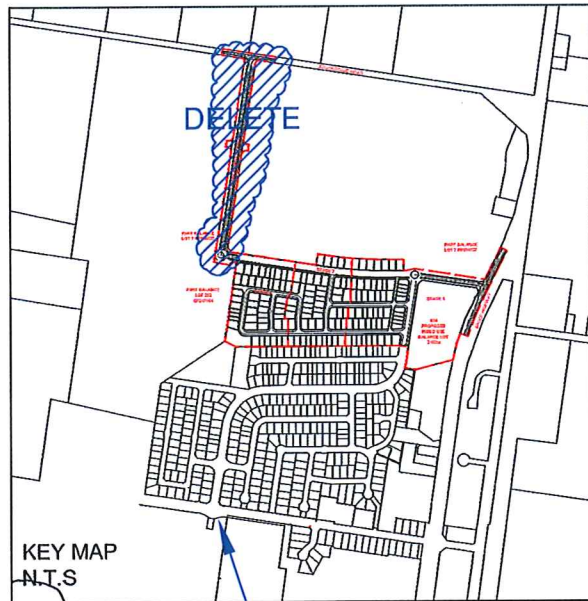
PO Box 62 | Mackay Qld 4740

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KEY MAP
N.T.S

Access via
Temples Lane

PART BALANCE
LOT 7 RP894737

PART BALANCE
LOT 292
SP247664

Access via
Temples Lane

No access to Stockroute Road
(future Mackay Ring Road)
will be allowed.

FUTURE MACKAY RING ROAD
STOCKROUTE ROAD

Refer Drawing 02

PART BALANCE
LOT 7 RP894737

STAGE 6

654
PROPOSED
MIXED USE
BALANCE LOT
3.66ha

STAGE 8

STAGE 7

24.0m WIDE NEW ROAD

BRUCE HIGHWAY

Left-in / left-out / right-in only
intersection with the Bruce Highway
is to be provided by the Applicant
prior to the sealing of the plans of
survey for any lot in Stages 6, 7
or 8.

Design Stage
DESIGN DEVELOPMENT

amendments			
Issue	Date	Description	By
A	22-02-14	FOR REVIEW	NT
B	22-02-14	FOR REVIEW	NT
C	14-04-14	FOR REVIEW	NT

LEGEND
Proposed Stage
Boundary

**Cardno
Chenoweth**
Environmental Planning
Landscape Architecture
ABN 43 076 992 991

Client
COUGAR DEVELOPMENTS
Project
THE WATERS
OORALEA

Drawing Title
RECONFIGURATION OF LOT
(STAGES 6 + 7) DWG 1 of 2

Job no. 7803-69	Drawing no. DD02
Drawn AT	Checked NT
	Date APR 14

0 2.5 5 10 15
Full Size 1:250 ; Half Reduction 1:500
SCALE (m)

Level 11, 40 Creek St, BRISBANE
Qld 4000 Australia
Ph: 07 3305 0485/Fax: 07 3831 8587

SARA technical agency amended assessment response

Technical agency (TA) — Transport and Main Roads

DSDIP reference: SDA-0714-012409
DSDIP role: Concurrence Agency
DSDIP regional office: Mackay Isaac Whitsunday
DSDIP email: MIWSARA@dsdip.qld.gov.au
[NB. All responses are to be returned to this email address]
TA reference: TMR14-010948
TA contact name: Kelly Drobek
TA contact details: 4951 8624
TA approver: for Ian Husband (District Director)

1.0 Application details

Street address: 93897 Bruce Highway, Bakers Creek QLD 4740
Real property description: 292SP247664, 7RP894737
Local government area: Mackay Regional Council
Applicant name: Ooralea Developments Pty Ltd atf Ooralea Management Trust C/-
Cardno HRP
Applicant contact details: 07 4953 2877

2.0 Aspects of development and type of approval granted

Aspect Of Development	Type Of Approval	Description
Reconfiguration of a Lot	Development Permit	2 Rural Lots into 154 Residential Lots, 1 Park Lot and 1 Mixed Use Lot

3.0 Matters of interest to the state

The development application has the following matters of interest to the state under the following provisions of the Sustainable Planning Regulation 2009¹:

Schedule 7 Referral agencies and their jurisdictions—matters of interest specific to technical agency		
Trigger Mode	Trigger Number	Trigger Description
All Modes	T2	7.3.2 An aspect of development identified in schedule 9 that is for a purpose mentioned in schedule 9 and meets or exceeds the relevant threshold in schedule 9
State-Controlled Roads	S2	7.2.2 ROL on land w/in 25m of a SCR or w/in a future SCR or abuts a road w/in 100m of an intersection with a SCR and the number of lots is increased or the number of lots abutting the SCR is increased or access between the land and the SCR is changed

¹ MyDAS does not collect data on assessable development aspects under Schedule 3—this is a matter confirmed by DSDIP during the validation process.

4.0 Assessment

4.1 Considerations and assessment

The development application is triggered for assessment under the following for **state controlled roads**:

- The impact on development generated traffic on the state controlled road network through access control, traffic operation assessment, road safety, environmental and other issues, and impact mitigation, and
- The relevant Performance Outcomes of SDAP Modules 1, 18 and 19.

5.0 Recommendations

5.1 Technical agency advice for SARA as concurrence agency

Our department recommends the following conditions be attached to any development approval (SPA section 287(1)(a)):

SARA Model Conditions Version: 1

No.	Conditions of Development Approval	Condition Timing
Development Permit – Reconfiguring a Lot 2 Rural Lots into 154 Residential Lots, 1 Park Lot and 1 Balance Lot		
In accordance with approved plans		
1	AD01 - Model Condition The development must be carried out generally in accordance with the following plans : <ul style="list-style-type: none">• <i>Reconfiguration of Lot (stages 6 +7) DWG 1 of 2 (as amended in blue, including notations) - prepared by Cardno Chenoweth - Job No. 7803-69 Drawing No. DD02 - dated April 2014</i>	Prior to the commencement of use and to be maintained at all times
Location of the direct vehicular access to the state-controlled road		
2	NF02 – Model Condition Direct access is not permitted between Stockroute Road (future Mackay Ring Road) and the subject site at any location.	At all times
Location of the direct vehicular access to the state-controlled road		
3	NF01 – Model Condition The permitted road access location, for which approval under section 62 of the Transport Infrastructure Act 1994 must be obtained, is to be located north of the proposed balance lot generally in accordance with the plan <i>Reconfiguration of Lot (stages 6 +7) DWG 1 of 2 (as amended in blue, including notations) - prepared by Cardno Chenoweth - Job No. 7803-69</i>	At all times

No.	Conditions of Development Approval	Condition Timing
	<i>Drawing No. DD02 - dated April 2014.</i>	
Design vehicle and traffic volume		
4	<p>NF06 – Model Condition</p> <p>Road access works comprising an Auxiliary Left Turn Lane AUL and Channelised Right Turn Lane CHR – left in/ left out/ right in only from the Bruce Highway to the development, for which approval under section 33 of the Transport Infrastructure Act 1994 must be obtained, at the permitted road access location, must be provided generally in accordance with the Department of Transport and Main Roads' Road Planning and Design Manual.</p>	Prior to submitting the Plan of Survey for any lots in stage 6, 7 or 8 to the local government for approval
Stormwater and Drainage impacts on the state-controlled road		
5	<p>IP03a – Model Condition</p> <p>(a) Stormwater management of the development must ensure no worsening or actionable nuisance to the state-controlled road.</p> <p>(b) Any works on the land must not:</p> <ol style="list-style-type: none"> create any new discharge points for stormwater runoff onto the state-controlled road; interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road; reduce the quality of stormwater discharge onto the state-controlled road <p>[AND]</p> <p>IP03b - Model Condition</p> <p>(c) RPEQ certification must be provided to the Department confirming that the development has been designed and constructed in accordance with parts (a) and (b) of this condition.</p>	<p>(a) and (b): At all times.</p> <p>(c): Prior to submitting the Plan of Survey to the local government for approval</p>

Our department also recommends the following advice be provided to the assessment manager (SPA section 287(6)):

General advice	
Ref.	Advice for State Controlled Roads
1.	<p>TMR has indicated in previous discussions with the developer that the left-in / left-out / right-in access will be in lieu of any future access off Stockroute Road (future Mackay Ring Road).</p> <p>TMR is constructing a grade separation of Stockroute Road and Cowleys Road to allow internal connectivity north and south of the Ring Road. TMR's preference for future access to the north from this precinct is via Cowleys Road, with no direct access to Stockroute Road (future Mackay Ring Road).</p>

2.	A local government must obtain the Department of Transport and Main Roads' approval if it intends to approve the erection, alteration or operation of an advertising sign or other advertising device that would be visible from a motorway; and beyond the boundaries of the motorway; and reasonably likely to create a traffic hazard for the motorway.
3.	Written approval is required from the Department of Transport and Main Roads to carry out road works, including road access works, on a state-controlled road. Please contact the Department of Transport and Main Roads on 49518555 to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ).
4.	An application for a Road Corridor Permit is required for any ancillary works and encroachments on the state-controlled road. Please contact the Department of Transport and Main Roads on 49518555 to make an application for a Road Corridor Permit. Ancillary works and encroachments include but are not limited to advertising signs or other advertising devices, paths or bikeways, buildings/shelters, vegetation clearing, landscaping and planting.
5.	Mandatory Part (MP) 4.4 of the <i>Queensland Development Code (QDC)</i> commenced on 1 September 2010 and applies to building work for the construction or renovation of a residential building in a designated <i>transport noise corridor</i> . MP4.4 seeks to ensure that the habitable rooms of Class 1, 2, 3 and 4 buildings located in a <i>transport noise corridor</i> are designed and constructed to reduce transport noise. <i>Transport noise corridor</i> means land designated under Chapter 8B of the <i>Building Act 1975</i> as a <i>transport noise corridor</i> . Information about <i>transport noise corridors</i> is available at state and local government offices. A free online search tool can be used to find out whether a property is located in a designated <i>transport noise corridor</i> . This tool is available at the Department of Housing and Public Works website (http://www.hpw.qld.gov.au/construction/BuildingPLumbing/Building/TransportNoiseCorridors/Pages/TransportNoiseCorridorSearchTool.aspx) and allows searches on a registered lot number and/or property address to determine whether and how the QDC applies to the land.
6.	Pursuant to Section 580 of the <i>Sustainable Planning Act 2009</i> it is a development offence to contravene a development approval, including any condition in the approval.
7.	The department requests a copy of the decision notice be submitted to DTMR.

5.2 Approved plans and specifications

Our department recommends that the following plans and specifications should be referenced in the response: as per above in 5.1.

6.0 Endorsement

Officer

Kelly Drobek

Town Planner

4951 8624

Mackay.Whitsunday.IDAS@tmr.qld.gov.au

Approver

Not Relevant

for Ian Husband

District Director

07 4951 8555

Mackay.Whitsunday.IDAS@tmr.qld.gov.au

17 December 2014

Released under RTI - DTMR

SARA technical agency amended assessment response

Technical agency (TA) — Transport and Main Roads

DSDIP reference: SDA-0714-012409
DSDIP role: Concurrence Agency
DSDIP regional office: Mackay Isaac Whitsunday
DSDIP email: MIWSARA@dsdip.qld.gov.au
[NB. All responses are to be returned to this email address]
TA reference: TMR14-010948
TA contact name: Kelly Drobek
TA contact details: 4951 8624
TA approver: for Ian Husband (District Director)

1.0 Application details

Street address: 93897 Bruce Highway, Bakers Creek QLD 4740
Real property description: 292SP247664, 7RP894737
Local government area: Mackay Regional Council
Applicant name: Ooralea Developments Pty Ltd atf Ooralea Management Trust C/- Cardno HRP
Applicant contact details: 07 4953 2877

2.0 Aspects of development and type of approval granted

Aspect Of Development	Type Of Approval	Description
Reconfiguration of a Lot	Development Permit	2 Rural Lots into 154 Residential Lots, 1 Park Lot and 1 Mixed Use Lot

3.0 Matters of interest to the state

The development application has the following matters of interest to the state under the following provisions of the Sustainable Planning Regulation 2009¹:

Schedule 7 Referral agencies and their jurisdictions—matters of interest specific to technical agency		
Trigger Mode	Trigger Number	Trigger Description
All Modes	T2	7.3.2 An aspect of development identified in schedule 9 that is for a purpose mentioned in schedule 9 and meets or exceeds the relevant threshold in schedule 9
State-Controlled Roads	S2	7.2.2 ROL on land w/in 25m of a SCR or w/in a future SCR or abuts a road w/in 100m of an intersection with a SCR and the number of lots is increased or the number of lots abutting the SCR is increased or access between the land and the SCR is changed

¹ MyDAS does not collect data on assessable development aspects under Schedule 3—this is a matter confirmed by DSDIP during the validation process.

4.0 Assessment

4.1 Considerations and assessment

The development application is triggered for assessment under the following for **state controlled roads**:

- The impact on development generated traffic on the state controlled road network through access control, traffic operation assessment, road safety, environmental and other issues, and impact mitigation, and
- The relevant Performance Outcomes of SDAP Modules 1, 18 and 19.

5.0 Recommendations

5.1 Technical agency advice for SARA as concurrence agency

Our department recommends the following conditions be attached to any development approval (SPA section 287(1)(a)):

SARA Model Conditions Version: 1

No.	Conditions of Development Approval	Condition Timing
Development Permit – Reconfiguring a Lot 2 Rural Lots into 154 Residential Lots, 1 Park Lot and 1 Balance Lot		
In accordance with approved plans		
1	AD01 - Model Condition The development must be carried out generally in accordance with the following plans : <ul style="list-style-type: none">• <i>Reconfiguration of Lot (stages 6 +7) DWG 1 of 2 (as amended in blue, including notations) - prepared by Cardno Chenoweth - Job No. 7803-69 Drawing No. DD02 - dated April 2014</i>	Prior to the commencement of use and to be maintained at all times
Location of the direct vehicular access to the state-controlled road		
2	NF02 – Model Condition Direct access is not permitted between Stockroute Road (future Mackay Ring Road) and the subject site at any location.	At all times
Location of the direct vehicular access to the state-controlled road		
3	NF01 -- Model Condition The permitted road access location, for which approval under section 62 of the Transport Infrastructure Act 1994 must be obtained, is to be located north of the proposed balance lot generally in accordance with the plan <i>Reconfiguration of Lot (stages 6 +7) DWG 1 of 2 (as amended in blue, including notations) - prepared by Cardno Chenoweth - Job No. 7803-69</i>	At all times

No.	Conditions of Development Approval	Condition Timing
	<i>Drawing No. DD02 - dated April 2014.</i>	
Design vehicle and traffic volume		
4	<p>NF06 – Model Condition</p> <p>Road access works comprising an Auxiliary Left Turn Lane AUL and Channelised Right Turn Lane CHR – left in/ left out/ right in only from the Bruce Highway to the development, for which approval under section 33 of the Transport Infrastructure Act 1994 must be obtained, at the permitted road access location, must be provided generally in accordance with the Department of Transport and Main Roads' Road Planning and Design Manual.</p>	Prior to submitting the Plan of Survey for any lots in stage 6, 7 or 8 to the local government for approval
Stormwater and Drainage impacts on the state-controlled road		
5	<p>IP03a – Model Condition</p> <p>(a) Stormwater management of the development must ensure no worsening or actionable nuisance to the state-controlled road.</p> <p>(b) Any works on the land must not:</p> <ol style="list-style-type: none"> create any new discharge points for stormwater runoff onto the state-controlled road; interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road; reduce the quality of stormwater discharge onto the state-controlled road <p>[AND]</p> <p>IP03b - Model Condition</p> <p>(c) RPEQ certification must be provided to the Department confirming that the development has been designed and constructed in accordance with parts (a) and (b) of this condition.</p>	<p>(a) and (b): At all times.</p> <p>(c): Prior to submitting the Plan of Survey to the local government for approval</p>

Our department also recommends the following advice be provided to the assessment manager (SPA section 287(6)):

General advice	
Ref.	Advice for State Controlled Roads
1.	<p>TMR has indicated in previous discussions with the developer that the left-in / left-out / right-in access will be in lieu of any future access off Stockroute Road (future Mackay Ring Road).</p> <p>TMR is constructing a grade separation of Stockroute Road and Cowleys Road to allow internal connectivity north and south of the Ring Road. TMR's preference for future access to the north from this precinct is via Cowleys Road, with no direct access to Stockroute Road (future Mackay Ring Road).</p>

2.	A local government must obtain the Department of Transport and Main Roads' approval if it intends to approve the erection, alteration or operation of an advertising sign or other advertising device that would be visible from a motorway; and beyond the boundaries of the motorway; and reasonably likely to create a traffic hazard for the motorway.
3.	Written approval is required from the Department of Transport and Main Roads to carry out road works, including road access works, on a state-controlled road. Please contact the Department of Transport and Main Roads on 49518555 to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ).
4.	An application for a Road Corridor Permit is required for any ancillary works and encroachments on the state-controlled road. Please contact the Department of Transport and Main Roads on 49518555 to make an application for a Road Corridor Permit. Ancillary works and encroachments include but are not limited to advertising signs or other advertising devices, paths or bikeways, buildings/shelters, vegetation clearing, landscaping and planting.
5.	Mandatory Part (MP) 4.4 of the <i>Queensland Development Code (QDC)</i> commenced on 1 September 2010 and applies to building work for the construction or renovation of a residential building in a designated <i>transport noise corridor</i> . MP4.4 seeks to ensure that the habitable rooms of Class 1, 2, 3 and 4 buildings located in a <i>transport noise corridor</i> are designed and constructed to reduce transport noise. <i>Transport noise corridor</i> means land designated under Chapter 8B of the <i>Building Act 1975</i> as a <i>transport noise corridor</i> . Information about <i>transport noise corridors</i> is available at state and local government offices. A free online search tool can be used to find out whether a property is located in a designated <i>transport noise corridor</i> . This tool is available at the Department of Housing and Public Works website (http://www.hpw.qld.gov.au/construction/BuildingPLumbing/Building/TransportNoiseCorridors/Pages/TransportNoiseCorridorSearchTool.aspx) and allows searches on a registered lot number and/or property address to determine whether and how the QDC applies to the land.
6.	Pursuant to Section 580 of the <i>Sustainable Planning Act 2009</i> it is a development offence to contravene a development approval, including any condition in the approval.
7.	The department requests a copy of the decision notice be submitted to DTMR.

5.2 Approved plans and specifications

Our department recommends that the following plans and specifications should be referenced in the response: as per above in 5.1.

6.0 Endorsement

Officer

Kelly Drobek

Town Planner

4951 8624

Mackay.Whitsunday.IDAS@tmr.qld.gov.au

Approver

for Ian Husband

District Director

07 4951 8555

Mackay.Whitsunday.IDAS@tmr.qld.gov.au

17 December 2014

Released under RTI - DTMR



Queensland
Government

Department of
**State Development,
Infrastructure and Planning**

Our reference: SDA-0714-012409
Your reference: DA-2014-90

19 December 2014

Chief Executive Officer
Mackay Regional Council
PO Box 41
Mackay QLD 4740

Attention: Brogan Jones

Dear Mr. Jones

Concurrence agency response—with conditions given under section 285 of the *Sustainable Planning Act 2009* for Reconfiguration of a Lot (2 Rural Lots into 154 Residential Lots, 1 Park Lot and 1 Mixed Use Lot) over Lot 7 on RP894737 and Lot 292 on SP247664 at 93897 and L292 Bruce Highway, Bakers Creek QLD 4740

The referral agency material for the development application described below was received by the Department of State Development, Infrastructure and Planning under section 272 of the *Sustainable Planning Act 2009* on 17 July 2014.

Applicant details

Applicant name: Ooralea Developments Pty Lt atf Ooralea Management Trust

Applicant contact details: c/- Cardno HRP
Po Box 244
Mackay QLD 4740

Site details

Street address: 93897 and L292 Bruce Highway, Bakers Creek QLD 4740

Lot on plan: Lot 7 on RP894737 and Lot 292 on SP247664

Local government area: Mackay Regional Council

Application details

Proposed development:	Reconfiguration of a Lot (2 Rural Lots into 154 Residential Lots, 1 Park Lot and 1 Mixed Use Lot)
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Referral triggers

The development application was referred to the department under the following provisions of the *Sustainable Planning Regulation 2009*:

Referral trigger	Schedule 7, Table 2, Item 2 – State controlled roads
	Schedule 7, Table 3, Item 2 – Development impacting on State transport infrastructure

Conditions

Under section 287(1)(a) of the *Sustainable Planning Act 2009*, the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions

Under section 289(1) of the *Sustainable Planning Act 2009*, the department must set out the reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

Further advice

Under section 287(6) of the *Sustainable Planning Act 2009*, the department offers advice about the application to the assessment manager—see Attachment 3.

Approved plans and specifications

The department requires that the following plans and specifications set out below and in Attachment 4 must be attached to any development approval.

Drawing/Report Title	Prepared by	Date	Reference no.	Version/Issue
Aspect of development: Reconfiguration of a Lot				
Reconfiguration of Lot (stages 6 +7) – DWG 1 of 2 (as Amended in Blue, including notations)	Cardno Chenoweth	April 2014	Job No. 7803-69 Drawing No. DD02	-

A copy of this response has been sent to the applicant for their information.

For further information, please contact Alice Slark, Senior Planning Officer, Mackay Isaac Whitsunday Regional Office on (07) 4898 6815, or email alice.slark@dsdip.qld.gov.au who will be pleased to assist.

Yours sincerely

Not Relevant

Don Cook

Manager (Planning) – Central Queensland

cc: Ooralea Developments Pty Lt atf Ooralea Management Trust c/- Cardno HRP
(liam.donald@cardno.com.au)

enc: Attachment 1—Conditions to be imposed
Attachment 2—Reasons for decision to impose conditions
Attachment 3—Further advice
Attachment 4—Approved Plans and Specifications

Released under RTI - DTMR

Our reference: SDA-0714-012409

Your reference: DA-2014-90

Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
Aspect of development: Reconfiguration of a Lot 2 Rural Lots into 154 Residential Lots, 1 Park Lot and 1 Balance Lot		
Sustainable Planning Regulation 2009, Schedule 7, Table 2, Item 2 and Table 3, Item 2 — Pursuant to section 255D of the <i>Sustainable Planning Act 2009</i> , the chief executive administering the Act nominates the Director-General of the Department of Transport and Main Roads to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
In accordance with approved plans		
1.	The development must be carried out generally in accordance with the following plan (as amended in blue, including notations): <ul style="list-style-type: none"> Reconfiguration of Lot (stages 6 +7) DWG 1 of 2 - prepared by Cardno Chenoweth - Job No. 7803-69 Drawing No. DD02 - dated April 2014 	At all times
Location of the direct vehicular access to the state-controlled road		
2.	The permitted road access location, for which approval under section 62 of the <i>Transport Infrastructure Act 1994</i> must be obtained, is to be located north of the proposed balance lot generally in accordance with the plan titled Reconfiguration of Lot (stages 6 +7) DWG 1 of 2 - prepared by Cardno Chenoweth - Job No. 7803-69 Drawing No. DD02 - dated April 2014 (as amended in blue, including notations)	At all times
3.	Direct access is not permitted between Stockroute Road (future Mackay Ring Road) and the subject site at any location other than the permitted road access location (for which approval under section 62 of the <i>Transport Infrastructure Act 1994</i> must be obtained)	At all times
Design vehicle and traffic volume		
4.	Road access works comprising an Auxiliary Left Turn Lane AUL and Channelised Right Turn Lane CHR – left in/ left out/ right in only from the Bruce Highway to the development, for which approval under section 33 of the <i>Transport Infrastructure Act 1994</i> must be obtained, at the permitted road access location, must be provided generally in accordance with the plan titled Reconfiguration of Lot (stages 6 +7) DWG 1 of 2 - prepared by Cardno Chenoweth - Job No. 7803-69 Drawing No. DD02 - dated April 2014 (as amended in blue, including notations) The road access works must be designed and constructed in accordance with Department of Transport and Main Roads' Road Planning and Design Manual.	Prior to submitting the Plan of Survey for any lots in stage 6, 7 or 8 to the local government for approval
Stormwater and Drainage impacts on the state-controlled road		
5.	(a) Stormwater management of the development must ensure no worsening or actionable nuisance to the state-controlled road. (b) Any works on the land must not:	(a) and (b): At all times. (c): Prior to submitting the Plan of

No.	Conditions	Condition timing
	<ul style="list-style-type: none"> i create any new discharge points for stormwater runoff onto the state-controlled road; ii interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road; iii reduce the quality of stormwater discharge onto the state-controlled road <p>AND</p> <p>(c) RPEQ certification must be provided to the Department confirming that the development has been designed and constructed in accordance with parts (a) and (b) of this condition.</p>	Survey to the local government for approval

Our reference: SDA-0714-012409

Your reference: DA-2014-90

Attachment 2—Reasons for decision to impose conditions

The reasons for this decision are:

- To ensure the development is carried out generally in accordance with the plans of development submitted with the application
- To ensure access to the state-controlled road from the site does not compromise the safety and efficiency of the state-controlled road
- To ensure the design of any road access maintains the safety and efficiency of the state-controlled road
- To ensure that the impacts of stormwater events associated with the development are minimised and managed to avoid creating any adverse impacts on the state transport corridor

Findings on material questions of fact

- The recommended conditions are deemed to satisfy the needs of the department

Evidence or other material on which the findings were based

- Development application
- State Development Assessment Provisions published by the Department of State Development, Infrastructure and Planning
- *Sustainable Planning Act 2009*
- Sustainable Planning Regulation 2009

Our reference: SDA-0714-012409

Your reference: DA-2014-90

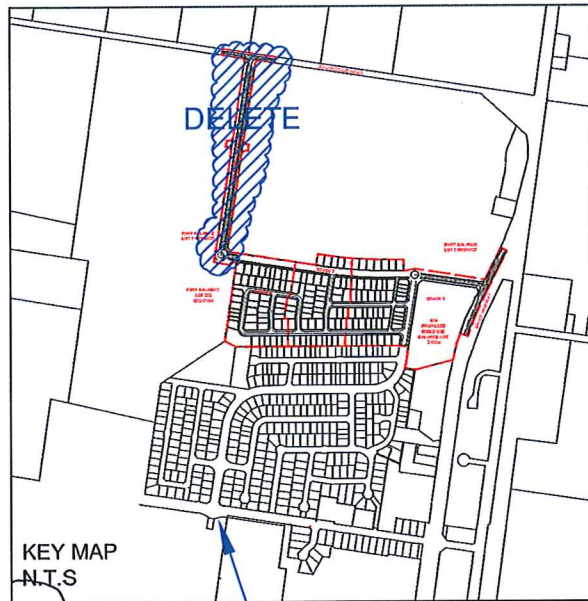
Attachment 3—Further advice

Department of Transport and Main Roads (DTMR) - General advice – State Controlled Roads	
1.	<p>DTMR has indicated in previous discussions with the developer that the left-in / left-out / right-in access will be in lieu of any future access off Stockroute Road (future Mackay Ring Road).</p> <p>DTMR is constructing a grade separation of Stockroute Road and Cowleys Road to allow internal connectivity north and south of the Ring Road. TMR's preference for future access to the north from this precinct is via Cowleys Road, with no direct access to Stockroute Road (future Mackay Ring Road).</p>
2.	<p>A local government must obtain DTMR approval if it intends to approve the erection, alteration or operation of an advertising sign or other advertising device that would be visible from a motorway; and beyond the boundaries of the motorway; and reasonably likely to create a traffic hazard for the motorway.</p>
3.	<p>Written approval is required from DTMR to carry out road works, including road access works, on a state-controlled road. Please contact DTMR on (07) 4951-8555 to make an application for road works approval.</p> <p>This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ)</p>
4.	<p>An application for a Road Corridor Permit is required for any ancillary works and encroachments on the state-controlled road. Please contact DTMR on (07) 4951-8555 to make an application for a Road Corridor Permit.</p> <p>Ancillary works and encroachments include but are not limited to advertising signs or other advertising devices, paths or bikeways, buildings/shelters, vegetation clearing, landscaping and planting.</p>
5.	<p>Mandatory Part (MP) 4.4 of the <i>Queensland Development Code (QDC)</i> commenced on 1 September 2010 and applies to building work for the construction or renovation of a residential building in a designated <i>transport noise corridor</i>. MP4.4 seeks to ensure that the habitable rooms of Class 1, 2, 3 and 4 buildings located in a <i>transport noise corridor</i> are designed and constructed to reduce transport noise. <i>Transport noise corridor</i> means land designated under Chapter 8B of the <i>Building Act 1975</i> as a <i>transport noise corridor</i>. Information about <i>transport noise corridors</i> is available at state and local government offices. A free online search tool can be used to find out whether a property is located in a designated <i>transport noise corridor</i>. This tool is available at the Department of Housing and Public Works website and allows searches on a registered lot number and/or property address to determine whether and how the QDC applies to the land.</p>

Our reference: SDA-0714-012409
Your reference: DA-2014-90

Attachment 4—Approved plans and specifications

Released under RTI - DTMR



Access via
Temples Lane

PART BALANCE
LOT 7 RP894737

PART BALANCE
LOT 292
SP247664

Access via
Temples Lane

No access to Stockroute Road
(future Mackay Ring Road)
will be allowed.

FUTURE MACKAY RING ROAD
STOCKROUTE ROAD

Refer Drawing 02

PART BALANCE
LOT 7 RP894737

STAGE 6

654
PROPOSED
MIXED USE
BALANCE LOT
3.66ha

STAGE 8

STAGE 7

24.0m WIDE NEW ROAD

BRUCE HIGHWAY

Left-in / left-out / right-in only
intersection with the Bruce Highway
is to be provided by the Applicant
prior to the sealing of the plans of
survey for any lot in Stages 6, 7
or 8.

Design Stage
DESIGN DEVELOPMENT

amendments			
Issue	Date	Description	By
A	22-02-14	FOR REVIEW	NT
B	22-02-14	FOR REVIEW	NT
C	14-04-14	FOR REVIEW	NT

LEGEND

Proposed Stage
Boundary

**Cardno
Chenoweth**
Environmental Planning
Landscape Architecture
ABN 43 076 992 991

Client
COUGAR DEVELOPMENTS

Project
THE WATERS
OORALEA

Drawing Title
RECONFIGURATION OF LOT
(STAGES 6 + 7) DWG 1 of 2

Job no. 7803-69 Drawing no. DD02
Drawn AT Checked NT Date APR 14

0 2.5 5 10 15
Full Size 1:250 ; Half Reduction 1:500
SCALE (m)

Level 11, 40 Creek St, BRISBANE
Qld 4000 Australia
Ph: 07 3305 0485/Fax: 07 3831 8587

From: Alice Slark
To: Mackay.Whitsunday.IDAS; Liam Donald; "Michael.Jewell@cardno.com.au"
Cc: "development.services@mackay.qld.gov.au"; Brogan Jones; Leah Harris; Nikki Wright
Subject: 20141219 DSDIP to applicant (CC to Council and DTMR) - RAR with conditions - SDA-0714-012409 Waters at Ooralea Stages 6, 7 and 8
Date: Friday, 19 December 2014 1:42:08 PM
Attachments: image001.png
SDA-0714-012409 Concurrence agency response (With conditions) - signed.pdf

Dear Sir/Madam,

Please find attached DSDIP's Concurrence Agency Response (with conditions) given under section 285 of the *Sustainable Planning Act 2009* for Ooralea Stages 6, 7 and 8 - Reconfiguration of a Lot (2 Rural Lots into 154 Residential Lots, 1 Park Lot and 1 Mixed Use Lot) over Lot 7 on RP894737 and Lot 292 on SP247664 at 93897 and L292 Bruce Highway, Bakers Creek QLD 4740

Please contact our office should you require further information

Merry Christmas

Kind Regards,

Alice Slark
Senior Planning Officer
Mackay Isaac Whitsunday Regional Office
North Region, Regional Services
**Department of State Development, Infrastructure and Planning
Queensland Government**
Also delivering services on behalf of the departments of:
• Tourism, Major Events, Small Business and Commonwealth Games
• Science, Information Technology, Innovation and the Arts

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alice.slark@dsdip.qld.gov.au

www.dsdip.qld.gov.au |  @QldDSDiP



Great state. Great opportunity. And a plan for the future.

 Please consider the environment before printing this email



Department of
**State Development,
Infrastructure and Planning**

Our reference: SDA-0714-012409
Your reference: DA-2014-90

19 December 2014

Chief Executive Officer
Mackay Regional Council
PO Box 41
Mackay QLD 4740

Attention: Brogan Jones

Dear Mr. Jones

Concurrence agency response—with conditions given under section 285 of the Sustainable Planning Act 2009 for Reconfiguration of a Lot (2 Rural Lots into 154 Residential Lots, 1 Park Lot and 1 Mixed Use Lot) over Lot 7 on RP894737 and Lot 292 on SP247664 at 93897 and L292 Bruce Highway, Bakers Creek QLD 4740

The referral agency material for the development application described below was received by the Department of State Development, Infrastructure and Planning under section 272 of the *Sustainable Planning Act 2009* on 17 July 2014.

Applicant details

Applicant name:	Ooralea Developments Pty Lt atf Ooralea Management Trust
Applicant contact details:	c/- Cardno HRP Po Box 244 Mackay QLD 4740

Site details

Street address:	93897 and L292 Bruce Highway, Bakers Creek QLD 4740
Lot on plan:	Lot 7 on RP894737 and Lot 292 on SP247664
Local government area:	Mackay Regional Council

Application details

Proposed development:	Reconfiguration of a Lot (2 Rural Lots into 154 Residential Lots, 1 Park Lot and 1 Mixed Use Lot)
-----------------------	---

Referral triggers

The development application was referred to the department under the following provisions of the *Sustainable Planning Regulation 2009*:

Referral trigger	Schedule 7, Table 2, Item 2 – State controlled roads
	Schedule 7, Table 3, Item 2 – Development impacting on State transport infrastructure

Conditions

Under section 287(1)(a) of the *Sustainable Planning Act 2009*, the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions

Under section 289(1) of the *Sustainable Planning Act 2009*, the department must set out the reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

Further advice

Under section 287(6) of the *Sustainable Planning Act 2009*, the department offers advice about the application to the assessment manager—see Attachment 3.

Approved plans and specifications

The department requires that the following plans and specifications set out below and in Attachment 4 must be attached to any development approval.

Drawing/Report Title	Prepared by	Date	Reference no.	Version/Issue
Aspect of development: Reconfiguration of a Lot				
Reconfiguration of Lot (stages 6 +7) – DWG 1 of 2 (as Amended in Blue, including notations)	Cardno Chenoweth	April 2014	Job No. 7803-69 Drawing No. DD02	-

A copy of this response has been sent to the applicant for their information.

For further information, please contact Alice Slark, Senior Planning Officer, Mackay Isaac
Whitsunday Regional Office on (07) 4898 6815, or email alice.slark@dsdip.qld.gov.au who
will be pleased to assist.

Yours sincerely

Not Relevant

Don Cook

Manager (Planning) – Central Queensland

cc: Ooralea Developments Pty Lt atf Ooralea Management Trust c/- Cardno HRP
(liam.donald@cardno.com.au)

enc: Attachment 1—Conditions to be imposed
Attachment 2—Reasons for decision to impose conditions
Attachment 3—Further advice
Attachment 4—Approved Plans and Specifications

Released under RTI - DTMR

Our reference: SDA-0714-012409

Your reference: DA-2014-90

Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
Aspect of development: Reconfiguration of a Lot 2 Rural Lots into 154 Residential Lots, 1 Park Lot and 1 Balance Lot		
Sustainable Planning Regulation 2009, Schedule 7, Table 2, Item 2 and Table 3, Item 2 — Pursuant to section 255D of the Sustainable Planning Act 2009, the chief executive administering the Act nominates the Director-General of the Department of Transport and Main Roads to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
In accordance with approved plans		
1.	The development must be carried out generally in accordance with the following plan (as amended in blue, including notations): <ul style="list-style-type: none"> Reconfiguration of Lot (stages 6 +7) DWG 1 of 2 - prepared by Cardno Chenoweth - Job No. 7803-69 Drawing No. DD02 - dated April 2014 	At all times
Location of the direct vehicular access to the state-controlled road		
2.	The permitted road access location, for which approval under section 62 of the Transport Infrastructure Act 1994 must be obtained, is to be located north of the proposed balance lot generally in accordance with the plan titled Reconfiguration of Lot (stages 6 +7) DWG 1 of 2 - prepared by Cardno Chenoweth - Job No. 7803-69 Drawing No. DD02 - dated April 2014 (as amended in blue, including notations)	At all times
3.	Direct access is not permitted between Stockroute Road (future Mackay Ring Road) and the subject site at any location other than the permitted road access location (for which approval under section 62 of the Transport Infrastructure Act 1994 must be obtained)	At all times
Design vehicle and traffic volume		
4.	Road access works comprising an Auxiliary Left Turn Lane AUL and Channelised Right Turn Lane CHR – left in/ left out/ right in only from the Bruce Highway to the development, for which approval under section 33 of the Transport Infrastructure Act 1994 must be obtained, at the permitted road access location, must be provided generally in accordance with the plan titled Reconfiguration of Lot (stages 6 +7) DWG 1 of 2 - prepared by Cardno Chenoweth - Job No. 7803-69 Drawing No. DD02 - dated April 2014 (as amended in blue, including notations) The road access works must be designed and constructed in accordance with Department of Transport and Main Roads' Road Planning and Design Manual.	Prior to submitting the Plan of Survey for any lots in stage 6, 7 or 8 to the local government for approval
Stormwater and Drainage impacts on the state-controlled road		
5.	(a) Stormwater management of the development must ensure no worsening or actionable nuisance to the state-controlled road. (b) Any works on the land must not:	(a) and (b): At all times. (c): Prior to submitting the Plan of

No.	Conditions	Condition timing
	<ul style="list-style-type: none"> i create any new discharge points for stormwater runoff onto the state-controlled road; ii interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road; iii reduce the quality of stormwater discharge onto the state-controlled road <p>AND</p> <p>(c) RPEQ certification must be provided to the Department confirming that the development has been designed and constructed in accordance with parts (a) and (b) of this condition.</p>	Survey to the local government for approval

Our reference: SDA-0714-012409

Your reference: DA-2014-90

Attachment 2—Reasons for decision to impose conditions

The reasons for this decision are:

- To ensure the development is carried out generally in accordance with the plans of development submitted with the application
- To ensure access to the state-controlled road from the site does not compromise the safety and efficiency of the state-controlled road
- To ensure the design of any road access maintains the safety and efficiency of the state-controlled road
- To ensure that the impacts of stormwater events associated with the development are minimised and managed to avoid creating any adverse impacts on the state transport corridor

Findings on material questions of fact

- The recommended conditions are deemed to satisfy the needs of the department

Evidence or other material on which the findings were based

- Development application
- State Development Assessment Provisions published by the Department of State Development, Infrastructure and Planning
- *Sustainable Planning Act 2009*
- Sustainable Planning Regulation 2009

Our reference: SDA-0714-012409

Your reference: DA-2014-90

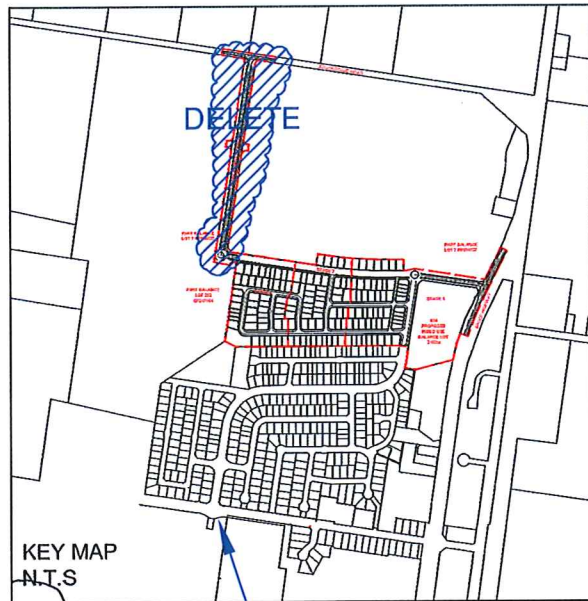
Attachment 3—Further advice

Department of Transport and Main Roads (DTMR) - General advice – State Controlled Roads	
1.	<p>DTMR has indicated in previous discussions with the developer that the left-in / left-out / right-in access will be in lieu of any future access off Stockroute Road (future Mackay Ring Road).</p> <p>DTMR is constructing a grade separation of Stockroute Road and Cowleys Road to allow internal connectivity north and south of the Ring Road. TMR's preference for future access to the north from this precinct is via Cowleys Road, with no direct access to Stockroute Road (future Mackay Ring Road).</p>
2.	<p>A local government must obtain DTMR approval if it intends to approve the erection, alteration or operation of an advertising sign or other advertising device that would be visible from a motorway; and beyond the boundaries of the motorway; and reasonably likely to create a traffic hazard for the motorway.</p>
3.	<p>Written approval is required from DTMR to carry out road works, including road access works, on a state-controlled road. Please contact DTMR on (07) 4951-8555 to make an application for road works approval.</p> <p>This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ)</p>
4.	<p>An application for a Road Corridor Permit is required for any ancillary works and encroachments on the state-controlled road. Please contact DTMR on (07) 4951-8555 to make an application for a Road Corridor Permit.</p> <p>Ancillary works and encroachments include but are not limited to advertising signs or other advertising devices, paths or bikeways, buildings/shelters, vegetation clearing, landscaping and planting.</p>
5.	<p>Mandatory Part (MP) 4.4 of the <i>Queensland Development Code (QDC)</i> commenced on 1 September 2010 and applies to building work for the construction or renovation of a residential building in a designated <i>transport noise corridor</i>. MP4.4 seeks to ensure that the habitable rooms of Class 1, 2, 3 and 4 buildings located in a <i>transport noise corridor</i> are designed and constructed to reduce transport noise. <i>Transport noise corridor</i> means land designated under Chapter 8B of the <i>Building Act 1975</i> as a <i>transport noise corridor</i>. Information about <i>transport noise corridors</i> is available at state and local government offices. A free online search tool can be used to find out whether a property is located in a designated <i>transport noise corridor</i>. This tool is available at the Department of Housing and Public Works website and allows searches on a registered lot number and/or property address to determine whether and how the QDC applies to the land.</p>

Our reference: SDA-0714-012409
Your reference: DA-2014-90

Attachment 4—Approved plans and specifications

Released under RTI - DTMR



Access via
Temples Lane

PART BALANCE
LOT 7 RP894737

PART BALANCE
LOT 292
SP247664

Access via
Temples Lane

No access to Stockroute Road
(future Mackay Ring Road)
will be allowed.

FUTURE MACKAY RING ROAD
STOCKROUTE ROAD

Refer Drawing 02

PART BALANCE
LOT 7 RP894737

STAGE 6

654
PROPOSED
MIXED USE
BALANCE LOT
3.66ha

STAGE 8

STAGE 7

24.0m WIDE NEW ROAD

BRUCE HIGHWAY

Left-in / left-out / right-in only
intersection with the Bruce Highway
is to be provided by the Applicant
prior to the sealing of the plans of
survey for any lot in Stages 6, 7
or 8.

Design Stage
DESIGN DEVELOPMENT

amendments			
Issue	Date	Description	By
A	22-02-14	FOR REVIEW	NT
B	22-02-14	FOR REVIEW	NT
C	14-04-14	FOR REVIEW	NT

LEGEND

Proposed Stage
Boundary

**Cardno
Chenoweth**
Environmental Planning
Landscape Architecture
ABN 43 076 992 991

Client
COUGAR DEVELOPMENTS

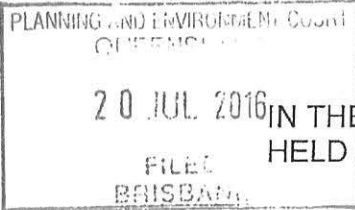
Project
THE WATERS
OORALEA

Drawing Title
RECONFIGURATION OF LOT
(STAGES 6 + 7) DWG 1 of 2

Job no. 7803-69	Drawing no. DD02
Drawn AT	Checked NT
	Date APR 14

0 2.5 5 10 15
Full Size 1:250 ; Half Reduction 1:500
SCALE (m)

Level 11, 40 Creek St, BRISBANE
Qld 4000 Australia
Ph: 07 3305 0485/Fax: 07 3831 8587



No: BD491 of 2015

Between: **OORALEA DEVELOPMENTS PTY LTD**
ACN 144 745 353

Appellant

And: **MACKAY REGIONAL COUNCIL**

Respondent

JUDGMENT

Before: Everson DCJ

Date of Hearing: 13, 15 and 20 July 2016

Date of Order: 20 July 2016

UPON THE COURT BEING SATISFIED THAT the changes to the development application identified in the Affidavit of Michael James Jewell sworn 8 and 14 July 2016 constitute a minor change for the purposes of Section 495 (2)(b) of the Sustainable Planning Act having regard to Section 350 of the Sustainable Planning Act.

IT IS ADJUDGED THAT:

1. The Appeal be allowed.
2. The Development Application be approved subject to:-
 - (a) the conditions attached and marked with the letter "A" (comprising pages numbered 1-9);
 - (b) the plan of development attached and marked with the letter "B" (Job no. 7803-69 Drawing Nos. DD01 & DD02 comprising pages numbered 10-11); and
 - (c) the Department of State Development Infrastructure and Planning Conditions attached and marked with the letter "C" (comprising pages numbered 12-20)
3. There will be no order as to costs.

JUDGMENT
Filed on behalf of the Respondent

S.B. WRIGHT & WRIGHT AND CONDIE
5 Sydney Street
Mackay QLD 4740
DX 41358 Mackay
Tel: (07) 4957 2363
Fax: (07) 4951 4099
Email: admin@sbwwandc.com.au
Ref: ADB:SMH:140402

Filed on: / /2016

Filed by: S.B. Wright & Wright and Condie
Service Address: 5 Sydney Street
MACKAY QLD 4740
Telephone: (07) 4957 2363
Facsimile: (07) 4951 4099
Email: admin@sbwwandc.com.au

.....
Registrar

ASSESSMENT MANAGER CONDITIONS

Application Number: DA-2014-90

Decision Date:

1. Plan of Development

The approved Reconfiguration of a Lot development must be completed and maintained generally in accordance with the Plan of Development (identified in the Table below) and supporting documentation which forms part of this application, except as otherwise specified by any condition of this approval.

Project Number	Drawing Number	Revision	Prepared by	Date
7803-69	DD01	F	Cardno Chenoweth	18-12-14
7803-69	DD02	D	Cardno Chenoweth	18-12-14

2. Amended Plans Required

Prior to the lodgement of the operational works application for each Stage, the approved plans of development must be amended to comply with the following matters:

- a) Remove reference to 'Mixed Use' on proposed Lot 654;
- b) Revised road layout, if required by condition 16;
- c) Show a full lot layout showing areas and dimensions for the proposed house lots and balance lots for approval by Council. ;
- d) Remove lots 647-653 and lots 747-751, if required, in accordance with condition 16;
- e) The typical building location envelopes are supported in principle but subject to assessment at the time of Operational Works and final approval at that time. In addition, the following amendments are required to the notes:
 - i. Garage setback of 5.5m to the garage door.
 - ii. Corner Lots: Secondary frontages are to be nominated for approval. Remove reference to 'Possible Built to Boundary' wall, rather standard QDC setbacks apply.
 - iii. All garage door and building setbacks shown, assume that a 600mm eave can protrude into this setback area.
 - iv. The laneway lots require at least 1m setback from the lane for the garage door and 3m from the road for the front setback. A 600mm eave can protrude into this setback area.
- f) The minimum lot width for allotments fronting Road 1B is 15m
- g) Lot sizes opposite intersections need to be amended to take into account the physical constraints of placing a safe driveway.
- h) Provide additional detail of the laneway including intention for Lots 606, 613, 625 and 632 to be able to access the lane, this will inform the design of the laneway and should be shown on the plan of development.

ASSESSMENT MANAGER CONDITIONS

Application Number: DA-2014-90
Decision Date:

The amended plans must be submitted to Council for approval.

3. Conflict between plans and written conditions

Where a discrepancy or conflict exists between the written condition(s) of the approval and the approved plans, the requirements of the written condition(s) will prevail.

4. Staging of the Subdivision

The subdivision must proceed in the order of stages as shown on the endorsed plan unless otherwise agreed in writing by the Council.

5. Endorsement of Survey Plan

The Plan of Survey with associated documents will not be endorsed by Council until all of the conditions of approval, for the respective Stage, have been complied with.

6. Contract of Sale

The developer is required to include in the contract of sale for allotments 614 – 618 and 633 – 637, if Terrace Laneway Lots are proposed to be maintained at this location, the following advice:

- (a) access to these lots are restricted to laneway access and no driveways will be permitted from Road 2

7. Landscape Plan Required

A detailed site and footpath landscaping plan for each Stage must be prepared and must be submitted with the respective Operational Works Approval application. The Stage plan must show for all areas identified on the approved plan of development the following:

- Landscape specification of sufficient detail so that landscape works can be carried out;
- Plant schedule detailing number of plants, species, pot size and height at planting;
- Details of soil and mulch types, including depths, areas of turf, garden edges and paving finishes;
- the details of any irrigation system, if required.

Any proposed landscaped works within Council's Road Reserve must comply with Planning Scheme Policy No.11 – Landscaping.

8. Street Planting

Street Planting must be provided in accordance with Council Policy, with a plan submitted to Council for separate approval by Council.

ASSESSMENT MANAGER CONDITIONS

Application Number: DA-2014-90
Decision Date:

9. Development Levels

The minimum development habitable floor level must be 300mm above the 1% AEP flood level, or the level of the Bruce Highway at the lowest point adjacent to the School Gully culverts, whichever is the greater, unless otherwise agreed in writing by the Council.

Road levels must be in accordance with QUDM Guidelines and Section 1.6.1 (e) of Mackay City Council Engineering Design Guidelines.

10. Transfer of Parkland

The final proposed parkland must be transferred to Council in Fee Simple (in trust) at no cost to Council. No offset is applicable for this parkland as it is not trunk in size and may otherwise be developed for residential Lots. A minimum 15m wide parkland connection shall be maintained between Stages 5 and 8.

11. Electricity Services

- (a) The development must be provided with underground reticulated power. The developer must provide to Council, prior to the endorsement of the Plan of Subdivision, for each Stage one of the following:
 - i. A copy of a Certificate of Electrical Supply from the Distribution Network Service Provider (Ergon Energy); or
 - ii. A copy of a Certificate of Acceptance from the Distribution Network Service Provider (Ergon Energy)
- (b) Any substations, ring main units and distribution cabinets, must be located clear of footpath areas and parkland areas.

12. Telecommunications Services

- (a) The development must be connected to reticulated telecommunications.
- (b) The developer must provide to Council, prior to the endorsement of the Plan of Subdivision, for each Stage NBN Co. Certificate of Practical Completion
- (c) All above ground installations must be located clear of footpath and parkland areas.

13. Damage

The developer is responsible for the repair of any damage that is caused to Council's infrastructure as a result of the construction works associated with the proposed development. Council must be notified immediately and will make the decision as to who will carry out the rectification works and the timing for the completion of those works.

14. Drainage Easement and Reserves

ASSESSMENT MANAGER CONDITIONS

Application Number: DA-2014-90

Decision Date:

Drainage easements and reserves must be in accordance with Council's Engineering Design Guidelines. Reserves must be transferred to Council in Fee Simple at no cost Council.

15. Multiple allotments serviced from a combined driveway

Access to proposed lots 710 and 712, 809 and 810 must be provided via a 5.0m wide shared driveway within an 8.5m (min.) wide road reserve. All stormwater drainage and services are to be located within the road reserve. Each lot serviced by the shared driveway must have an allotment pit within the lot with two roofwater stubs for future connection. Each allotment pit must connect to the stormwater drainage within the shared driveway reserve.

Lots 809 (if the adjoining road reserve is not required for overland stormwater flow) and 710 must be extended to remove the road reserve fronting their lots and provide direct driveway access. Driveways to Lots 810 and 712 must be amended to allow a vehicle to reverse out of the driveway without entering lots 710 and 809.

No additional parking is to be provided within the driveway area.

16. Traffic Report

The MR Cagney Internal Road Hierarchy Report dated 24 April 2013 must be amended to take into consideration the removal of the Sub-Arterial connection to Stockroute Road (future Mackay Ring Road) and the connection to Cowleys Road on Council's new alignment. The report is to identify any changes to the hierarchy of internal roads due to the removal of the sub-arterial connection to Stockroute Road (future Mackay Ring Road). The hierarchy of the proposed road connection between the Bruce Highway and Cowleys Road is to be confirmed as the major east west connections.

The report must also identify intersection configurations within Stage 6 - 8 that will cater for the design traffic.

17. Allotment and Verge Gradings

Unless otherwise approved by Council, allotments must be drained from the rear boundary to front street in accordance Council's Standard Drawing A3-870.

Allotment and verge grades as follows:

Allotments:	Minimum	1:200
	Maximum	1:12
Verges:	Preferred	1:50

The site must be graded so that it is free draining.

18. Internal Street Works

The internal roads must be designed and constructed as kerb to kerb bitumen sealed roads as detailed below:

ASSESSMENT MANAGER CONDITIONS

Application Number: DA-2014-90

Decision Date:

- (a) Road 1A – Sub-Arterial
 - i. Standard Drawing No. A3-3612
 - ii. Divided carriageway 12.0m wide within a 30m wide road reserve between the Bruce Highway and Road 2
 - iii. 2.5m wide shared path on the northern side of road and 1.5m footpath to the southern side of road
 - iv. Intersection treatment at Road 2 to be a three legged roundabout in accordance with Australian Standards
- (b) Road 1B – Sub-Arterial/Major Collector (As required by condition 16)
 - i. Standard Drawing No. A3-3613/3615
 - ii. Undivided carriageway 12.0m wide within a 30m wide road reserve or undivided carriageway 12.0m wide within a 24m wide road reserve between Road 2 and the future north south road
 - iii. 2.5m wide shared path on the northern side of road and 1.5m footpath to the southern side of road
 - iv. Intersection treatment at Road 2 to be a three legged roundabout in accordance with Australian Standards
- (c) Road 2 – Major Collector
 - i. Standard Drawing No. A3-3615
 - ii. Undivided carriageway 12m wide within a 24m wide road reserve
 - iii. 2.5m wide shared path on the western side of road and 1.5m wide footpath on the eastern side of road
 - iv. Intersection treatment at Road 3 to be a raised traffic island in accordance with standard drawing A4-0186
 - v. Threshold treatment must be provided at the intersection with Road 1 in accordance with standard drawing A4-00184
- (d) Road 3 – Access Street
 - i. Standard Drawing No. A3-3617
 - ii. Carriageway 6.0m wide within a 15m wide road reserve
 - iii. 1.5m wide footpath path on one side of road
 - iv. The intersection between Road 3 where it meets again with Road 3 must be a deflected tee intersection with mountable islands
- (e) Road 4 – Access Street
 - i. Standard Drawing No. A3-3617
 - ii. Carriageway 6.0m wide within a 15m wide road reserve
 - iii. 1.5m wide footpath path on one side of road
 - iv. The intersection with Road 6 must be a deflected tee intersection with mountable islands
 - v. The intersection with Road 1 must be raised traffic islands in accordance with standard drawing A4-0186

ASSESSMENT MANAGER CONDITIONS

Application Number: DA-2014-90

Decision Date:

- vi. Threshold treatment must be provided at the intersection with Road 1 in accordance with standard drawing A4-00184

(f) Road 5 – Access Place

- i. Standard Drawing No. A3-3618
- ii. Carriageway 5.5m wide within a 13.5m wide road reserve

(g) Road 6 – Access Place

- i. Standard Drawing No. A3-3618
- ii. Carriageway 5.5m wide within a 13.5m wide road reserve

(h) Road 7 – Laneway

- i. Drawing No. A3-00904
- ii. Carriageway 4.5m wide within a 7.5m wide road reserve
- iii. Road 7 must be a one way lane way from Road 1 through to Road 3
- iv. At each intersection with Road 1, Road 6 and Road 3 a dish drain must continue through the intersection or an invert crossing
- v. The roundabout splitter island in Road 1 must be extended to the frontage of Road 7 to prevent right in movements from Road 1

19. Standard Services Cross Sections

Services alignments must be in accordance with Council's Service Corridors and Alignments standard drawing no. A3-882 and Service Corridors Section and Road Crossings standard drawing no. A3-883.

20. Street Lighting

Street lighting must be provided in accordance with Council's Engineering Design Guidelines and AS/NZS 1158 series – Lighting for road and public spaces.

21. Truncations

Truncations within the development must be 3 chord 6.0m truncations in accordance with Mackay City Council's Planning Scheme and attached standard drawing A4-00422 unless otherwise approved by Council.

Truncations for driveways servicing multiple lots and laneways must be a 2.0m by 2.5m truncation in accordance with the Australian Standards.

22. Stormwater Drainage

Stormwater must be designed and constructed in accordance with Council's Engineering Guidelines - Stormwater Drainage Design - Planning Scheme Policy 15.05 and must provide for the following:

- (a) External catchments
- (b) Inter-allotment drainage (if required) – Council's Standard Drawing A3-870

ASSESSMENT MANAGER CONDITIONS

Application Number: DA-2014-90
Decision Date:

- (c) Downstream drainage to a lawful point of discharge being the culverts under the Bruce Highway identified as 'School Gully' culverts.

23. Provision for Open Drain/s

The developer must construct an open drain north of new Roads 1A & 1B. The open drain forms the practical point of discharge for the development and the development must discharge to this drain prior to discharging at the culverts under the Bruce Highway.

The open drain north of new Roads 1A & 1B must be appropriately designed in accordance with Council's Engineering Guidelines – Stormwater Drainage Design – Planning Scheme Policy 15.05.

The detailed design drawings and an associated stormwater report must be certified by a Registered Professional Engineer of Queensland (RPEQ) specialised in waterway hydraulics verifying that design meets the required standards and demonstrates that there will be no detrimental impacts on surrounding properties, and submitted to Council in conjunction with any future Operational Works application on the subject site.

The required drain is determined to be non-trunk infrastructure and the costs of providing the stormwater drainage must be borne by the developer. If any works are determined to be trunk infrastructure and subject to offsets or refunds in accordance with the Sustainable Planning Act, then an Infrastructure Agreement may be entered into with Council, outlining reimbursement or offsetting of these costs against applicable infrastructure charges.

24. Ponding and Diversion of Stormwater

Ponding of stormwater resulting from the development must not occur on adjacent properties.

Stormwater formerly flowing onto the site must not be diverted onto other properties.

25. Site-based Stormwater Management Plan – High Risk

Council's Stormwater Quality Risk Classification has classified this development as high risk as defined in Section 1.3 of Council's Engineering Design Guidelines "Soil and Water Quality Management – D7". The SBSMP must be submitted to Council for approval at the time of submission of the Operational Works Application.

The development also triggers an assessment under State Planning Policy, July 2014. To achieve the Performance Outcomes in Appendix 3 SPP code: Water Quality, stormwater management measures are to be incorporated to achieve the design objectives for the Mackay Region. To demonstrate achievement of the

ASSESSMENT MANAGER CONDITIONS

Application Number: DA-2014-90

Decision Date:

nominated design objectives, a formal Stormwater Management Plan is to be provided.

Alternatively, in lieu to the provision of the required stormwater quality installations on site, the developer may submit an application to Council for approval of an offset contribution for the provision of stormwater quality treatment off site in accordance with Council Policy 087 'Voluntary Mechanism for Stormwater Quality Management' 13 August, 2014.

26. Water Reticulation

A water reticulation system must be provided in accordance with Council's Engineering Design Guidelines. A hydraulic report must be undertaken to determine the internal main diameters for the development. This must be provided with the Operational Works application.

The development must connect to the existing 450mm diameter trunk water main within Main Street Bakers Creek at the northern point fronting Dundula State School unless it is demonstrated via a hydraulic analysis report and to the satisfaction of Council that the development can be adequately serviced without this connection.

27. Sewerage Reticulation

A sewerage reticulation system must be provided in accordance with Council's Engineering Design Guidelines. The development must discharge to the proposed system within Stage 5 of the development.

The developer must confirm the capacity of the downstream system by providing a network analysis and design report as part of the Operational Works application. The network analysis and design report must address the capacity issues, as well as staging of any upgrades including pump station and rising main upgrades through to the ultimate discharge point being the Bakers Creek Wastewater Treatment Plant.

28. Live Water and/or Sewerage Connections

Council is to carry out all live water and sewerage connections at the developer's expense.

29. Sewer Easements

Sewer easements must be provided in accordance with Council's engineering Design Guideline – Planning Scheme Policy No. 15.14 "Sewerage System Design".

ASSESSMENT MANAGER ADVICE

1. Hours of Work

It is the applicant/owner's responsibility to ensure compliance with Section 440R of the Environmental Protection Act 1994, which prohibits any construction, building and earthworks activities likely to cause audible noise (including the entry and departure of

ASSESSMENT MANAGER CONDITIONS

Application Number: DA-2014-90

Decision Date:

heavy vehicles) between the hours of 6:30pm and 6:30am from Monday to Saturday and at all times on Sundays or Public Holidays.

2. Dust Control

It is the applicant/owner's responsibility to ensure compliance with Section 319 General Environmental Duty of the Environmental Protection Act 1994, which prohibits unlawful environmental nuisance caused by dust, ash, fumes, light, odour or smoke beyond the boundaries of the property during all stages of the development including earthworks and construction.

3. Sedimentation Control

It is the applicant/owner's responsibility to ensure compliance with Chapter 8, Part 3C of the Environmental Protection Act 1994 to prevent soil erosion and contamination of the stormwater drainage system and waterways.

4. Noise During Construction and Noise in General

It is the applicant/owner's responsibility to ensure compliance with Chapter 8, Part 3B of the Environmental Protection Act 1994.

5. General Safety of Public During Construction

It is the principal contractor's responsibility to ensure compliance with Section 31 of the Workplace Health and Safety Act 1995. Section 31(1)(c) states that the principal contractor is obliged on a construction workplace to ensure that work activities at the workplace are safe and without risk of injury or illness to members of the public at or near the workplace.

It is the responsibility of the person in control of the workplace to ensure compliance with Section 30 of the Workplace Health and Safety Act 1995. Section 31(1)(c) states that the person in control of the workplace is obliged to ensure there is appropriate, safe access to and from the workplace for persons other than the person's workers.

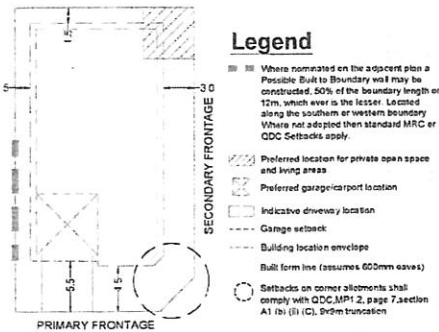
6. Infrastructure Charges Notice

Pursuant to the *Sustainable Planning Act 2009* and the State Planning Regulatory Provision (adopted charges) an Infrastructure Charges Notice relates to this Development Permit, and accompanies this notice.



Typical Building Location Envelope

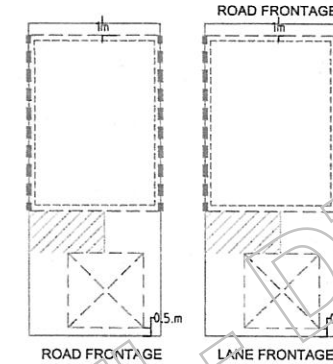
Corner Lots (SCALE 1:500)



★ Courtyard + Villa Lots (SCALE 1:500)



★ Terrace Lots ○ Terrace Laneway Lots (SCALE 1:500)



DEVELOPMENT STATISTICS STAGE 6

Total Stage Area	8.03 ha
Terrace Allotments (< 336m ²)	0
Terrace Lane Allotments	0
Villa Allotments (337m ² - 399m ²)	6
Courtyard Allotments (400m ² - 499m ²)	14
Premium Courtyard Allotments (500m ² - 599m ²)	10
Traditional Allotments (600m ² - 699m ²)	13
Premium Traditional (700m ² +)	1
Proposed Mixed Use Lot (3.66ha)	1
Total No. of Allotments	55

STAGE 7

Total Stage Area	3.86 ha
Terrace Allotments (< 336m ²)	0
Terrace Lane Allotments	0
Villa Allotments (337m ² - 399m ²)	8
Courtyard Allotments (400m ² - 499m ²)	15
Premium Courtyard Allotments (500m ² - 599m ²)	17
Traditional Allotments (600m ² - 699m ²)	11
Premium Traditional (700m ² +)	1
Total No. of Allotments	52

STAGE 8

Total Stage Area	3.90 ha
Terrace Allotments (< 336m ²)	3
Terrace Lane Allotments	0
Villa Allotments (337m ² - 399m ²)	5
Courtyard Allotments (400m ² - 499m ²)	11
Premium Courtyard Allotments (500m ² - 599m ²)	20
Traditional Allotments (600m ² - 699m ²)	7
Premium Traditional (700m ² +)	2
Park Lot (2719m ²)	1
Total No. of Allotments	49

Refer to condition 2(d)

PART BALANCE
LOT 7 RP894737



Design Stage DESIGN DEVELOPMENT

Item	Date	Description	By
A	21-02-14	FOR REVIEW	NT
B	14-04-14	FOR REVIEW	NT
C	18-08-14	FOR REVIEW	AT
D	26-09-14	FOR REVIEW	JM
E	16-10-14	FOR REVIEW	JM
F	18-12-14	FOR REVIEW	JM

Notes:

All dimensions and areas are approximate only, and are subject to survey and Council approval.

Dimensions have been rounded to the nearest 0.1 metres.

Areas have been rounded down to the nearest 5m².

The boundaries shown on this plan should not be used for final detailed engineers design.

Setback Notes:

Setbacks are to the outer most projection with a 600mm eave assumed for the purposes of the above diagram for single storey dwellings.

For all allotment sizes, a minimum garage setback of 5m measured to the outermost projection will apply. Despite the setbacks illustrated on the Typical Building Location Envelope above, the maximum site coverage is 50%.

All setbacks shown are minimum distance and may vary to accommodate the zone of influence of underground services as stated in Council's policy on building over adjacent sewers.

For clearances to Telstra and Ergon Energy infrastructure, refer to the relevant authority.



ABN 43 676 992 991

Client
COUGAR DEVELOPMENTS

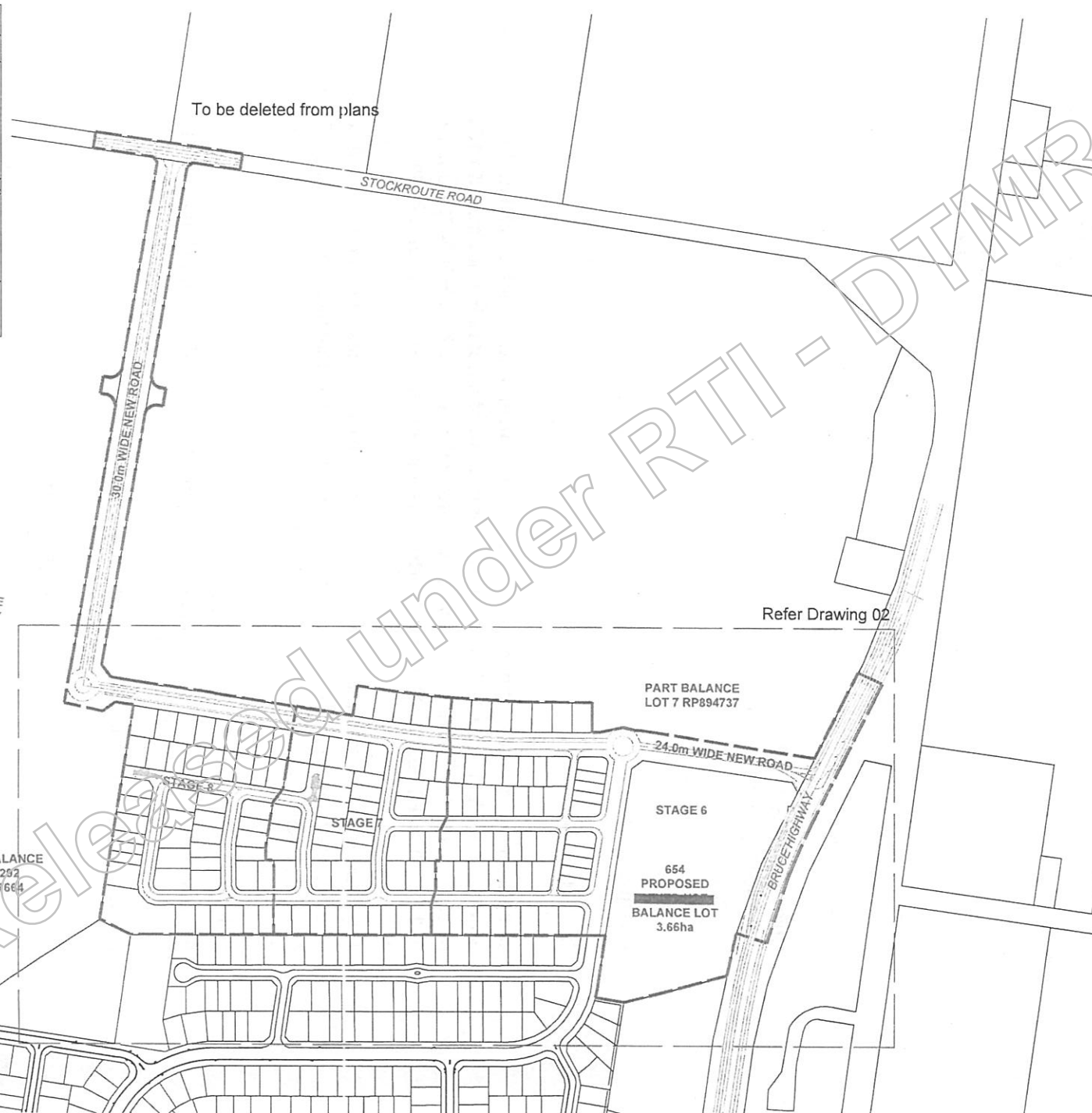
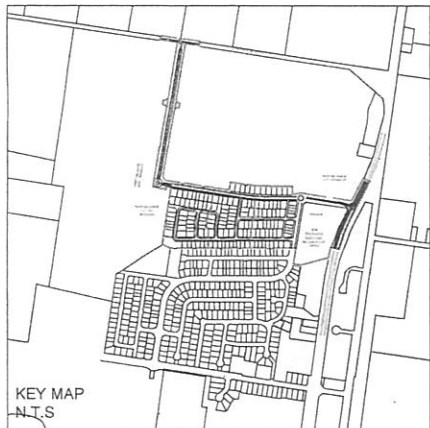
Project
THE WATERS
OORALEA

Drawing Title
RECONFIGURATION OF LOT
(STAGES 6 - 8) DWG 2 of 2

Job no. 7803-69 Drawing no. DD01
Drawn AT Checked NT Date DEC 14

0 25 50 75
Full Size 1:1250 : Half Reduction 1:2500
SCALE (m)

Level 11, 48 Creek St, BRISBAKE
Qld 4000 Australia
Ph: 07 3305 8465/Fax: 07 3831 8587



Design Stage
DESIGN DEVELOPMENT

amendments			
Issue	Date	Description	By
A	22-02-14	FOR REVIEW	NT
B	22-02-14	FOR REVIEW	NT
C	14-04-14	FOR REVIEW	NT
D	19-12-14	FOR REVIEW	JM

LEGEND
 Proposed Stage Boundary



ABN 43 878 992 994

Client
COUGAR DEVELOPMENTS

Project
**THE WATERS
ODRALEA**

Drawing Title
**RECONFIGURATION OF LOT
(STAGES 6 - 8) DWG 1 of 2**

Job no. 7803-69 Drawing no. DD02
 Drawn AT Checked NT Date DEC 14

0 2.5 5 10 15
 Full Size 1:250 Half Reduction 1:500
 SCALE (m)

Level 11, 40 Creek St, BRISBANE
 Qld 4000 Australia
 Ph: 07 3305 0485/Fax: 07 3831 8587

Queensland
GovernmentDepartment of
State Development,
Infrastructure and Planning

Our reference: SDA-0714-012409

Your reference: DA-2014-90

19 December 2014

Chief Executive Officer
Mackay Regional Council
PO Box 41
Mackay QLD 4740

Attention: Brogan Jones

Dear Mr. Jones

Concurrence agency response—with conditions given under section 285 of the Sustainable Planning Act 2009 for Reconfiguration of a Lot (2 Rural Lots into 154 Residential Lots, 1 Park Lot and 1 Mixed Use Lot) over Lot 7 on RP894737 and Lot 292 on SP247664 at 93897 and L292 Bruce Highway, Bakers Creek QLD 4740

The referral agency material for the development application described below was received by the Department of State Development, Infrastructure and Planning under section 272 of the *Sustainable Planning Act 2009* on 17 July 2014.

Applicant details

Applicant name: Ooralea Developments Pty Lt atf Ooralea Management Trust

Applicant contact details: c/- Cardno HRP
Po Box 244
Mackay QLD 4740

Site details

Street address: 93897 and L292 Bruce Highway, Bakers Creek QLD 4740

Lot on plan: Lot 7 on RP894737 and Lot 292 on SP247664

Local government area: Mackay Regional Council

Application details

Proposed development:	Reconfiguration of a Lot (2 Rural Lots into 154 Residential Lots, 1 Park Lot and 1 Mixed Use Lot)
-----------------------	---

Referral triggers

The development application was referred to the department under the following provisions of the *Sustainable Planning Regulation 2009*:

Referral trigger	Schedule 7, Table 2, Item 2 – State controlled roads
	Schedule 7, Table 3, Item 2 – Development impacting on State transport infrastructure

Conditions

Under section 287(1)(a) of the *Sustainable Planning Act 2009*, the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions

Under section 289(1) of the *Sustainable Planning Act 2009*, the department must set out the reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

Further advice

Under section 287(6) of the *Sustainable Planning Act 2009*, the department offers advice about the application to the assessment manager—see Attachment 3.

Approved plans and specifications

The department requires that the following plans and specifications set out below and in Attachment 4 must be attached to any development approval.

Drawing/Report Title	Prepared by	Date	Reference no.	Version/Issue
Aspect of development: Reconfiguration of a Lot				
Reconfiguration of Lot (stages 6 +7) – DWG 1 of 2 (as Amended in Blue, including notations)	Cardno Chenoweth	April 2014	Job No. 7803-69 Drawing No. DD02	-

A copy of this response has been sent to the applicant for their information.

For further information, please contact Alice Slark, Senior Planning Officer, Mackay Isaac Whitsunday Regional Office on (07) 4898 6815, or email alice.slark@dssip.qld.gov.au who will be pleased to assist.

Yours sincerely

Not Relevant

Don Cook

Manager (Planning) – Central Queensland

cc: Ooralea Developments Pty Lt atf Ooralea Management Trust c/- Cardno HRP
(liam.donald@cardno.com.au)

enc: Attachment 1—Conditions to be imposed
Attachment 2—Reasons for decision to impose conditions
Attachment 3—Further advice
Attachment 4—Approved Plans and Specifications

Our reference: SDA-0714-012409

Your reference: DA-2014-90

Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
Aspect of development: Reconfiguration of a Lot 2 Rural Lots into 154 Residential Lots, 1 Park Lot and 1 Balance Lot		
Sustainable Planning Regulation 2009, Schedule 7, Table 2, Item 2 and Table 3, Item 2 — Pursuant to section 255D of the <i>Sustainable Planning Act 2009</i> , the chief executive administering the Act nominates the Director-General of the Department of Transport and Main Roads to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
In accordance with approved plans		
1.	The development must be carried out generally in accordance with the following plan (as amended in blue, including notations): <ul style="list-style-type: none"> Reconfiguration of Lot (stages 6 +7) DWG 1 of 2 - prepared by Cardno Chenoweth - Job No. 7803-69 Drawing No. DD02 - dated April 2014 	At all times
Location of the direct vehicular access to the state-controlled road		
2.	The permitted road access location, for which approval under section 62 of the <i>Transport Infrastructure Act 1994</i> must be obtained, is to be located north of the proposed balance lot generally in accordance with the plan titled Reconfiguration of Lot (stages 6 +7) DWG 1 of 2 - prepared by Cardno Chenoweth - Job No. 7803-69 Drawing No. DD02 - dated April 2014 (as amended in blue, including notations)	At all times
3.	Direct access is not permitted between Stockroute Road (future Mackay Ring Road) and the subject site at any location other than the permitted road access location (for which approval under section 62 of the <i>Transport Infrastructure Act 1994</i> must be obtained)	At all times
Design vehicle and traffic volume		
4.	Road access works comprising an Auxiliary Left Turn Lane AUL and Channelised Right Turn Lane CHR – left in/ left out/ right in only from the Bruce Highway to the development, for which approval under section 33 of the <i>Transport Infrastructure Act 1994</i> must be obtained, at the permitted road access location, must be provided generally in accordance with the plan titled Reconfiguration of Lot (stages 6 +7) DWG 1 of 2 - prepared by Cardno Chenoweth - Job No. 7803-69 Drawing No. DD02 - dated April 2014 (as amended in blue, including notations) The road access works must be designed and constructed in accordance with Department of Transport and Main Roads' Road Planning and Design Manual.	Prior to submitting the Plan of Survey for any lots in stage 6, 7 or 8 to the local government for approval
Stormwater and Drainage impacts on the state-controlled road		
5.	(a) Stormwater management of the development must ensure no worsening or actionable nuisance to the state-controlled road. (b) Any works on the land must not:	(a) and (b): At all times. (c): Prior to submitting the Plan of

No.	Conditions	Condition timing
	<ul style="list-style-type: none"> i create any new discharge points for stormwater runoff onto the state-controlled road; ii interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road; iii reduce the quality of stormwater discharge onto the state-controlled road <p>AND</p> <p>(c) RPEQ certification must be provided to the Department confirming that the development has been designed and constructed in accordance with parts (a) and (b) of this condition.</p>	Survey to the local government for approval

Released under RTI - DTMR

Our reference: SDA-0714-012409
Your reference: DA-2014-90

Attachment 2—Reasons for decision to impose conditions

The reasons for this decision are:

- To ensure the development is carried out generally in accordance with the plans of development submitted with the application
- To ensure access to the state-controlled road from the site does not compromise the safety and efficiency of the state-controlled road
- To ensure the design of any road access maintains the safety and efficiency of the state-controlled road
- To ensure that the impacts of stormwater events associated with the development are minimised and managed to avoid creating any adverse impacts on the state transport corridor

Findings on material questions of fact

- The recommended conditions are deemed to satisfy the needs of the department

Evidence or other material on which the findings were based

- Development application
- State Development Assessment Provisions published by the Department of State Development, Infrastructure and Planning
- *Sustainable Planning Act 2009*
- Sustainable Planning Regulation 2009

Our reference: SDA-0714-012409

Your reference: DA-2014-90

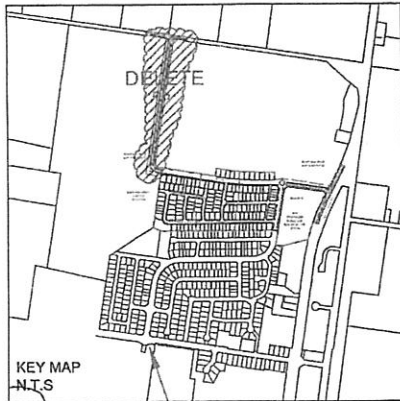
Attachment 3—Further advice

Department of Transport and Main Roads (DTMR) - General advice – State Controlled Roads	
1.	<p>DTMR has indicated in previous discussions with the developer that the left-in / left-out / right-in access will be in lieu of any future access off Stockroute Road (future Mackay Ring Road).</p> <p>DTMR is constructing a grade separation of Stockroute Road and Cowleys Road to allow internal connectivity north and south of the Ring Road. TMR's preference for future access to the north from this precinct is via Cowleys Road, with no direct access to Stockroute Road (future Mackay Ring Road).</p>
2.	<p>A local government must obtain DTMR approval if it intends to approve the erection, alteration or operation of an advertising sign or other advertising device that would be visible from a motorway; and beyond the boundaries of the motorway; and reasonably likely to create a traffic hazard for the motorway.</p>
3.	<p>Written approval is required from DTMR to carry out road works, including road access works, on a state-controlled road. Please contact DTMR on (07) 4951-8555 to make an application for road works approval.</p> <p>This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ)</p>
4.	<p>An application for a Road Corridor Permit is required for any ancillary works and encroachments on the state-controlled road. Please contact DTMR on (07) 4951-8555 to make an application for a Road Corridor Permit.</p> <p>Ancillary works and encroachments include but are not limited to advertising signs or other advertising devices, paths or bikeways, buildings/shelters, vegetation clearing, landscaping and planting.</p>
5.	<p>Mandatory Part (MP) 4.4 of the <i>Queensland Development Code (QDC)</i> commenced on 1 September 2010 and applies to building work for the construction or renovation of a residential building in a designated <i>transport noise corridor</i>. MP4.4 seeks to ensure that the habitable rooms of Class 1, 2, 3 and 4 buildings located in a <i>transport noise corridor</i> are designed and constructed to reduce transport noise. <i>Transport noise corridor</i> means land designated under Chapter 8B of the <i>Building Act 1975</i> as a <i>transport noise corridor</i>. Information about <i>transport noise corridors</i> is available at state and local government offices. A free online search tool can be used to find out whether a property is located in a designated <i>transport noise corridor</i>. This tool is available at the Department of Housing and Public Works website and allows searches on a registered lot number and/or property address to determine whether and how the QDC applies to the land.</p>

Our reference: SDA-0714-012409
Your reference: DA-2014-90

Attachment 4—Approved plans and specifications

Released under RTI - DTMR

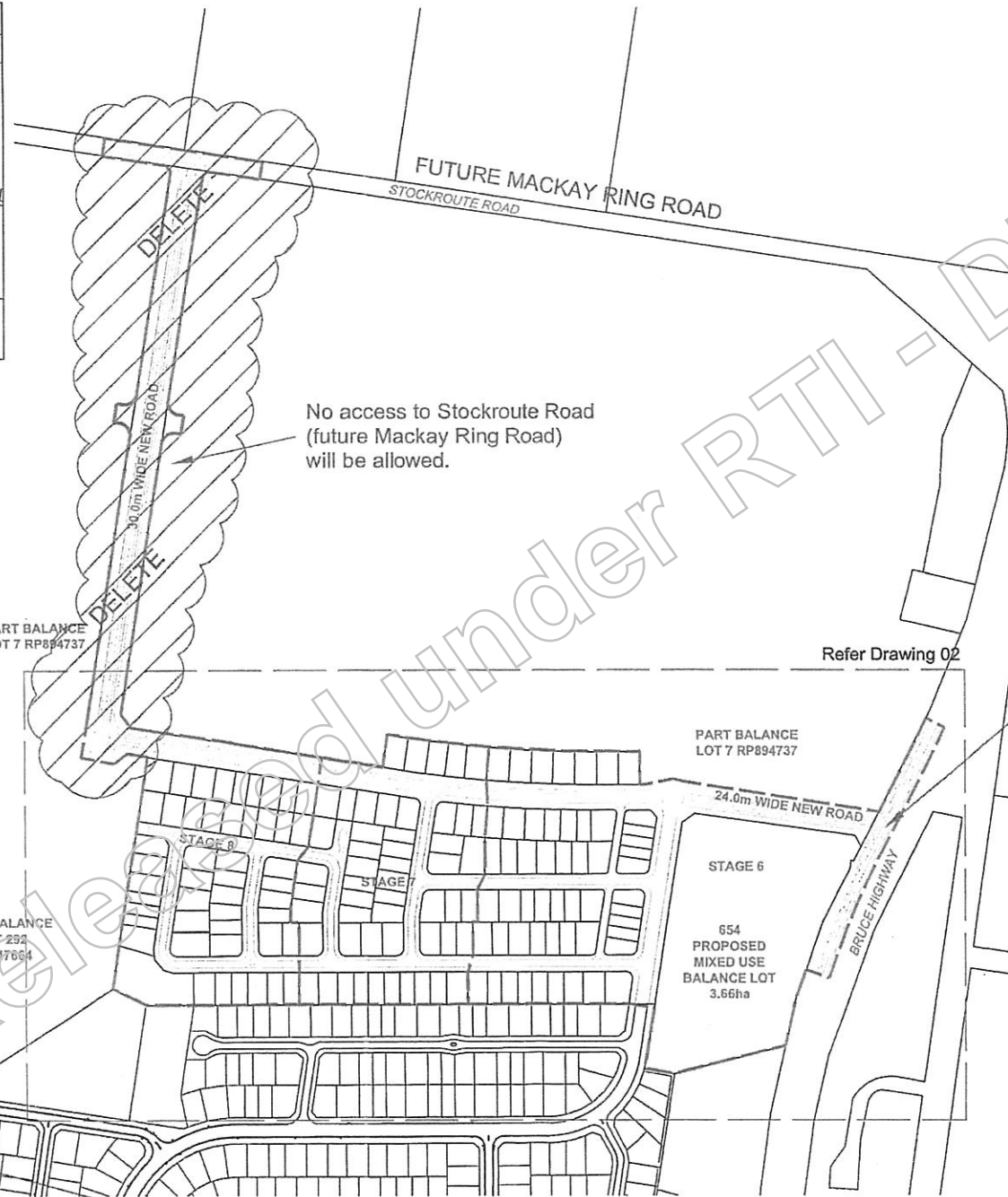


Access via
Temples Lane

PART BALANCE
LOT 7 RP894737

PART BALANCE
LOT 252
SF247664

Access via
Temples Lane



No access to Stockroute Road
(future Mackay Ring Road)
will be allowed.

Left-in / left-out / right-in only
intersection with the Bruce Highway
is to be provided by the Applicant
prior to the sealing of the plans of
survey for any lot in Stages 6, 7
or 8.

Design Stage
DESIGN DEVELOPMENT

amendments	Date	Description	By
A	22-02-14	FOR REVIEW	NT
B	22-02-14	FOR REVIEW	NT
C	14-04-14	FOR REVIEW	NT

LEGEND

Proposed Stage
Boundary

**Gardno
Chenoweth**
Environmental Planning
Landscape Architecture

A B N 43 976 992 991

Client
COUGAR DEVELOPMENTS

Project
THE WATERS
OORALEA

Drawing Title
RECONFIGURATION OF LOT
(STAGES 6 + 7) DWG 1 of 2

Job no.
7803-69

Drawing no.
DD02

Drawn
AT

Checked
NT

Date
APR 14

0 2.5 5 10 15
Full Size 1:250; Not Reduction 1:500
SCALE (m)

Level 11, 40 Creek St, BRISBANE
Qld 4000 Australia
Ph: 07 3306 0465 Fax: 07 3331 8587

SARA technical agency assessment response

Technical agency (TA) — Transport and Main Roads

DSDIP reference: SDA-0317-037525
DSDIP role: Concurrence Agency
DSDIP regional office: SARA Mackay, Isaac and Whitsunday
DSDIP email: MIWSARA@dilgp.qld.gov.au
[NB. All responses are to be returned to this email address]
TA reference: TMR17-020726
TA contact name: Ross Young
TA contact details: 4951 8532
TA approver: for Pat Aprile

1.0 Application details

Street address: 93897 Bruce Highway, Mackay QLD 4740
Real property description: 391SP257985, 392SP257985, 7RP894737
Local government area: Mackay Regional Council
Applicant name: Ooralea Developments Pty Ltd
Applicant contact details: john.viklund@cardno.com.au
074957 5880

2.0 Aspects of development and type of approval granted

Aspect Of Development	Type Of Approval	Description
Reconfiguration of a Lot	Development Permit	ROL - 3 Rural Lots into 5 Lots & Access Easement

3.0 Matters of interest to the state

The development application has the following matters of interest to the state under the following provisions of the Sustainable Planning Regulation 2009¹:

Schedule 7 Referral agencies and their jurisdictions—matters of interest specific to technical agency

Trigger Mode	Trigger Number	Trigger Description
State-Controlled Roads	7.2.2	Reconfiguring a lot if - (a) any part of the land - (i) is within 25m of a State-controlled road; or (ii) is future State-controlled road; or (iii) abuts a road that intersects with a State controlled road that is within 100m of the land; and (b) 1 or more of the following apply - (i) the total number of lots is increased; (ii) the total number of lots abutting the State-controlled road is increased; (iii) there is a new or changed access between the land and the State-controlled road

¹ MyDAS does not collect data on assessable development aspects under Schedule 3—this is a matter confirmed by DSDIP during the validation process.

4.0 Assessment

4.1 Considerations and assessment

SDAP ver 1.10, Module 19.

19.2 – Transport infrastructure and network design state code

PO5 - Development does not compromise planned upgrades of the state-controlled road network or delivery of future state-controlled roads.

In the plans provided by the applicant titled Ooralea Management Lots Plan, filename HRP17019 MANLOTS PLAN V1, dated 17 Feb 2017, version 1, there is an existing access to Stockroute Road shown to the North of proposed Lot 495. Due to Stockroute Road being a part of the planned Mackay Ring Road Stage 1, this access will be removed as part of the ring road project.

A service road will be provided by TMR to access proposed Lot 495.

Proposed Lot 495 may also have future access via an approved intersection to the Bruce Highway adjacent to the future commercial site.

5.0 Recommendations

5.1 Technical agency advice for SARA as concurrence agency

Our department recommends the following conditions be attached to any development approval (SPA section 287(1)(a)):

SARA Model Conditions Version: 2.3

No.	Conditions of Development Approval	Condition Timing
Development Permit - Reconfiguring a Lot (3 Rural Lots into 5 Lots & Access Easement)		
In accordance with approved plans		
1	<p>AD01 - [Model Condition] The development must be carried out generally in accordance with the following plans:</p> <ul style="list-style-type: none">- Ooralea Management Lots Plan prepared by Cardno dated 17/02/2017, reference HRP17019 MANLOTS PLAN V1 and revision A. <p>[Note: The plans referenced in this condition need to be stamped and appended to the conditions package]</p>	<p>Prior to submitting the Plan of Survey to the local government for approval and to be maintained at all times.</p>

Our department also recommends the following advice be provided to the assessment manager (SPA section 287(6)):

General advice	
Ref.	Advice for State Controlled Roads
1.	<p>In the plans provided by the applicant titled Ooralea Management Lots Plan, filename HRP17019 MANLOTS PLAN V1, dated 17 Feb 2017, version 1, there is an existing access to Stockroute Road shown to the North of proposed Lot 495. Due to Stockroute Road being a part of the planned Mackay Ring Road Stage 1, this access will be removed as part of the ring road construction works.</p> <p>A service road will be provided by TMR to access proposed Lot 495.</p> <p>Proposed Lot 495 may also have future access via an approved intersection to the Bruce Highway adjacent to the future commercial site.</p>
2.	A local government must obtain the Department of Transport and Main Roads' approval if it intends to approve the erection, alteration or operation of an advertising sign or other advertising device that would be visible from a motorway; and beyond the boundaries of the motorway; and reasonably likely to create a traffic hazard for the motorway.
3.	Pursuant to Section 580 of the <i>Sustainable Planning Act 2009</i> it is a development offence to contravene a development approval, including any condition in the approval.
4.	The department requests a copy of the decision noticed be submitted to DTMR.

5.2 Approved plans and specifications

Our department recommends that the following plans and specifications should be referenced in the response:

Drawing/Report Title	Prepared by	Date	Reference no.	Version/Issue
Aspect of development: Reconfiguring a Lot (3 Rural Lots into 5 Lots & Access Easement)				
Ooralea Management Lots Plan	Cardno	17/02/2017	HRP17019 MANLOTS PLAN V1	A

6.0 Endorsement

Officer

Ross Young

Principal Advisor (Corridor & Land Management)

4951 8532

Mackay.Whitsunday.IDAS@tmr.qld.gov.au

Approver

Not Relevant

for Pat Aprile

District Director

4951 8555

Mackay.Whitsunday.IDAS@tmr.qld.gov.au

14 March 2017

Released under RTI - DTMR

Our reference: SDA-0317-037525
Your reference: DA-2017-14

19 April 2017

Chief Executive Officer
Attn: Mrs Darryl Bibay
Mackay Regional Council
PO Box 41
Mackay QLD 4740

development.services@mackay.qld.gov.au

Dear Mrs Bibay,

Concurrence agency response—with conditions given under section 285 of the *Sustainable Planning Act 2009* for a Development Permit for Reconfiguration of a Lot (3 Rural Lots into 5 Lots & Access Easement) at 93897 Bruce Highway, Bakers Creek, Beachwood Circuit, Bakers Creek, also described as Lot 7 on RP894737, Lot 391 on SP257985 and Lot 392 on SP257985.

The referral agency material for the development application described below was received by the Department of Infrastructure, Local Government and Planning under section 272 of the *Sustainable Planning Act 2009* on 8 March 2017.

Applicant details

Applicant name: Ooralea Developments Pty Ltd
Applicant contact details: C/ Cardno (Qld) Pty Ltd PO Box 759
Mackay QLD 4740
john.viklund@cardno.com.au

Site details

Street address: 93897 Bruce Highway, Bakers Creek; Beachwood Circuit,
Bakers Creek.
Lot on plan: Lot 7 on RP894737; Lot 391 on SP257985; Lot 392 on
SP257985
Local government area: Mackay Regional Council

Application details

Proposed development: Development Permit for Reconfiguration of a Lot – 3 Rural Lots into 5 Lots & Access Easement

Aspects of development and type of approval being sought

Nature of Development	Approval Type	Brief Proposal of Description	Level of Assessment
Reconfiguration of a Lot	Development permit	3 Rural Lots into 5 lots & Access Easement	Code Assessment

Referral triggers

The development application was referred to the department under the following provisions of the Sustainable Planning Regulation 2009:

Referral trigger Schedule 7, Table 2, Item 2—State-controlled road

Conditions

Under section 287(1)(a) of the *Sustainable Planning Act 2009*, the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions

Under section 289(1) of the *Sustainable Planning Act 2009*, the department must set out the reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

Further advice

Under section 287(6) of the *Sustainable Planning Act 2009*, the department offers advice about the application to the assessment manager—see Attachment 3.

Approved plans and specifications

The department requires that the following plans and specifications set out below and in Attachment 4 must be attached to any development approval.

Drawing/Report Title	Prepared by	Date	Reference no.	Version/Issue
Aspect of development: Reconfiguration of a Lot				
Ooralea Management Lots Plan	Cardno	17/02/2017	HRP17019 MANLOTS PLAN V1	1

A copy of this response has been sent to the applicant for their information.

For further information, please contact Vickie Wood, Senior Planning Officer, SARA Mackay Isaac Whitsunday on 07 4898 6825, or email MIWSARA@dilgp.qld.gov.au who will be pleased to assist.

Yours sincerely

Not Relevant

Patrick Ruettjes
Manager (Planning)
Mackay, Isaac, Whitsunday Regional Office

cc: Ooralea Developments Pty Ltd, john.viklund@cardno.com.au
enc: Attachment 1—Conditions to be imposed
Attachment 2—Reasons for decision to impose conditions
Attachment 3—Further advice
Attachment 4—Approved Plans and Specifications

Our reference: SDA-0317-037525

Your reference: DA-2017-14

Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
	Reconfiguration of a Lot	
	State-controlled road—Pursuant to section 255D of the <i>Sustainable Planning Act 2009</i> , the chief executive administering the Act nominates the Director-General of the Department of Transport and Main Roads to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):	
1.	<p>The development must be carried out generally in accordance with the following plans:</p> <ul style="list-style-type: none"> Ooralea Management Lots Plan prepared by Cardno, dated 17/02/2017, reference HRP17019 MANLOTS PLAN V1, revision A. 	At all times.

Our reference: SDA-0317-037525

Your reference: DA-2017-14

Attachment 2—Reasons for decision to impose conditions

The reasons for this decision are:

- To ensure the development is carried out generally in accordance with the plans of development submitted with the application.

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Our reference: SDA-0317-037525

Your reference: DA-2017-14

Attachment 3—Further advice

General advice	
1.	<p>In the plans provided by the applicant titled Ooralea Management Lots Plan, filename HRP17019 MANLOTS PLAN V1, dated 17 Feb 2017, version 1, there is an existing access to Stockroute Road shown to the north of proposed Lot 495. Due to Stockroute Road being a part of the planned Mackay Ring Road Stage 1, this access will be removed as part of the ring road construction works.</p> <p>A service road will be provided by DTMR to access proposed Lot 495.</p> <p>Proposed Lot 495 may also have future access via an approved intersection to the Bruce Highway adjacent to the future commercial site.</p>

Our reference: SDA-0317-037525

Your reference: DA-2017-14

Attachment 4—Approved plans and specifications

Released under RTI - DTMR



PLANS AND DOCUMENTS
referred to in the Concurrence
Agency Response



Reference no: SDA-0317-037525.....

Date: ..19 April 2017.....



LOT 7 RP894737 & LOTS 391-392 SP257985

Ooralea Management Lots Plan

FILENAME >	HRP17019 MANLOTS PLAN V1	DATE >	17 FEB 2017
JOB NO. >	HRP17019	AMENDED >	N/A
SCALE >	1:6,000 @ A3	VERSION >	1.0
SOURCE >	MACKAY SURVEYS DWG NO. 13015-00 PRO-1702 13/02/17		

AREAS	AREAS
OLD LOTS	NEW LOTS
	491 37.13ha
	492 3.58ha
391/SP257985 7.95ha	493 4.22ha
392/SP257985 34.08ha	494 8.65ha
7/RP894737 68.54ha	495 56.85ha
Total 110.47ha	Total 110.43ha

Notes
Lots 492 and 493 include area of road to be resumed
Lot 492 area includes the 3 part areas to the east
The surrounding boundaries have not been surveyed hence
the small difference in total areas
Actual areas may change and are subject to survey

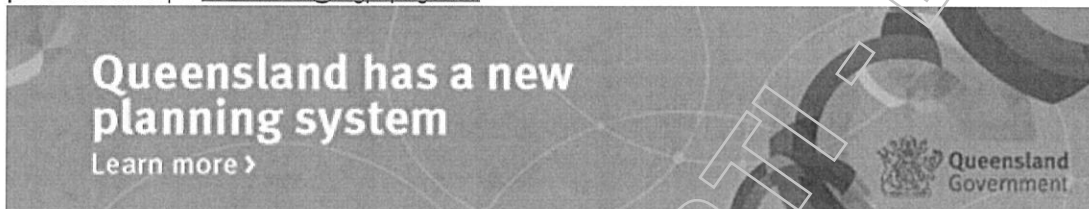
This plan has been prepared to accompany a reconfiguration of a lot application and should not be used for any further purpose. The dimensions areas, and number of lots shown are subject to field survey and any requirements of Council or other Authorities. In particular, no reliance on this plan should be placed on the information on this plan for any financial dealing involving the land.
This note is an integral part of the plan.

From: Vickie Wood
To: Ross M Young
Subject: RE: HRP17019 - The Waters - Minor Change to Proposed Management Lots - DA-2017-14
Date: Wednesday, 23 August 2017 12:11:01 PM
Attachments: [image001.png](#)
[image005.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)

Thanks Ross.

Regards

Vickie Wood
Senior Planning Officer
Mackay Isaac Whitsunday Regional and Fitzroy & Central Regional Offices
Department of Infrastructure, Local Government and Planning
Level 4, 44 Nelson Street, Mackay QLD 4740
p. 07 4898 6825 | e. vickie.wood@dilgp.qld.gov.au



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From: Ross M Young [<mailto:Ross.M.Young@tmr.qld.gov.au>]
Sent: Wednesday, 23 August 2017 11:55 AM
To: Vickie Wood <Vickie.Wood@dilgp.qld.gov.au>; Mackay.Whitsunday.IDAS
<Mackay.Whitsunday.IDAS@tmr.qld.gov.au>
Subject: RE: HRP17019 - The Waters - Minor Change to Proposed Management Lots - DA-2017-14

Hi Vickie.

Thanks for the email advising of concerns raised by Leah with regards to the Waters at Ooralea proposal.

I can confirm the following –

1. Lots 101 and 102 shown on Cardno's *Ooralea Management Lots Plan, Job No. HRP17019, Version 2.0* will be resumed as state-controlled road reserve to facilitate the construction of the Mackay Ring Road Stage 1.
2. DTMR intends to construct the ultimate access shown on the sketch *Stockroute Access – 08 Aug 17.pdf* as soon as possible to provide permanent access to Lot 2 on RP714250 and proposed Lot 495.
3. The existing access across Lot 101 to proposed Lot 495 shown on *Ooralea Management Lots Plan, Job No. HRP17019, Version 2.0* may be used during construction by agreement between the construction contractor and the land owner if the ultimate access has not been constructed. This access will be removed in the future.
4. The proposed changes to the management lots plan will not impact on DTMR and I am comfortable that this is generally in accordance with the approval.

Please call if you would like further clarification.

Please note that I will be on leave between 28 August and 22 September 2017. Daniel Davis and Ross MacDonald will be available in my absence.

Kind regards,

Ross Young

Principal Advisor (Corridor & Land Management) | Mackay / Whitsunday District
Program Delivery And Operations | Department of Transport and Main Roads

Level 2 | Mackay Government Office Building | 44 Nelson Street | Mackay Qld 4740
PO Box 62 | Mackay Qld 4740
P: (07) 49518532 | F: (07) 49518500
E: ross.m.young@tmr.qld.gov.au
W: www.tmr.qld.gov.au



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From: Vickie Wood [<mailto:Vickie.Wood@dilgp.qld.gov.au>]

Sent: Wednesday, 23 August 2017 9:23 AM

To: Mackay.Whitsunday.IDAS <Mackay.Whitsunday.IDAS@tmr.qld.gov.au>

Subject: FW: HRP17019 - The Waters - Minor Change to Proposed Management Lots - DA-2017-14

Good morning,

I refer to the e-mail chain below and the concern raised by Leah with regards to Lot 101 and access. It would be appreciated if DTMR could please advise if it would consider the proposed changes to the approved plan to be generally in accordance with the approval.

I can be contacted on the number below should you need to discuss.

Regards

Vickie Wood

Senior Planning Officer

Mackay Isaac Whitsunday Regional and Fitzroy & Central Regional Offices
Department of Infrastructure, Local Government and Planning
Level 4, 44 Nelson Street, Mackay QLD 4740
p. 07 4898 6825 | e. vickie.wood@dilgp.qld.gov.au

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From: Leah Harris [<mailto:Leah.Harris@mackay.qld.gov.au>]

Sent: Wednesday, 23 August 2017 8:48 AM

To: Vickie Wood <Vickie.Wood@dilgp.qld.gov.au>

Subject: FW: HRP17019 - The Waters - Minor Change to Proposed Management Lots - DA-2017-14

Hi Vickie,

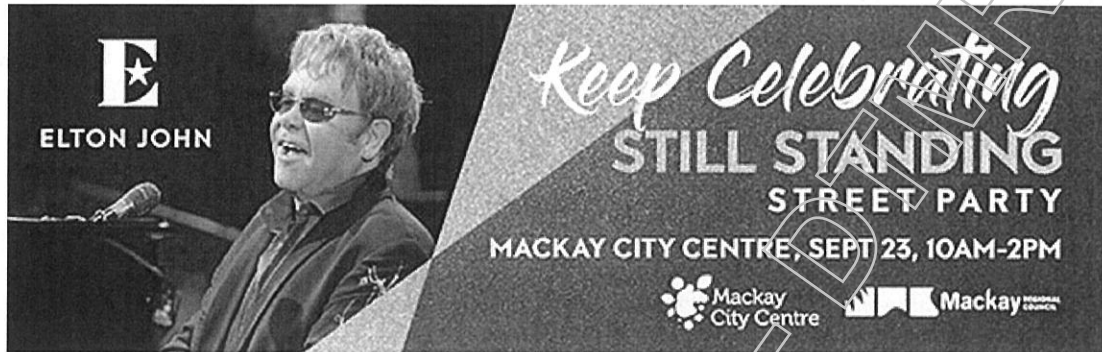
As discussed yesterday, we are working with the applicant to approve an amended plan for this DA. Can you please confirm that DILGP have no issues with the amended plan being generally in accordance. The applicant has provided the access details proposed by DTMR below as an excerpt. I have not seen any original documents from DTMR. I got agreement from the applicant that I can send the info to you.

Your prompt response would be greatly appreciated.

Thanks!

Leah Harris | Principal Planner | Development Assessment | Mackay Regional Council
Phone: 07 4961 9113 | Fax: 07 4944 2411 | leah.harris@mackay.qld.gov.au | mackay.qld.gov.au

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PLEASE NOTE:

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LODGE MENT OF A DEVELOPMENT APPLICATION IN THE FUTURE MAY RAISE OTHER ISSUES NOT CONSIDERED HERE AND THEREFORE THE ABOVE ADVICE DOES NOT BIND COUNCIL IN ANY WAY WHEN CONSIDERING A FUTURE DEVELOPMENT APPLICATION.

From: Rick Poppleston [<mailto:rick@cougardevelopments.com.au>]

Sent: Wednesday, 23 August 2017 7:37 AM

To: Leah Harris <Leah.Harris@mackay.qld.gov.au>; michael.jewell@cardno.com.au

Cc: Gerard Carlyon <gerard.carlyon@mackay.qld.gov.au>

Subject: RE: HRP17019 - The Waters - Minor Change to Proposed Management Lots - advice from MRC PP DA-2017-14

Leah,

For clarification regarding Lot 101, that's land resumed by DTMR for the Ring Road, within which the first 2-lane stage of the Ring Road will be constructed, so essentially part of the Stockroute road reserve

There are absolutely no issues with access to Lot 7 either during or post-construction of the Ring Road, as it's all been sorted/agreed with DTMR

To confirm, extract below from advice received from DTMR (Erin Mulherin, 29 June 2017) regarding access to Lot 7 at the existing Stockroute location being maintained during Ring Road construction:

Access during construction

I can advise that the responsibility for maintaining access during construction lies with the main contractor. For your information, see below the conditions of contract relevant to access (Technical Specification Annexure, MRTS02.1 Provision of Traffic):

"3.8 Route alterations ... "The existing Stockroute Road may be closed to traffic in both directions for construction works on MC100 between Ch. 0 and 2600. The duration of closure shall not exceed 365 calendar days. Closure of the road is subject to satisfactory access to

private property in accordance with Clause 5.7.6 and Clause 9.1

...

5.7.6 Access to private property

Existing accesses to private properties affected by the work shall be maintained in useable condition during the construction, or alternative access arrangements acceptable to the property owners/tenants shall be made. The Contractor shall permit and provide for the free movement of traffic in and out of the properties at all times except as otherwise agreed to by the property owners/tenants.

The Contractor shall, at no expense to the Principal, make good any damage to accesses to private properties which results from the Contractor's operations during the construction of the work under the Contract.

Clause 9.1 Access to private property (cane farms)

Further to the requirements of Clause 5.7.6, alternative access arrangements to cane farms shall permit and provide for the free movement of farm machinery at all times. Additionally, alternative accesses shall be suitable for intensive special combination (heavy rigid and articulated) and over dimension movements of cane haul out vehicles and cane harvesters during the cane harvest (typically May to December inclusive)

Construction of alternative accesses shall be to an equivalent or better standard than existing accesses."

As this is a contractual obligation under the conditions of contract, there is no requirement on TMR to negotiate easements for temporary access

With regard to permanent post-construction access to Lot 7, that will be provided by DTMR as part of their Ring Road construction works, as per the "Stockroute Access – 08 Aug 17" file attached, further extract from DTMR correspondence (Erin Mulherin, 29 June 2017) below to confirm:

Access post construction

TMR commits to providing a legal point of access to Lot 7.

TMR confirms Option 3 ["Stockroute Access – 08 Aug 17"] will maintain a legal point of access for current use up to the boundary of Lot 7. Further, as part of accommodation works, TMR proposes to construct an access road (of approximately 460 metres) to connect your internal road with the new Stockroute Rd access.

Final outcome:

- Lot 101 is the land within which the first 2-lane stage of the Ring Road will be constructed, why it wasn't designated as road reserve is only for DTMR to know
- Access to Lot 7 at the existing location will be maintained during construction of the Ring Road – main contractor contractual obligation as above
- Permanent access to Lot 7 post-construction of the Ring Road will be provided by DTMR as above

It would be appreciated if this *generally in accordance* matter could be dealt with in a timely manner, necessary to refinancing the project as recently discussed with Gerard

Regards,

Not Relevant

Rick Poppleston

General Manager | Cougar Developments

92 Wood Street, Mackay Q 4740 | PO Box 624, Mackay Q 4740

Phone 07 4957 3020 | Fax 07 4951 2142

Mobile NR Email Rick@cougardevelopments.com.au

Web www.cougardevelopments.com.au

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From: Leah Harris [<mailto:Leah.Harris@mackay.qld.gov.au>]

Sent: 22 August 2017 17:05

To: michael.jewell@cardno.com.au; Rick Poppleston <rick@cougardevelopments.com.au>

Cc: Gerard Carlyon <gerard.carlyon@mackay.qld.gov.au>

Subject: FW: HRP17019 - The Waters - Minor Change to Proposed Management Lots - advice from MRC PP DA-2017-14

Importance: High

Hi Michael and Rick,

I don't have any issue with the moving the boundary to the east for lots 494 and 493. I am however, uncomfortable with the inclusion of Lot 101 on SP289786 and the existing access to Stockroute road being shown across the new lot on the plan. It appears inconsistent with the advice from DILGP on page 6 of their response attached to the original Decision Notice. Therefore, I need consent from DILGP before we can finalise a Generally in Accordance. I am happy to talk to them myself or if you would prefer to forward them the plan?

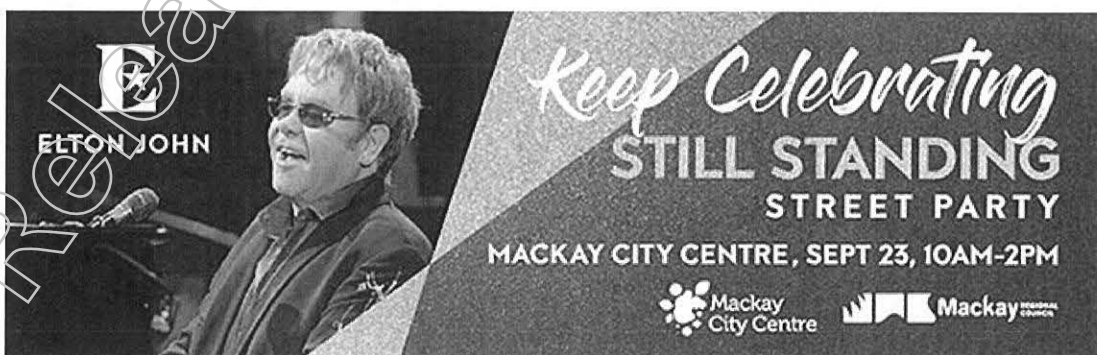
Let me know if you would like me to talk to DILGP.

Kind Regards,

Leah Harris | Principal Planner | Development Assessment | Mackay Regional Council

Phone: 07 4961 9113 | Fax: 07 4944 2411 | leah.harris@mackay.qld.gov.au | mackay.qld.gov.au

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LODGEMENT OF A DEVELOPMENT APPLICATION IN THE FUTURE MAY RAISE OTHER ISSUES NOT CONSIDERED

HERE AND THEREFORE THE ABOVE ADVICE DOES NOT BIND COUNCIL IN ANY WAY WHEN CONSIDERING A FUTURE DEVELOPMENT APPLICATION.

From: Gerard Carlyon
Sent: Friday, 18 August 2017 2:39 PM
To: Shane Kleve <shane.kleve@mackay.qld.gov.au>
Cc: Leah Harris <Leah.Harris@mackay.qld.gov.au>
Subject: FW: HRP17019 - The Waters - Minor Change to Proposed Management Lots
Importance: High

Shane,

As discussed attached follow up email from Rick.

regards

Gerard Carlyon | Director Development Services | Office of Director | Development Services | Mackay Regional Council
Phone: 07 4961 9174 | Fax: 07 4944 2411 | gerard.carlyon@mackay.qld.gov.au | mackay.qld.gov.au



From: Rick Poppleston [<mailto:rick@cougardevelopments.com.au>]
Sent: Friday, 18 August 2017 1:22 PM
To: Gerard Carlyon <gerard.carlyon@mackay.qld.gov.au>
Subject: FW: HRP17019 - The Waters - Minor Change to Proposed Management Lots
Importance: High

Hi Gerard,

As previously addressed, and referred to yesterday, would appreciate if Council's OK to this *generally in accordance* matter submitted last Friday, essential to our current refinancing, could be dealt with ASAP

Also, as there was some discussion regarding "access" to the Lots during the original application process, should Stockroute access to proposed Lot 495 come into the equation in the context of Ring Road construction commencing soon, below is an extract from recent DTMR advice that the access will be maintained during construction:

Access during construction

I can advise that the responsibility for maintaining access during construction lies with the main contractor. For your information, see below the conditions of contract relevant to access (Technical Specification Annexure, MRTS02.1 Provision of Traffic):

"3.8 Route alterations ... "The existing Stockroute Road may be closed to traffic in both directions for construction works on MC100 between Ch. 0 and 2600. The duration of closure shall not exceed 365 calendar days. Closure of the road is subject to satisfactory access to private property in accordance with Clause 5.7.6 and Clause 9.1

...

5.7.6 Access to private property

Existing accesses to private properties affected by the work shall be maintained in useable condition during the construction, or alternative access arrangements acceptable to the property owners/tenants shall be made. The Contractor shall permit and provide for the free movement of traffic in and out of the properties at all times except as otherwise agreed to by the property owners/tenants.

The Contractor shall, at no expense to the Principal, make good any damage to accesses to private properties which results from the Contractor's operations during the construction of the work under the Contract.

Clause 9.1 Access to private property (cane farms)

Further to the requirements of Clause 5.7.6, alternative access arrangements to cane farms shall permit and provide for the free movement of farm machinery at all times. Additionally, alternative accesses shall be suitable for intensive special combination (heavy rigid and articulated) and over dimension movements of cane haul out vehicles and cane harvesters during the cane harvest (typically May to December inclusive)

Construction of alternative accesses shall be to an equivalent or better standard than existing accesses."

Insofar as access post-construction of the Ring Road is concerned, it's been agreed that will be constructed by DTMR as per the Stockroute Access file attached, extract from DTMR drawing overlaid on aerial image

Regards,

Not Relevant

Rick Poppleston

General Manager | Cougar Developments

92 Wood Street, Mackay Q 4740 | PO Box 624, Mackay Q 4740

Phone 07 4957 3020 | Fax 07 4951 2142

Mobile NR Email Rick@cougardevelopments.com.au

Web www.cougardevelopments.com.au

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From: Michael Jewell

Sent: Friday, 11 August 2017 4:53 PM

To: shane.kleve@mackay.qld.gov.au

Cc: gerard.carlyon@mackay.qld.gov.au

Subject: HRP17019 - The Waters - Minor Change to Proposed Management Lots

Importance: High

Hi Shane,

I understand that Leah Harris is on leave until 21 August and so am emailing you for assistance on this matter of a minor change to the approved 'Management Lots' for The Waters. Attached FYI is a copy of this subdivision approval, together with Council's recent correspondence confirming compliance with Condition 2 of the approval.

The minor change to the proposed 'Management Lots' is shown on attached revised plan HRP17019 - Ooralea Management Lots - Rev 2.0, prepared by Cardno and dated 11 August 2017.

Due to current advanced financing requirements, the eastern boundary of Lots 493, 494 and 495 has had to be moved further east, to remove the area previously shown as "Future Stage 9". This will allow for all of the approved Stages 3-8 Lots to be fully contained within proposed Lots 491 and 492.

It is noted that this also allows for the proposed easement providing legal access to Lot 494 to coincide with an existing access onto Temples Lane. The previously agreed notation on the approval plan showing a minimum 50m wide School Gully drainage corridor has been shown on the attached Rev 2.0 plan.

You email confirmation is sought that the attached Rev 2.0 Proposal Plan is considered to be generally in accordance with the approval, so that financing arrangements for the next Stage of The Waters residential community can be progressed. If this confirmation by return email can be quickly provided, that would greatly assist.

Do not hesitate to call me if you have any queries on this matter.

Regards,

Michael

Michael Jewell

OFFICE MANAGER/PRINCIPAL - PLANNING
PLANNING
CARDNO



Phone +61 7 4957 5880 Fax +61 7 4953 2577 Mobile Not Relevant
Address 71 Maggiolo Drive, Paget, Queensland 4740 Australia
Postal PO Box 759, Mackay QLD 4740
Email michael.jewell@cardno.com.au Web www.cardno.com
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Development Application Recommendation: Approved with Conditions

DSDMIP reference: 1809-7301 SRA
DSDMIP role Referral Agency
DSDMIP regional office: SARA Mackay, Isaac and Whitsunday
DSDMIP email: MIWSARA@dsdmip.qld.gov.au
TA reference: TMR18-025928
TA contact name: Daniel Davis
TA contact details: (07) 4944 3735
TA approver: Pat Aprile

1.0 Application details

Street address: L495 Stockroute Road, Bakers Creek QLD 4740
Real property description: 495SP296308
Local government area: Mackay Regional Council
Applicant name: Stockroute Road Farming Pty Ltd A.C.N. 624 450 077 Trustee Under Instrument 718692553
Applicant contact details: Cardno (Qld) Pty Ltd – Planning PO Box 4499
Mackay QLD 4740

2.0 Aspects of development and type of approval being sought

Aspect Of Development	Type Of Approval	Description
Reconfiguration of a Lot	Development Permit	To subdivide 1 lot into 2 lots and to create an easement giving access to a lot from a constructed road

3.0 Matters of interest to the state

The development application has the following matters of interest to the state under the provisions of the *Planning Regulation 2017*:

Trigger Mode	Trigger Number	Trigger Description
State-Control led Roads	10.9.4.2.1.1	Development application for reconfiguring a lot that is assessable development under section 21, if— (a) all or part of the premises are within 25m of a State transport corridor; and (b) 1 or more of the following apply— (i) the total number of lots is increased; (ii) the total number of lots adjacent to the State transport corridor is increased; (iii) there is a new or changed access between the premises and the State transport corridor; (iv) an easement is created adjacent to a railway as defined under the Transport Infrastructure Act, schedule 6; and (c) the

		reconfiguration does not relate to government supported transport infrastructure
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4.0 Assessment of Application

4.1 Evidence or other material

Our agency relied on the following evidence or material in making its assessment:

Title of Evidence / Material	Prepared by	Date	Reference no.	Version/Issue
RaL (1 Lot into 2 Management Lots & Access Easement)	Cardno	14 August 2018	HRP17132	1.2

4.2 Considerations and assessment

- The proposal is for reconfiguration of a lot on 495/SP296308 (previously 7/SP289786).
- The purpose is to subdivide the subject site into two management lots and to create an easement providing access from a lot to a "constructed" road.
- The subject site comprises future stages and balance of "The Waters at Ooralea" residential and commercial development (p. 2).
- Access will be via the Western boundary and will be provided during construction of the Mackay Ring Road (p. 3). This driveway will be within the applicant's land, not the Stockroute Road reserve as the applicant has stated. This 3-metre-wide internal 'driveway' will then connect onto a service road provided through 2/SP289786 (see attached DTMR drawing - Job number 242/860/1, drawing number 716682 (A), dated 07/07/17 & DTMR drawing - Job number 242/860/1, drawing number 716579 (A), dated 07/07/17 & DTMR drawing - Job number 242/860/1, drawing number 716580 (A), dated 07/07/17).
- DTMR recommends that the model conditions listed below are applied to further ensure protection of State Controlled Transport Infrastructure (Mackay Ring Road) which is classed as a limited access road.

SDAP v2.4

Vehicular access to a state-controlled road		
PO15 Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads. Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO15.1 Development does not require new or changed access to a limited access road. Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system . OR	The Mackay Ring Road is a limited access road. Lot 495/SP296308 will have their access to Stockroute Road changed because of the Mackay Ring Road Project removing a portion of Stockroute Road where the landowner currently gets access. Once removed, the internal driveway will be connected to an access road which will connect to Stockroute Road (beneath the Mackay Ring Road). This is shown in the attached - DTMR drawing - Job number 242/860/1, drawing number 716682 (A), dated 07/07/17 & DTMR drawing - Job number 242/860/1, drawing number 716579 (A), dated 07/07/17 & DTMR drawing - Job number 242/860/1, drawing number 716580 (A), dated 07/07/17.
	AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the	The Mackay Ring Road Project team has agreed to the connection of the driveway to the access road being constructed by DTMR. This is shown in the attached DTMR drawing - Job number 242/860/1,

	state-controlled road. Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office. AND	drawing number 716682 (A), dated 07/07/17.
Planned upgrades		
PO19 Development does not impede delivery of planned upgrades of state-controlled roads .	AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road . AND	The proposed configuration of access has been negotiated between the landowner and DTMR. The Department will be providing the landowner with a 3m wide gravel access inside their land which will connect to the farm access road referenced on the attached DTMR drawing - Job number 242/860/1, drawing number 716682 (A), dated 07/07/17.
	AO19.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road . AND	RoL only – item is n/a.
	AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	RoL only – item is n/a.

5.0 Recommendations

5.1 Technical agency advice for SARA as referral agency

Our agency:

- (a) recommends the following issues be addressed by applying conditions that should attach to any development approval (*Planning Act 2016* section 56(1)(b)(i)):

SARA model conditions version: 3.3	
------------------------------------	--

No.	Conditions of Development Approval	Condition Timing
[Development Permit] - Reconfiguring a Lot (1 into 2)		
Vehicular Access to State-Controlled Road		
1	NF02 - [Model Condition] Direct access is not permitted between the Mackay Ring Road and the subject site.	At all times
2	NF02 - [Model Condition] Direct access is not permitted between Stockroute Road and the subject site.	At all times

- (b) recommends the following advice be provided to the assessment manager (*Planning Act 2016* section 56(3)):

General advice	
Ref.	State Controlled Roads
1.	The department requests a copy of the decision noticed be submitted to DTMR.

6.0 Endorsement

Officer

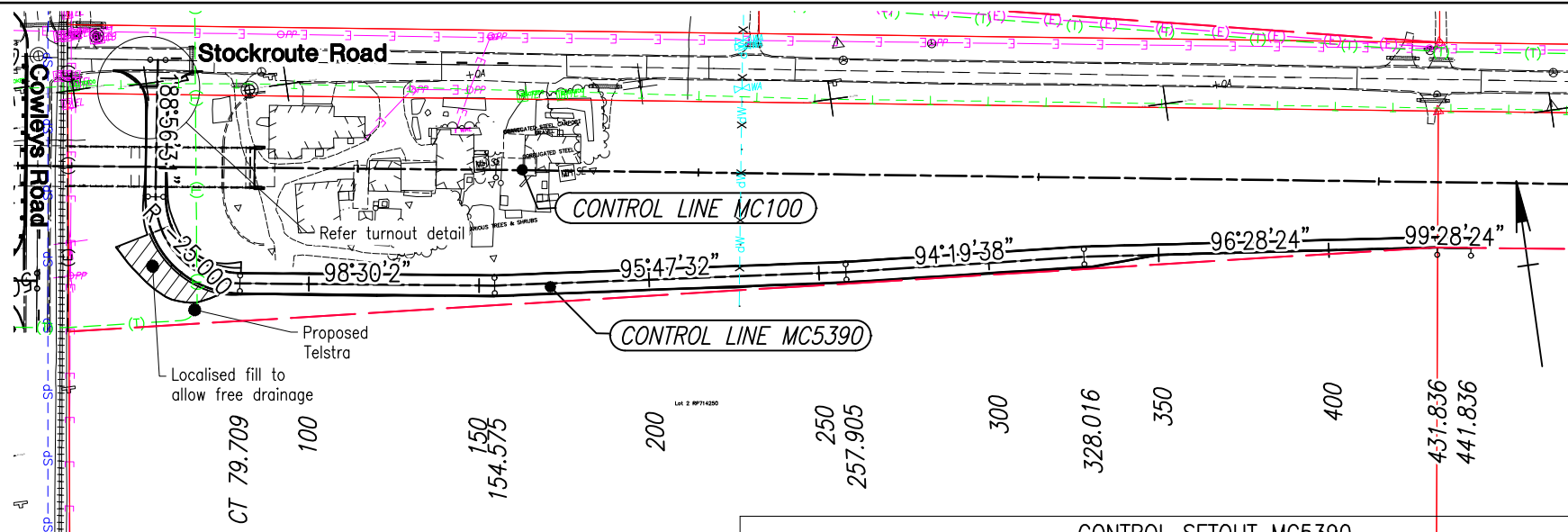
Daniel Davis
Town Planner
(07) 4944 3735
Mackay.Whitsunday.IDAS@tmr.qld.gov.au

Approver

Not Relevant

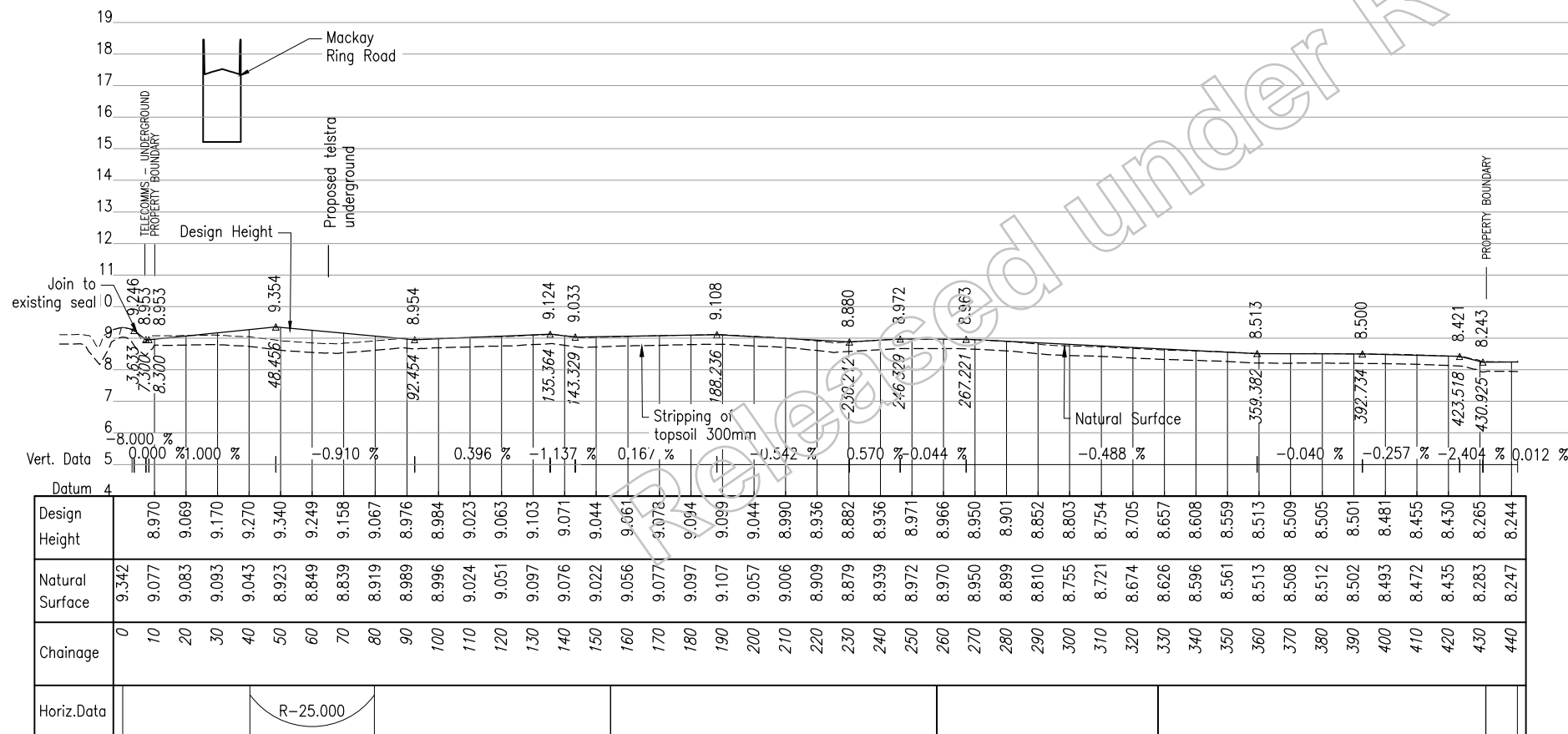
for Pat Apple

District Director
07 4951 8555
Mackay.Whitsunday.IDAS@tmr.qld.gov.au
21 November 2018

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PLAN - CONTROL LINE MC5390
Scale A

Pt	Chainage	Easting	Northing	Bearing	Radius / Spiral Length	Arc. Length	Deflection Angle
IP1	0.000	721551.355	7654846.034	188°56'31.31"	-	-	-
TC	40.246	721545.099	7654806.277	188°56'31.31"	-	-	-
IP2	59.977	721541.184	7654781.389	-	-25.000	39.463	90°26'29.06"
CT	79.709	721566.100	7654777.665	98°30'02.25"	-	-	-
IP3	154.575	721640.144	7654766.599	-	-	-	-
IP4	257.905	721742.947	7654756.170	-	-	-	-
IP5	328.016	721812.858	7654750.880	-	-	-	-
IP6	431.836	721916.016	7654739.176	-	-	-	-
IP7	441.836	721925.880	7654737.530	99°28'23.71"	-	-	-



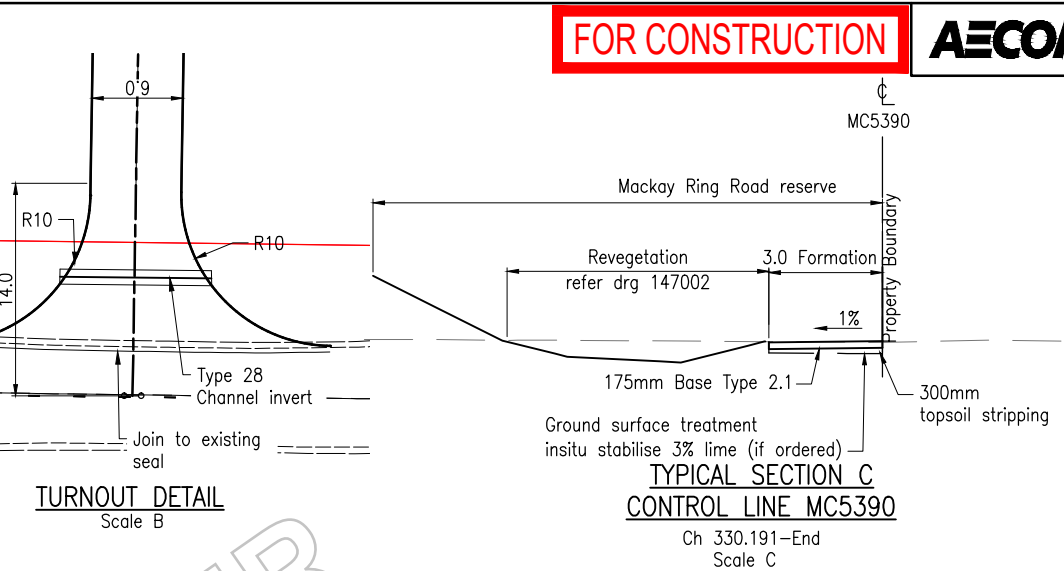
LONGITUDINAL SECTION - CONTROL LINE MC5390

Horizontal Scale A
Vertical Scale C

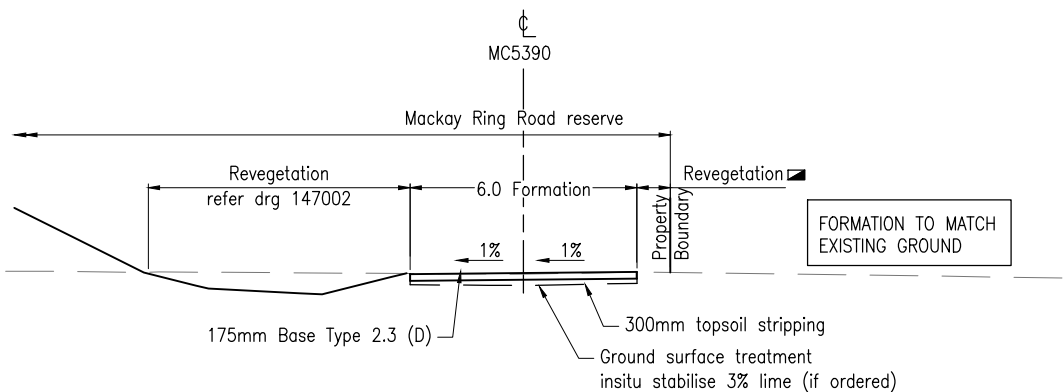
Associated Job Nos	Survey Data
Datum	MGA55
Auxiliary Drg Nos	Horiz. Grid MGA55
Height Origin	AHD DERIVED
Survey Books	MR94213
Revisions/Descriptions	Certification
Date	Microfiled

Associated Job Nos	Survey Data
Datum	MGA55
Auxiliary Drg Nos	Horiz. Grid MGA55
Height Origin	AHD DERIVED
Survey Books	MR94213
Revisions/Descriptions	Certification
Date	Microfiled

MACKAY REGIONAL COUNCIL				
MACKAY RING ROAD				
CTL CHGE				
Reference Points				
Preceding RP	Dist. to start of job (km)	From start to end of job	From end to Following RP	Following RP
10G/24	4.492	11.4	3.934	10H/6
Through Chainage from Intersection with Bruce Highway (10G)				

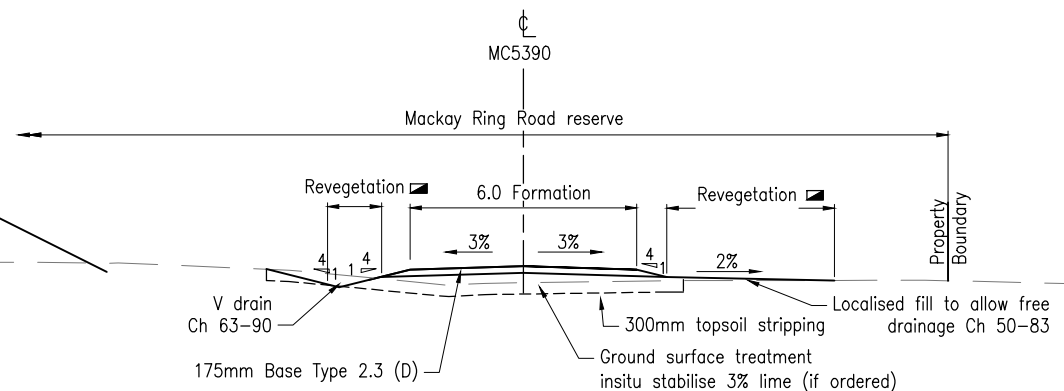


DESCRIPTION	QUANTITY
Stripping of topsoil	753m³
Road Embankment (MRS04 Oct 14)	568m³
Road Excavation all materials (MRS04 Oct 14)	2m³
Unbound Pavement type 2.3 (D) (Base)	415m³
Ground surface treatment under embankment, special (MRS04 Oct 14) insitu stabilised with lime 5%	2614m²
Type 28 Channel	10.1m



TYPICAL SECTION B
CONTROL LINE MC5390

Ch 80-330.191
Scale C



TYPICAL SECTION A
CONTROL LINE MC5390

Ch 4 - 80
Scale C

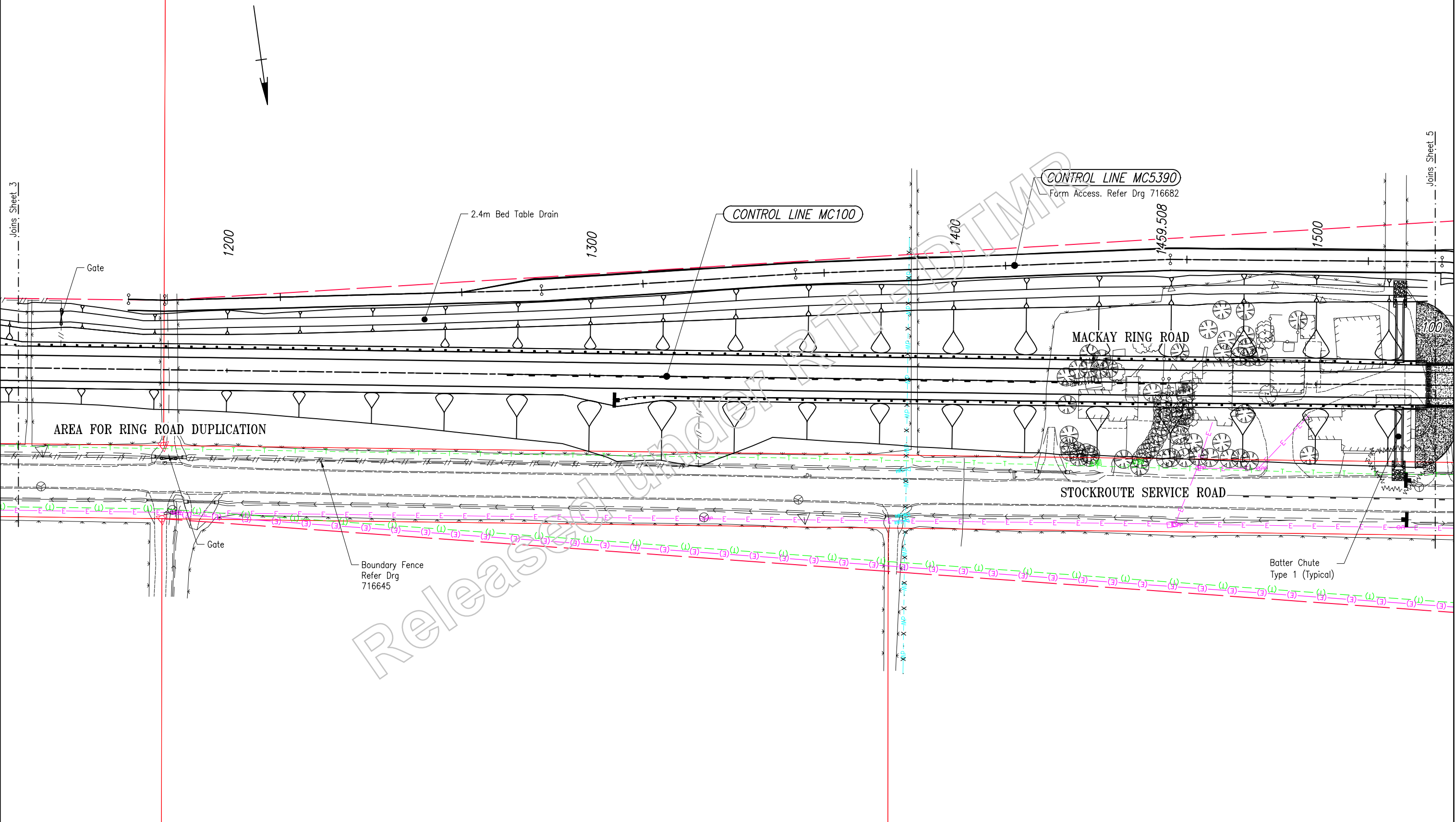
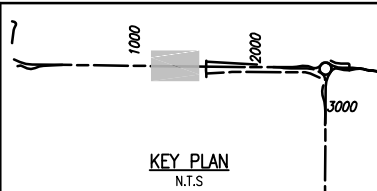
Revegetation treatment
Hydro seeding mix 2

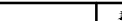
FARM ACCESS DETAILS				
STOCKROUTE ROAD ACCESS SOUTH				
SHEET 1 OF 1				
Drawn	JRH	ENGINEERING CERTIFICATION (RPEQ)		
Designed	DS	ENG. AREA	NAME	SIGNATURE
		CIVIL	P. ANSON	P. ANSON

Queensland Government	
Job No.	242/860/1
Contract No.	MACD-1505
Drawing No.	716682
Series Number	DW-20 of 23
MRR_Detail (06/13)	

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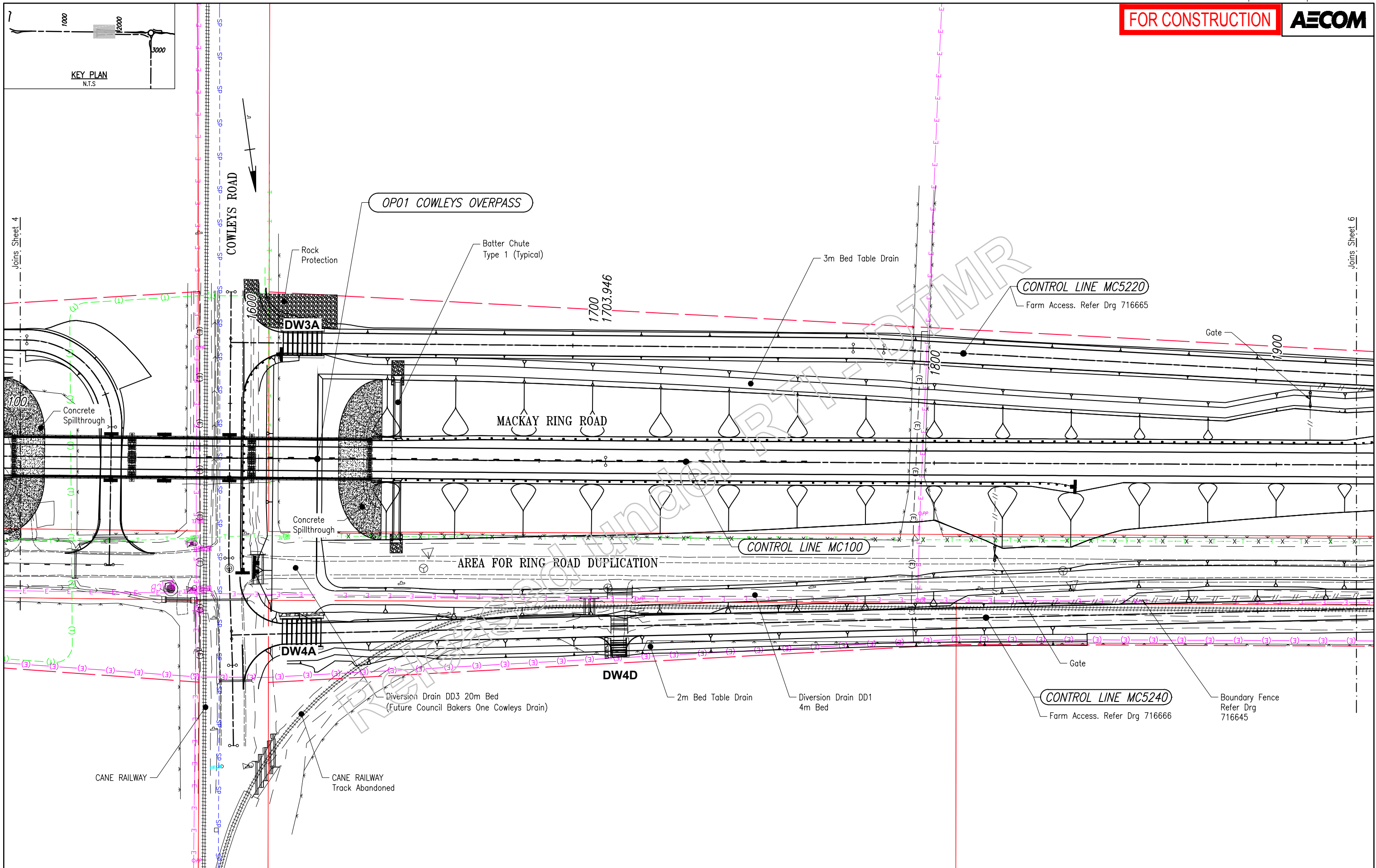
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					Associated Job Nos	Survey Data		<div>Scales</div> <div>0 5 10 15 20m</div>	MACKAY REGIONAL COUNCIL					GENERAL ARRANGEMENT LAYOUT SHEET 4 OF 40					<div></div> <div>Queensland Government</div>					
						Datum	MGA55		MACKAY RING ROAD															
					Auxiliary Drg Nos	Horiz. Grid	MGA55		CTL CHGE 0.000 – 11.400 (MC100)															
						Height Origin	AHD DERIVED		Reference Points															
						Survey Books	MR94213		Dimensions shown in metres except where shown otherwise															
A Original Issue A3								Preceding RP	Dist. to start of job (km)	From start to end of job	From end to Following RP	Following RP	Drawn	JRH	ENGINEERING CERTIFICATION (RPEQ)					Job No.	242/860/1			
															ENG. AREA	NAME	SIGNATURE	NO.	DATE	Contract No.	MACD–1505			
															CIVIL	P. ANSON	P. ANSON	7957	07/07/17	Drawing No.	716579	A		
Revisions/Descriptions					Certification	Date	Microfiled							Designed	DS						Series Number	GA–04 of 40		
CAD FILES					C:\MRRP IFC Print 01\60342905–1000–131004–GA.dwg					Last Modified :- Jul. 11, 17 – 3:33 PM					Through Chainage from Intersection with Bruce Highway (10G)					MRR_Detail (06/13)				

FOR CONSTRUCTION

AECOM



				Associated Job Nos		Survey Data		<div>Scales</div> <div>0 5 10 15 20m</div>		MACKAY REGIONAL COUNCIL				GENERAL ARRANGEMENT LAYOUT SHEET 5 OF 40					<div></div> <div>Queensland Government</div>			
						Datum	MGA55			MACKAY RING ROAD												
				Auxiliary Drg Nos		Horiz. Grid	MGA55			CTL CHGE 0.000 - 11.400 (MC100)												
						Height Origin	AHD DERIVED			Reference Points												
A Original Issue A3						Survey Books	MR94213	Dimensions shown in metres except where shown otherwise		Preceding RP	Dist. to start of job (km)	From start to end of job	From end to Following RP	Following RP	Drawn JRH	ENGINEERING CERTIFICATION (RPEQ)					Job No.	242/860/1
Revisions/Descriptions				Certification	Date	Microfiled			10G/24	4.492	11.4	3.934	10H/6	ENG. AREA		NAME	SIGNATURE	NO.	DATE	Contract No.	MACD-1505	
														CIVIL	P. ANSON	P. ANSON	7957	07/07/17	Drawing No.	716580	A	
																			Series Number	GA-05	of 40	
CAD FILES C:\MRRP IFC Print 01\60342905-1000-131005-GA.dwg																					MRR_Detail (06/13)	
									Through Chainage from Intersection with Bruce Highway (10G)													
				</																		

Variation Request and Application for Development Permit

Recommendation: Development Permit Approval with Conditions, Variation Request approval with Conditions

DSDMIP reference: 1810-7976 SRA
DSDMIP role: Referral Agency
DSDMIP regional office: SARA Mackay, Isaac and Whitsunday
DSDMIP email: MIWSARA@dsdmip.qld.gov.au
TMR reference: TMR18-025884
TMR contact name: Lesley MacAlpine
TMR contact details: (07) 4951 8583
TMR approver: Patrick Aprile

1.0 Application details

Street address: Bruce Highway, Bakers Creek Qld 4740
Real property description: 491SP296308
Local government area: Mackay Regional Council
Applicant name: Bruce Highway Farming Pty Ltd
Applicant contact details: PO Box 4499
Mackay QLD 4740

2.0 Aspects of development and type of approval being sought

Aspect Of Development	Type Of Approval	Description
Material Change of Use	Preliminary Approval	Material Change of Use - Variation Request to assess development as if the land were included in the Local Centre Zone (Strategic Local Centre)
Reconfiguration of a Lot	Development Permit	1 Emerging Community Lot into 1 Commercial Lot and 1 Balance Lot

3.0 Matters of interest to the state

The development application has the following matters of interest to the state under the provisions of the *Planning Regulation 2017*:

Trigger Mode	Trigger Number	Trigger Description
State-Control led Roads	10.9.4.2.1.1	Development application for reconfiguring a lot that is assessable development under section 21, if— (a) all or part of the premises are within 25m of a State transport corridor; and (b) 1 or more of the following

		apply— (i) the total number of lots is increased; (ii) the total number of lots adjacent to the State transport corridor is increased; (iii) there is a new or changed access between the premises and the State transport corridor; (iv) an easement is created adjacent to a railway as defined under the Transport Infrastructure Act, schedule 6; and (c) the reconfiguration does not relate to government supported transport infrastructure
All Modes	10.9.4.1.1.1	Development application for an aspect of development stated in schedule 20 that is assessable development under a local categorising instrument or section 21, if—(a) the development is for a purpose stated in schedule 20, column 1 for the aspect; and (b) the development meets or exceeds the threshold— (i) for development in local government area 1—stated in schedule 20, column 2 for the purpose; or (ii) for development in local government area 2—stated in
State-Control led Roads	10.9.4.2.4.1	Development application for a material change of use, other than an excluded material change of use, that is assessable development under a local categorising instrument, if all or part of the premises— (a) are within 25m of a State transport corridor; or (b) are a future State transport corridor; or (c) are— (i) adjacent to a road that intersects with a State-controlled road; and (ii) within 100m of the intersection

4.0 Assessment of Application

4.1 Evidence or other material

Our agency relied on the following evidence or material in making its assessment:

Title of Evidence / Material	Prepared by	Date	Reference no.	Version/Issue
Town Planning Report	Cardno HRP	01 May 2014	file ref/job ref. HRP14023	Version 1
Judgement,	Planning and Environment Court Held at: Brisbane	20 July 2016	No BD491 of 2015	-
RaL (1 lot into 2 lots) and application for Variation Approval	Cardno (Qld) Pty Ltd	30 August 2018	job ref HRP16206	Version 1
Commercial Subdivision Plan of Development Lot 491 on SP296308	Cardno (Qld) Pty Ltd	26 July 2018	HRP16206-00 1-06A	A
State Development Assessment Provisions	Department of Infrastructure, Local Government and Planning	02/07/2018	-	Version 2.3
Queensland Globe	State of Queensland	2018	-	-
Planning Registered in Spatial Mapping Interactive Map	Queensland Government	Viewed 07/11/2018	-	-
Email Correspondence - 1810-7976 SRA (Commercial RaL and	Ainsley Sullivan	23/11/2018	-	-

Variation Request - Bakers Creek) - J. Peel Response to Action Notice				
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4.2 Considerations and assessment

State Controlled Roads

Considerations

- Material Change of Use – Preliminary Approval and Variation request to assess the application as a strategic local centre in the local centre zone. Currently zoned Emerging Community.
- ROL – Development Permit for 1 into 2 lots. 1 commercial lot and 1 balance lot.
- Site Area – 31.66ha. The site itself comprises 3.22ha (a portion of the parent lot 491SP296308 (proposed lot 643)) comprising a subsequent stage of 'the Waters at Ooralea' development.
- Bruce Highway is adjacent the subject site. This section is a limited access road.
- Current use of the land – Vacant, Farmland, and Cane.
- There is no future planning in the area that would directly relate to this development. Previous conditions by DTMR/DSDMIP clearly state that no direct access to stockroute road will be permitted to/from the overall development. The nearest is Category D planning for stockroute road.
- Previous applications condition intersection works with the Bruce Highway to be constructed prior to stage 6 being sealed. A court order is in place stating this requirement. Judgement, Planning and Environment Court Held at: Brisbane, 20 July 2016, No BD491 of 2015. Specifically reference to (c) page 15 Attachment 1 – Conditions to be imposed – Design vehicle and traffic volume 4. Reference to Condition Timing – Prior to submitting the Plan of Survey for any lots in stage 6. Road works to be constructed comprise an Auxiliary Left Turn Lane (AUL) and a Channelised Right Turn Lane (CHR) – left in / left out / right in only configuration. This condition will be imposed again to achieve consistency with the development. This will be a non standard condition but must mirror the previously approved condition from the court order.
- There is frontage to the BH in addition to various temporary roads from stage 1 and 2 of the waters site that surround the site. The proposal has future internal connectivity to 3 approved roads not yet built. These roads ultimately connect onto the BH via the yet to be constructed intersection with the BH and temples lane/BH intersection. There is no direct access to the BH proposed.
- Previous Approval involving the site – DA-2014-90 The Waters Stages 6-8 SDA-0714-012409 TMR14-010948.
- The site drains towards the east from 6.5m to 7m AHD. The legal points of discharge are to the BH and Fairway Drive inlet culverts under the roads. DTMR won't see an OP Works application therefore a drainage condition will be imposed for a no worsening impact.
- Previous stages will provide services and connections.

- Any earthworks/filling will be sourced within the waters development area. The site will be filled so drainage flows towards the west (towards Fairway Drive). Filling is not expected to exceed 1m.
- The proposed maximum centre activities are to have a GFA 7,000m2. Shops are limited to 1500m2.
- The commercial lot will be developed after stages 4A and 5A.
- Further Advice was issued on 22/11/2018 from DTMR to DSDMIP.
- From the Court order plan and the applicants reference to the subject site in their application and response to the further advice requested, this application includes the now 30m wide 'new road' (not 24m wide as per court order conditions) which it is considered will be public road reserve.
has responded to DSDMIP on 23/11/2018 confirming the 'new road' and fairway drive will be constructed prior to the survey plan being endorsed for this application. DTMR are satisfied that the application will have it's conditioned form of access prior to commencing any use on site.
- Note that the plans referenced indicate a 24m wide 'new road' in accordance with the court order. The response to the further advice request mentions a 30m wide 'new road'.

Public Passenger Transport and Railways

Considerations

Background:

Council Ref: DA-2010-206/ TMR Ref: 830/724 (RaL - Stages 2-5 – south of subject site)

- On 20 September 2011, Council issued a negotiated decision notice approving a development permit for a reconfiguring of a lot (2 Rural Lots into 262 Urban Residential Lots, 1 Open Space Lot and 2 Balance Lots - The Waters Stages 2-5).
- The Department of Transport and Main Road's concurrence agency response dated 23 September 2010, was attached to the Council negotiated decision notice. The response did not include any conditions relating to public transport or railways, however a stormwater condition was included to ensure no worsening on the State-controlled road (Bruce Highway).

Council Ref: DA-2014-90/ SARA Ref: SDA-0714-012409/ TMR Ref: TMR14-010948 (RaL Stages 6-8)

- On 20 July 2016, a Court Order was issued (BD491 of 2015) for a reconfiguration of a lot (2 Rural Lots into 154 Residential Lots, 1 Park Lot and 1 Balance Lot). Condition 2(a) of the Court Order required the reference to 'Mixed Use' on the proposed balance lot to be removed from the plans and amended prior to the lodgement of operational works.
- The Court Order attached the former Department of State Development, Infrastructure and Planning's concurrence agency response dated 19 December 2014. The concurrence agency response conditioned access onto the Bruce Highway (left-in/ left-out/ right-in only) and a stormwater condition to ensure no worsening or actionable nuisance to the State-controlled road. The response did not include any conditions relating to public transport or railways.

Proposed Development:

An assessment in consideration of the following matters has been undertaken:

- A development application was lodged seeking a:
 - Preliminary approval for a material change of use including a variation request to assess development as if the land were included in the Local Centre Zone (Strategic Local Centre); and
 - Development permit for a reconfiguration of a lot (1 Emerging Community Lot into 1 Commercial Lot and 1 Balance lot).
- The development application was lodged with Mackay Regional Council on 7 September 2017 and properly made on 17 September 2018 (Council Ref: DA-2018-110).
- The proposed development comprises a 3.2ha commercial lot and forms part of Stage 6 of 'The Waters' development.
- Therefore, the development application is triggered for assessment under the following state code of the State Development Assessment Provisions, version 2.3, effective from 2 July 2018, in relation to public passenger transport and railways (threshold trigger).

State Controlled Roads

State Development Assessment Provisions

As per Appendix 1: Development requiring SARA assessment, of the State Development Assessment Provisions (SDAP) (version 2.3), State Code 1: Development in a state-controlled road environment and State Code 6: Protection of state transport networks, apply.

State Code 1: Development in a state-controlled road environment

The following points are a summary of TMR considerations as per the categories of performance

outcomes contained in State Code 1.

- Buildings and Structures – Complies. N/A.
- Filling, excavation and retaining structures – Unclear the specifics regarding the OP Works proposed on HOW any filling of the site will not cause stormwater/drainage impacts. DTMR will not be triggered for any associated OP Works application and therefore be able to condition any specific mitigation measures. A condition will be imposed at this application stage as a result.
- Stormwater and drainage – Unclear the specifics regarding the OP Works proposed on HOW any filling of the site will not cause stormwater/drainage impacts. DTMR will not be triggered for any associated OP Works application and therefore be able to condition any specific mitigation measures. A condition will be imposed at this application stage as a result.
- Vehicular access to a state-controlled road - Access to the site will be via the internal road network connecting to the Bruce Highway in accordance with the conditions of DA-2014-90. Response to DTMRs further advice 23/11/2018 confirmed access arrangements.
- Vehicular access to local roads within 100m of an intersection with a state-controlled road – It is not clear of the access location to the site. The applicant has stated that it will be internal access connecting to the to be constructed intersection with the Bruce Highway as per DA-2014-90 conditions which have a court order approval over them.
- Public Passenger Transport Infrastructure on State Controlled Roads – Will be discussed below in PPT comments.
- Planned upgrades – Complies. N/A.
- Network impacts – Previous conditions under DA-2014-90 requires intersection works to be undertaken before ultimately any use can take place over the site. These works would have been conditioned based on similar traffic impacts for the use proposed. Any future MCU over the site may require further assessment though.
- Noise – N/A.
- Vibration – N/A.
- Air & Light – N/A.
- Development in a Future State Controlled Road Environment – N/A.

State Code 6: Protection of state transport networks

The following points are a summary of TMR considerations as per the categories of performance outcomes contained in State Code 6.

- Network impacts - Previous conditions under DA-2014-90 require intersection works to be undertaken before ultimately any use can take place over the site. These works would have been conditioned based on similar traffic impacts for the use proposed. Any future MCU over the site may require further assessment though.
- Stormwater and Drainage - Unclear the specifics regarding the OP Works proposed on HOW any filling of the site will not cause stormwater/drainage impacts. DTMR will not be triggered for any associated OP Works application and therefore be able to condition any specific mitigation measures. A condition will be imposed at this application stage as a result.
- Planned Upgrades – N/A.
- Public Passenger Transport Infrastructure – Discussed below for PPT.

Public Passenger Transport and Railways

State Development Assessment Provisions

The following is an assessment of the application against each applicable code:

State Code 6 - Table 6.2.2: Protection of state transport networks

Performance outcomes	Acceptable outcomes	Response
Network Impacts		
PO7 Development does not adversely impact on the safety of a railway crossing . Note: It is recommended that a traffic impact assessment be prepared to demonstrate compliance with this performance outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.	AO7.1 Development does not require a new railway crossing . OR	<ul style="list-style-type: none"> To the south of the site there is a grade separated crossing of the Bruce Highway and the North Coast Line. To the north-east of the site there is a level crossing of the North Coast Line at the Connors Road/Farrellys intersection. This crossing is protected by the active controls of boom gates and flashing lights as well as passive safety measures. The variation request seeks to allow for the development of a 3.2ha local centre (7,000m²). Section 4.4 of the town planning report states that the development is not only intended to provide a local service function to The Waters at Coralea, but also to the broader Bakers Creek catchment. The ultimate catchment is expected to house approximately 6,800 people. Given this, development generated traffic is most likely to originate from the local area and make most use of the grade separated crossing which exists in Bakers Creek. Other development generated traffic flows are likely to contribute cumulative impacts on railway level crossing safety due to the multiple directions in which traffic can travel, the scale of the development and the existing controls at those level crossings. Therefore, the proposed development is unlikely to compromise PO7-PO9.
	AO7.2 A new railway crossing is grade separated. OR all of the following acceptable outcomes apply:	Please refer to the assessment under AO7.1.
	AO7.3 Upgrades to a level crossing are designed and constructed in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings and applicable rail manager standard drawings.	Please refer to the assessment under AO7.1.

Performance outcomes	Acceptable outcomes	Response
	<p>Note: It is recommended a traffic impact assessment be prepared to demonstrate compliance with this acceptable outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome.</p> <p>AND</p>	
<p>AO7.4 Access points achieve sufficient clearance from a level crossing in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings by providing a minimum clearance of 5 metres from the edge running rail (outer rail) plus the length of the largest vehicle anticipated on-site.</p> <p>Note: Section 2.2 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome.</p> <p>AND</p>	Please refer to the assessment under AO7.1.	
	<p>AO7.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times.</p>	Please refer to the assessment under AO7.1.
<p>PO8 Development does not result in a worsening of the infrastructure condition of a railway or rail transport infrastructure</p>	No acceptable outcome is prescribed.	Please refer to the assessment under AO7.1.
<p>PO9 Development does not result in a worsening of operating conditions of a railway</p>	No acceptable outcome is prescribed.	Please refer to the assessment under AO7.1.
Stormwater and drainage		
<p>PO10 Development does not result in an actionable nuisance,</p>	No acceptable outcome is prescribed.	<ul style="list-style-type: none"> The site is approximately 700m west of the railway corridor. There is an existing west-east drain to the north

Performance outcomes	Acceptable outcomes	Response
or worsening of, stormwater, flooding or drainage impacts in a state transport corridor.		<p>of the site which flows towards the east into a tributary that traverses the North Coast Line and then to Bakers Creek.</p> <ul style="list-style-type: none"> The proposed commercial Lot 643 is subject to the 1% AEP flood hazard identified on Mackay Regional Council's interactive mapping (MiMaps). Additionally, the majority of the parent lot, Lot 491 on SP296308 is subject to the 0.2% and 1% AEP flood hazard. The variation request seeks to allow the development of a local centre of 3.2ha with a GFA of 7,000m² and to subdivide the land into a Commercial Lot and a Balance Lot. Therefore, the proposed development will change the drainage characteristics of the site. It will also significantly increase the impervious area of the site and therefore peak discharge. It is likely that filling will be required to achieve sufficient flood immunity. Section 4.6 of the Town Planning Report states that: <i>The site is located within the northern stormwater catchment of The Waters. Underground drainage is to be provided within Fairway Drive, plus discharging to the west-east drain (constructed wetland detention and convergency channel) north of the subject site. The legal point of discharge is to be the inlet culverts beneath the Bruce Highway and Fairway Drive.</i> In particular, stormwater will be directed to the culverts which flow east under the Bruce Highway, then under the North Coast Line before entering Bakers Creek. It is unclear what works are required to achieve the proposed reconfiguration. The development has the potential to adversely impact on the railway corridor through flooding and stormwater impacts. The development application has not quantified these impacts or indicated how they will be managed to ensure a no worsening impact on the railway corridor. Therefore a condition is required to ensure compliance with PO10-PO12.
PO11 Run-off from the development site is not unlawfully discharged to a state transport corridor.	AO11.1 Development does not create any new points of discharge to a state transport corridor.	Please refer to the assessment under PO10.
	<p>AND</p> <p>AO11.2 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further</p>	Please refer to the assessment under PO10.

Performance outcomes	Acceptable outcomes	Response
	information on lawful points of discharge. AND	
AO11.3 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor.	Please refer to the assessment under PO10.	
PO12 Run-off from the development site does not cause siltation of stormwater infrastructure affecting a state transport corridor.	AO12.1 Run-off from the development site is not discharged to stormwater infrastructure for a state transport corridor.	Please refer to the assessment under PO10.
Planned upgrades		
PO13 Development does not impede delivery of planned upgrades of state transport infrastructure.	AO13.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure. Note: Land required for the planned upgrade of state transport infrastructure is identified in the DA mapping system. OR	N/A – The site is not affected by any planning upgrades for rail or public passenger transport purposes.
	AO13.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure. OR all of the following acceptable outcomes apply:	Please refer to the assessment under AO13.1.
	AO13.3 Structures and infrastructure located on land identified by the Department of	Please refer to the assessment under AO13.1.

Performance outcomes	Acceptable outcomes	Response
	Transport and Main Roads as land required for the planned upgrade of state transport infrastructure are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	
	AO13.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of state transport infrastructure . AND	Please refer to the assessment under AO13.1.
	AO13.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state transport infrastructure . AND	Please refer to the assessment under AO13.1.
	AO13.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	Please refer to the assessment under AO13.1.

Table 6.2.3: Public passenger transport infrastructure

Performance outcomes	Acceptable outcomes	Response
Public passenger transport infrastructure		
PO14 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services .	AO14.1 Vehicular access and associated road access works are not located within 5 metres of public passenger transport infrastructure . AND	<ul style="list-style-type: none"> The closest bus stop pair is 'Bruce Hwy near Gorman St, Bakers Creek' (TransLink ID: 703482, Hastus ID: 810196 and TransLink ID: 703486 and Hastus ID: 810200) located approximately 2km south of the site. Therefore, it is unlikely the proposed development will compromise PO14.
	AO14.2 Development does not necessitate the relocation of existing public passenger transport infrastructure . AND	Please refer to the assessment under AO14.1.
	AO14.3 Development	Please refer to the assessment under AO14.1.

Performance outcomes	Acceptable outcomes	Response
	<p>does not obstruct pedestrian or cyclist access to public passenger transport infrastructure or public passenger services.</p> <p>AND</p> <p>AO14.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.</p>	
<p>PO15 Upgraded or new public passenger transport infrastructure is provided to accommodate the demand for public passenger transport generated by the development.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended a public transport impact assessment be prepared in accordance with appendix 1 of the State Development Assessment Provisions Supporting Information – Public Passenger Transport Infrastructure, Department of Transport and Main Roads, 2017. New or upgraded public passenger transport infrastructure provided should be in accordance with the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015. Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>	<ul style="list-style-type: none"> • The closest bus stop pair is 'Bruce Hwy near Gorman St, Bakers Creek' (TransLink ID: 703482, Hastus ID: 810196 and TransLink ID: 703486 and Hastus ID: 810200) located approximately 2km south of the site. • Bus route M309 passes along the Bruce Highway frontage of the subject site. • The proposed development is to allow local centre zone uses and create a 3.2ha commercial lot. • The preliminary approval requests the commercial lot to be assessed under the Mackay Region Planning Scheme 2017 as a Strategic Local Centre in the Local Centre Zone. • The Table of Assessment, Table 5.5.8 - Local Centre Zone within the planning scheme, identifies Centre Activities (which include shopping centres and shops) as code or impact assessable if not within an existing building. • Table 4-2 within the Town Planning Report indicates that the commercial lot will contain a maximum GFA of 7,000m². • The development application is for a preliminary approval including a variation request and has not provided any specific information about individual land uses. Public passenger transport requirements will be addressed in the assessment of any future development permit applications for a material change of use meeting the referral trigger thresholds. • Furthermore, the proposed development does not include any road construction, as the surrounding roads have previously been approved as part of approved Stage 6 of the estate (Court Order BD491 of 2015). Therefore, potential future bus routes are unable to be considered in this application. • TMR's TransLink Division will continue to monitor the locality and re-assess the network once further development occurs within the locality. • Therefore, the proposed development is unlikely to compromise PO15-PO20.

Performance outcomes	Acceptable outcomes	Response
<p>PO16 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services.</p> <p>Note: Chapters 2 and 5 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this performance outcome. Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	No acceptable outcome is prescribed.	Please refer to the assessment under PO15.
<p>PO17 Development enables the provision or extension of public passenger services to the development and avoids creating indirect or inefficient routes for public passenger services.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	No acceptable outcome is prescribed.	Please refer to the assessment under PO15.
<p>PO18 New or modified road networks are designed to enable development to be serviced by public passenger services.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	<p>AO18.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent.</p> <p>AND</p> <p>AO18.2 Roads intended to accommodate buses are designed and constructed in accordance with Road Planning and Design Manual 2nd edition, Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016.</p> <p>Note: Guidance on how to meet the acceptable outcome is available in the Road</p>	<p>Please refer to the assessment under PO15.</p> <p>Please refer to the assessment under PO15.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>Planning and Design Manual 2nd edition, Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016:</p> <ol style="list-style-type: none"> 1. Part 3: <ol style="list-style-type: none"> a. 4.2 Traffic lanes b. 4.8 Bicycle lanes c. 4.9 High occupancy vehicle (HOV) lanes d. 4.12 Bus stops e. 7 Horizontal alignment f. 7.7 Super elevation g. 7.9 Curve widening 2. Part 4: <ol style="list-style-type: none"> a. 6.3 Bus Facilities b. 5.6 Design vehicle swept path 3. Part 4A: <ol style="list-style-type: none"> a. 5 Auxiliary lanes 4. Part 4B: Roundabouts: <ol style="list-style-type: none"> a. 4 Geometric design b. 4.6 Circulating carriageway. <p>AND</p>	
<p>AO18.3 Traffic calming devices are not installed on roads used for buses.</p> <p>Note: Chapter 2 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this acceptable outcome.</p> <p>AND</p>	Please refer to the assessment under PO15.	
	<p>AO18.4 Where road humps are installed on roads used for buses, the road humps are designed in accordance with the Manual of Uniform Traffic Control Devices, Department of Transport and Main Roads, 2016.</p> <p>Note: Guidance on how to meet the acceptable outcome is available in the Manual of Uniform Traffic Control Devices, Part 13:</p> <ol style="list-style-type: none"> 1. Local Area Traffic Management, section 2.4 – Road humps 2. Supplement part 13: Local Area Traffic Management – 2.4.2- 1 Hump profiles for bus routes. 	Please refer to the assessment under PO15.
<p>PO19 Development provides safe, direct and convenient pedestrian access to existing and future public passenger</p>	No acceptable outcome is prescribed.	Please refer to the assessment under PO15.

Performance outcomes	Acceptable outcomes	Response
		<p>thresholds.</p> <ul style="list-style-type: none"> Therefore, the proposed development is unlikely to compromise PO21-PO22.
<p>PO22 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	<p>AO22.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance.</p> <p>AND</p>	Please refer to the assessment under PO21.
	<p>AO22.2 Taxi facilities are designed in accordance with:</p> <ol style="list-style-type: none"> AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work AS1742.11–1999 Parking controls – manual of uniform traffic control devices AS/NZS 2890.6–2009 Parking facilities – offstreet parking for people with disabilities Disability standards for accessible public transport 2002 made under section 31(1) of the Disability Discrimination Act 1992 AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements. 	Please refer to the assessment under PO21.
<p>PO23 Educational establishments are designed to ensure the safe and efficient operation of public passenger services and pedestrian access.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the</p>	<p>AO23.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.</p>	N/A – The proposed development does not include an educational establishment.

Performance outcomes	Acceptable outcomes	Response
performance outcome.		

Note for SARA:-

Sections 50(1) and 50(3) of the *Planning Act 2016* and the development application forms state that a variation request is part of a development application for a preliminary approval. Consequently, a preliminary approval for a material change of use that includes a variation request must also include a preliminary approval. Therefore conditions can be imposed on the preliminary approval component but the variation request can only be approved or refused (section 56 of the *Planning Act 2016*). Tim O'Leary of DSDMIP has advised that conditions on the preliminary approval component should be based on a worst case scenario.

The stormwater and flooding condition should be imposed on both the RoL and Preliminary approval components of the development application.

5.0 Recommendations

5.1 Variation Approval

Our agency:

- (a) recommends the conditions in the table below should attach to any Variation approval (*Planning Act 2016* section 56(1)(b)(i)):

5.2 Development Permit

Our agency:

- (a) recommends the conditions in the table below should attach to any development approval (*Planning Act 2016* section 56(1)(b)(i)):

SARA model conditions version: 3.3

No.	Conditions of Development Approval	Condition Timing
	Preliminary Approval - Material Change of Use - Variation Request to assess development as if the land were included in the Local Centre Zone (Strategic Local Centre)	
	State Controlled Roads and Railway Corridor	
	The Department has no objection to the variation request.	
	Development Permit - Reconfiguring a Lot – 1 into 2 Lots (1 Emerging Community Lot into 1 Commercial Lot and 1 Balance Lot)	
	State Controlled Roads	
	Road works on a state-controlled road	
1	NF10a – Model Condition	
	(a) Road works comprising an Auxiliary Left Turn Lane AUL and	Prior to submitting the Plan of

No.	Conditions of Development Approval	Condition Timing
	<p>Channelised Right Turn Lane CHR – left in / left out / right in only from the Bruce Highway to the development, for which approval under section 33 of the <i>Transport Infrastructure Act 1994</i> must be obtained, at the permitted road access location, must be provided generally in accordance with the plan titled Reconfiguration of Lot (stages 6 + 7) DWG 1 of 2 – prepared by Cardno Chenoweth – Job No. 7803-69 Drawing No. DD02 – dated April 2014 (as amended in blue, including notations)</p> <p>The road access works must be designed and constructed in accordance with Department of Transport and Main Roads' Road Planning and Design Manual.</p>	Survey for any lots in stage 6, 7 or 8 to the local government for approval.
Development Permit - Reconfiguring a Lot – 1 into 2 Lots (1 Emerging Community Lot into 1 Commercial Lot and 1 Balance Lot) AND, Preliminary Approval - Material Change of Use - Variation Request to assess development as if the land were included in the Local Centre Zone (Strategic Local Centre)		
State Controlled Roads AND, Railway Corridor		
Stormwater Management		
4	<p>IP04 - Model Condition</p> <p>(a) Stormwater and flooding management of the development must ensure no worsening or actionable nuisance to the state-controlled road and/or railway corridor.</p> <p>(b) Any works on the land must not:</p> <p>(i) [create any new discharge points for stormwater runoff onto the state-controlled road;</p> <p>(ii) interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road and/or railway corridor;</p> <p>(iii) surcharge any existing culvert or drain on the state-controlled road and/or railway corridor;</p> <p>(iv) reduce the quality of stormwater discharge onto the state-controlled road.</p> <p>(v) reduce the site's floodplain storage capacity and/or hydraulic conveyance.</p> <p>(c) RPEQ certification with supporting documentation must be provided to Mackay.Whitsunday.IDAS@tmr.qld.gov.au Development Assessment Area within the Department of Transport and Main Roads, confirming that the development has been designed and constructed in accordance with parts (a) and (b) of this condition.</p>	<p>(a) At all times.</p> <p>(b) At all times.</p> <p>(c) Prior to submitting the Plan of Survey to the local government for approval.</p>

5.3 Approved plans and specifications

RAPTTA recommends that the following plans and specifications should be referenced in the response:

Drawing/Report title	Prepared by	Date	Reference no.	Version/Issue
Aspect of development: Reconfiguring a lot				
Commercial Subdivision Plan of	Cardno (Qld) Pty Ltd	26 July	HRP16206-0	A

Development Lot 491 on SP296308		2018	01-06A	
Reconfiguration of Lot (stages 6 + 7) DWG 1 of 2	Cardno Chenoweth	April 2014	Job No. 7803-69 Drawing No. DD02	(as amended in blue, including notations)

6.0 Endorsement

Officer

Lesley MacAlpine
Town Planner
(07) 4951 8583
Mackay.Whitsunday.IDAS@tmr.qld.gov.au

Approver

Not Relevant

for Patrick Aprile
District Director
07 4951 8555
Mackay.Whitsunday.IDAS@tmr.qld.gov.au
23 November 2018

Our reference: 1810-7976 SRA
Your reference: 2018-110

4 December 2018

The Chief Executive Officer
Mackay Regional Council
PO Box 41
Mackay QLD 4740
development.services@mackay.qld.gov.au

Attention: Ms. Darryl Bibay

Dear Ms. Bibay

Referral agency response—with conditions

(Given under section 56 of the *Planning Act 2016*)

The development application described below was properly referred to the Department of State Development, Manufacturing, Infrastructure and Planning on 26 October 2018.

Applicant details

Applicant name:	Bruce Highway Farming Pty Ltd
Applicant contact details:	PO Box 4499 Mackay QLD 4740

Location details

Street address:	Lot 491 Bruce Highway, Bakers Creek QLD 4740
Real property description:	Lot 491 on SP296308
Local government area:	Mackay Regional Council

Application details

Development permit	Reconfiguring a Lot - One (1) Emerging Community Lot into one (1) Commercial Lot and one (1) Balance Lot.
Preliminary approval that includes a variation request	Material Change of Use – to assess development as if the land were included in the Local Centre Zone (Strategic Local Centre).

Referral triggers

The development application was referred to the department under the following provisions of the Planning Regulation 2017:

- 10.9.4.1.1.1 Infrastructure - state transport infrastructure
- 10.9.4.2.1.1 State transport corridors and future State transport corridors
- 10.9.4.2.4.1 State transport corridors and future State transport corridors

Variation request

Under section 56(2)(a) of the *Planning Act 2016* (the Act), the department advises it has no requirements for the variation request.

Conditions

Under section 56(1)(b)(i) of the *Planning Act 2016* (the Act), the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions

The department must provide reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

Advice to the assessment manager (for the applicant)

Under section 56(3) of *Planning Act 2016* (the Act), the department offers advice about the application to the applicant —see Attachment 3.

Approved plans and specifications

The department requires that the plans and specifications set out below and enclosed must be attached to any development approval.

Drawing/report title	Prepared by	Date	Reference no.	Version/issue
Aspect of development: Reconfiguring a lot				
The Waters, Ooralea, Proposed Commercial Lot Subdivision Layout - as amended in red by SARA on 4 December 2018	Mackay Surveys	20/11/2018	181120 13015-00	-

A copy of this response has been sent to the applicant for their information.

For further information please contact Odette Langham, Principal Planning Officer, on (07) 4898 6816 or via email MIWSARA@dsdmip.qld.gov.au who will be pleased to assist.

Yours sincerely

Not Relevant

Kylie Drysdale
A/Manager (Planning)
Mackay Isaac Whitsunday Regional Office

cc Bruce Highway Farming Pty Ltd, justinpeel@bigpond.com

enc Attachment 1— Conditions to be imposed
Attachment 2— Reasons for decision to impose conditions
Attachment 3 — Advice to the assessment manager (for the applicant)
Approved plans and specifications

Released under RTI - DTMR

Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
Development Permit - Reconfiguring a Lot		
10.9.4.2.1.1 – Reconfiguring a lot near a state transport corridor and 10.9.4.1.1.1 – aspect of development stated in schedule 20 —The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
1.	<p>(a) The road access location, is to be located generally in accordance with The Waters, Ooralea, Proposed Commercial Lot Subdivision Layout, prepared by Mackay Surveys, dated 20/11/2018, reference Dwg No. 181120 13015-00, as amended in red.</p> <p>(b) Road access works comprising an Auxiliary Left Turn Lane AUL and Channelised Right Turn Lane CHR – left in / left out / right in only must be provided at the road access location.</p> <p>(c) The road access works must be designed and constructed in accordance with Department of Transport and Main Roads' Road Planning and Design Manual.</p>	<p>(a) At all times</p> <p>(b) and (c): Prior to submitting the Plan of Survey to the local government for approval</p>
2.	<p>(a) Stormwater and flooding management of the development must ensure no worsening or actionable nuisance to the state-controlled road.</p> <p>(b) Any works on the land must not:</p> <ul style="list-style-type: none"> (i) create any new discharge points for stormwater runoff onto the state-controlled road; (ii) interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road; (iii) surcharge any existing culvert or drain on the state-controlled road; (iv) reduce the quality of stormwater discharge onto the state-controlled road; (v) reduce the site's floodplain storage capacity and/or hydraulic conveyance. <p>(c) RPEQ certification with supporting documentation must be provided to Mackay.Whitsunday.IDAS@tmr.qld.gov.au (Development Assessment Area) within the Department of Transport and Main Roads, confirming that the development has been designed and constructed in accordance with parts (a) and (b) of this condition.</p>	<p>(a) At all times.</p> <p>(b) At all times.</p> <p>(c) Prior to submitting the Plan of Survey to the local government for approval.</p>

Attachment 2—Reasons for decision to impose conditions

The reasons for this decision are:

- To ensure the road access location to the state-controlled road from the site does not compromise the safety and efficiency of the state-controlled road;
- To ensure the design of any road access maintains the safety and efficiency of the state-controlled road;
- To ensure that the impacts of stormwater events associated with development are minimised and managed to avoid creating any adverse impacts on the state-transport corridor.

Attachment 3— Advice to the assessment manager (for the applicant)

General advice	
1.	<p>Under section 33 of the <i>Transport Infrastructure Act 1994</i>, written approval is required from the Department of Transport and Main Roads (DTMR) to carry out road works, including road access works, on a state-controlled road.</p> <p>Please contact DTMR on (07) 4951 8555 to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process will require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ).</p> <p>Below is the link to information regarding obtaining approval and the application forms on DTMR's website:</p> <p>http://www.tmr.qld.gov.au/Community-and-environment/Planning-and-development/Other-matters-requiring-approval.aspx.</p>

Department of State Development, Manufacturing, Infrastructure and Planning

Statement of reasons for application 1810-7976 SRA

(Given under section 56 of the *Planning Act 2016*)

Departmental role: Referral agency

Applicant details

Applicant name: Bruce Highway Farming Pty Ltd
Applicant contact details: PO Box 4499
Mackay QLD 4740

Location details

Street address: Lot 491 Bruce Highway, Bakers Creek QLD 4740
Real property description: Lot 491 on SP296308
Local government area: Mackay Regional Council

Development details

Development permit: Reconfiguring a Lot - One (1) Emerging Community Lot into one (1) Commercial Lot and one (1) Balance Lot
Preliminary approval that includes a variation request: Material Change of Use – to assess development as if the land were included in the Local Centre Zone (Strategic Local Centre)

Assessment matters

Aspect of development requiring code assessment	Applicable codes
Preliminary approval that includes a variation request – Material Change of Use	State Development Assessment Provisions, version 2.3 State code 1: Development in a state-controlled road environment
Development permit - Reconfiguring a Lot	State Development Assessment Provisions, version 2.3 State code 1: Development in a state-controlled road environment State code 6: Protection of state transport networks

Reasons for the department's decision

The reasons for the decision are:

- The development proposes access to the Bruce Highway and therefore impacts on a State-controlled road.
- The development has the potential to increase stormwater and flood impacts to the State-controlled road.
- Through conditioning, the development complies with the State Development Assessment Provisions (SDAP) State code 1 and 6.

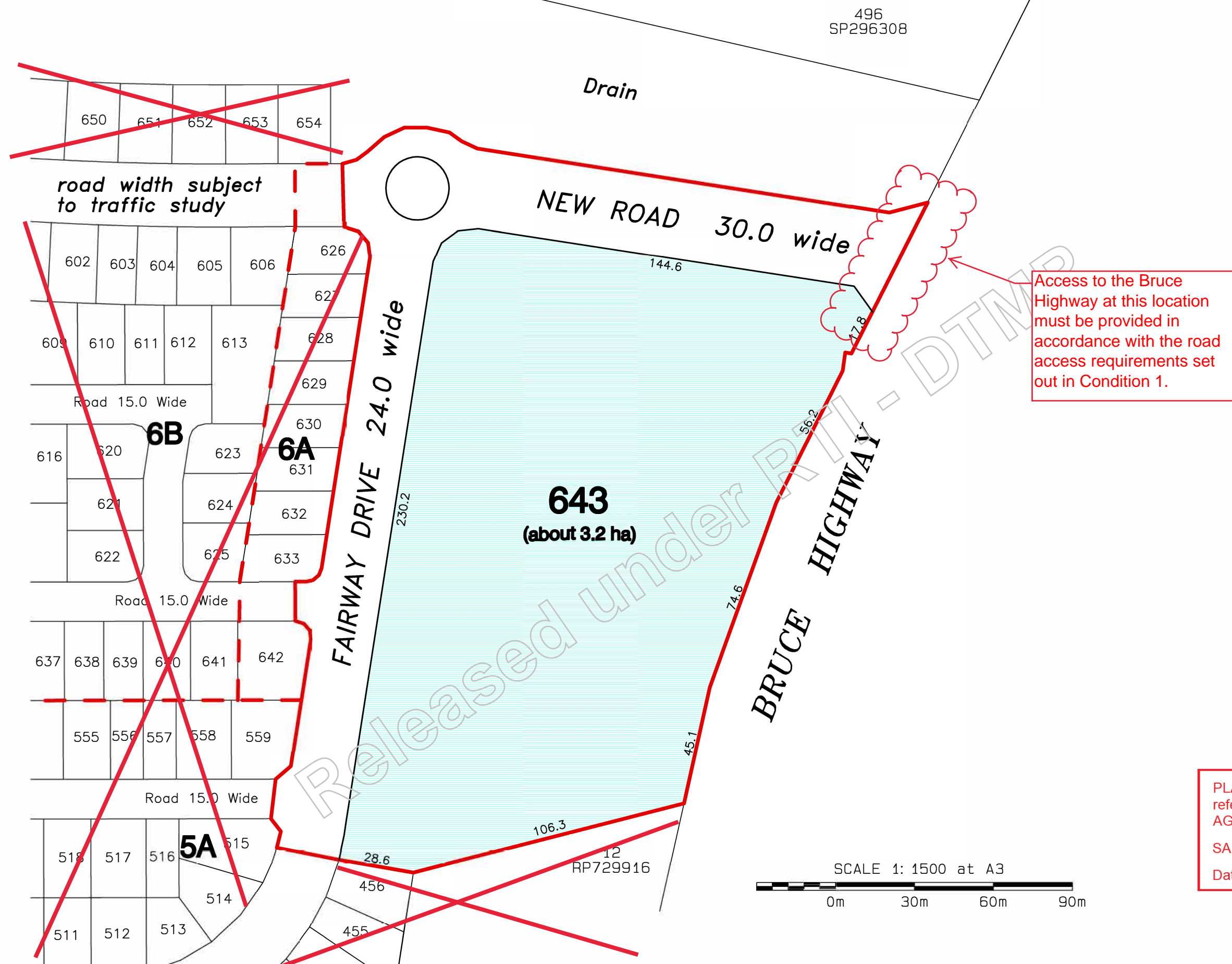
- Road access works comprising an Auxiliary Left Turn Lane AUL and Channelised Right Turn Lane CHR – left in / left out / right in only must be provided at the road access location to ensure that the safety and efficiency of the State-controlled road network is maintained. The road access works are to be designed and constructed in accordance with the Department of Transport and Main Road's Road Planning and Design Manual.
- Stormwater and flooding management of the proposed development must ensure no worsening or actionable nuisance to the State-controlled road.

Decision

- The development application is for a combined Preliminary Approval for a Material Change of Use including a Variation request and Development Permit for Reconfiguring a Lot.
- The application triggered referral under Schedule 10, Part 9, Division 4 – State transport infrastructure, of the Planning Regulation 2017.
- The department's referral agency response, which is subject to conditions, was issued on 4 December 2018.
- The conditions imposed will ensure that the safety and efficiency of the State-controlled road network is maintained, and stormwater and flooding is managed.
- The department has no requirements for the variation request.

Relevant material

- Development application material (as lodged)
- Technical agency response
- State Development Assessment Provisions (version 2.3) published by the Department of State Development, Manufacturing, Infrastructure and Planning
- *Planning Act 2016*
- Planning Regulation 2017
- Development Assessment Rules



Access to the Bruce Highway at this location must be provided in accordance with the road access requirements set out in Condition 1.

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

SARA ref: 1810-7976 SRA

Date: 4 December 2018

Amended in red by SARA on

4 December 2018

20/11/18	Original issue to client			
Date	Revisions	By	Rev	

**The Waters, Ooralea
Proposed Commercial Lot
Subdivision Layout**

Client: Ooralea Developments
Page Number: 342 of 348

Job No.13015	Scale 1:1500 at A3
Drawn DW	Date: 20/11/2018
Dwg No. 181120 13015-00 Comm	

Our reference: 1809-7301 SRA
Your reference: DA-2018-107

6 December 2018

The Chief Executive Officer
Mackay Regional Council
PO Box 41
MACKAY QLD 4740
development.services@mackay.qld.gov.au

Attention: Mrs Leah Harris

Dear Mrs Harris

Referral agency response—with conditions

(Given under section 56 of the *Planning Act 2016*)

The development application described below was properly referred to the Department of State Development, Manufacturing, Infrastructure and Planning on 22 October 2018.

Applicant details

Applicant name:	Stockroute Road Farming Pty Ltd A.C.N. 624 450 077 Trustee Under Instrument 718692553 C/- Development Planning and Approvals (DP&A)
Applicant contact details:	PO Box 4499 MACKAY QLD 4740

Location details

Street address:	Lot 495 Stockroute Road, Bakers Creek QLD 4740
Real property description:	Lot 495 on SP296308
Local government area:	Mackay Regional Council

Application details

Development permit	Reconfiguring a lot (1 Emerging Community Lot into 2 lots and Access Easement)
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Referral triggers

The development application was referred to the department under the following provisions of the Planning Regulation 2017:

- 10.9.4.2.1.1 State transport corridors and future State transport corridors

Conditions

Under section 56(1)(b)(i) of the *Planning Act 2016* (the Act), the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions

The department must provide reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

A copy of this response has been sent to the applicant for their information.

For further information please contact Jackie Hunter, Planning Officer, on (07) 4898 6815 or via email MIWSARA@dsgmip.qld.gov.au who will be pleased to assist.

Yours sincerely

Not Relevant

Kylie Drysdale
A/Manager (Planning)

Mackay Isaac Whitsunday Regional Office

cc Stockroute Road Farming Pty Ltd A.C.N. 624 450 077 Trustee Under Instrument 718692553 C/-
Development Planning and Approvals (DP&A), justinpeel@bigpond.com

enc Attachment 1—Conditions to be imposed
Attachment 2—Reasons for decision to impose conditions

Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
Reconfiguring a Lot		
10.9.4.2.1.1—Reconfiguring a lot near a State transport corridor—The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition:		
1.	Direct access is not permitted between the Mackay Ring Road and the subject site.	At all times.

Attachment 2—Reasons for decision to impose conditions

The reasons for this decision are:

- To ensure that the safety and efficiency of the future Mackay Ring Road is not compromised by the proposed development.

Released under RTI - DTMR

Department of State Development, Manufacturing, Infrastructure and Planning

Statement of reasons for application 1809-7301 SRA

(Given under section 56 of the *Planning Act 2016*)

Departmental role: Referral agency

Applicant details

Applicant name: Stockroute Road Farming Pty Ltd A.C.N. 624 450 077 Trustee Under Instrument 718692553 C/- Development Planning and Approvals (DP&A)

Applicant contact details: PO Box 4499
MACKAY QLD 4740

Location details

Street address: Lot 495 Stockroute Road, Bakers Creek QLD 4740

Real property description: Lot 495 on SP296303

Local government area: Mackay Regional Council

Development details

Development permit Reconfiguring a lot (1 Emerging Community Lot into 2 lots and Access Easement)

Assessment matters

Aspect of development requiring code assessment	Applicable codes
Reconfiguring a Lot	State code 1: Development in a state-controlled road environment

Reasons for the department's decision

The reasons for the decision are:

- Protection of the adjacent future State-controlled road, described as the Mackay Ring Road, will be managed through the condition imposed.
- Direct access to the existing adjacent State-controlled road, described as the Bruce Highway, is not proposed.
- Through-conditioning, the development is able to comply with the relevant provisions of State code 1.

Decision

- The development application is for Reconfiguring a Lot to create two (2) separate parcels and an Access Easement.
- The Bruce Highway, being a State-controlled road, forms part of the eastern boundary of the subject site.
- The Mackay Ring Road, being a future State-controlled road, forms the northern boundary of the subject site.
- The department's referral agency response, which is subject to conditions, was issued on 6 December 2018.
- The condition imposed will ensure that the safety and efficiency of the future Mackay Ring Road is appropriately protected.

Relevant material

- Development application material (as lodged)
- Technical agency response
- State Development Assessment Provisions (version 2.3) published by the Department of State Development, Manufacturing, Infrastructure and Planning
- *Planning Act 2016*
- Planning Regulation 2017
- Development Assessment Rules