

**Proposed Amendment No. 1
Fitzgibbon UDA Development Scheme**

Submissions Report

Pursuant to section 29 of the *Urban Land Development Authority Act 2007*

February 2011



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Summary of Proposed Amendment No. 1

Following is a summary of Proposed Amendment No 1 to the Fitzgibbon UDA Development Scheme which was gazetted on 24 July 2009. The public notification and submission period for Proposed Amendment No 1 was held from 8 November to 20 December 2010.

Fitzgibbon UDA Structure Plan

Amendment to extend the Carseldine Urban Village area to include the Special purposes area encompassing the former QUT campus buildings. This amendment provides for a broader range of uses to be considered in the re-use of the former QUT campus buildings and sets aside additional bushland areas.

Amendments to include additional Proposed roads and additional Special purpose areas to provide for the existing QUT research facility, future park and ride facilities and Beams Road railway overpass.

UDA zoning and precinct plan

Amendment of Map 3 in relation to Precinct 1 (former QUT campus) to include the Special purpose (SP1-Education) in the Mixed use, Residential and Bushland and open space zones.

Amendment to modify the extent of the Mixed use centre zone to create a compact village heart.

Amendment to include three Special purpose zoned areas to accommodate the existing QUT research, future park and ride facility and community purpose buildings.

UDA transport plan

Amendment of the UDA transport plan (Map 4) within Precinct 1 (former QUT campus) to include a proposed busway stop and additional local access roads to support development of the urban village and opportunities for reconfiguration of the site.

UDA building heights plan

Amendment of the UDA building heights plan (Map 5) to introduce height controls over the extended urban village area and modify the extent of the maximum 8 storey area to provide for commuter park and ride facilities and community purpose buildings in future.

UDA density plan

Amendment of the UDA density plan to introduce maximum plot ratios for Mixed use zoned areas within Precinct 1,2 and 3, increase maximum residential densities in Precinct 3 (west of railway station) and include an area up to 100 dwellings/hectare for residential development within Precinct 1 (former QUT campus).

Precinct 1

Amendment of Map 7 to modify the extent of zones, include additional local access streets, add boundary interface investigation areas, include a proposed busway stop and include five sub-precincts.

Amendment to include additional detail outlining preferred outcomes in relation to:

- access, movement and circulation
- public space and landscaping
- built form
- sustainability.

Amendment to include sub-precinct intents, outcomes and preferred land uses.

Amendment of the level of assessment table to provide for development without the requirement of sub-precinct plans, introduce the Residential zone and additional Special purpose zoned areas.

Precinct 2

Amendment of the extent of the pedestrian/cycle link, rewording of footnotes regarding infrastructure requirements and stormwater and flood impact assessment and flood free development requirements.

Precinct 3

Amendment of the footnote regarding flood impact assessment and flood free development requirements.

Amendment of the level of assessment table to prohibit drive-thru fast food premises and provide for a broader range of commercial uses in the Mixed use zone.

Amendment of the position of the local access street connection to Balcara Avenue.

Precinct 4

Amendment of the level of assessment table to provide for utility installations as a permissible use in the Bushland and open space zone.

UDA wide criteria

Amendment of UDA wide criteria including:

- additional criteria for balconies and private open space
- ground level detailing of fences and the location of parking
- car parking rates
- inclusion of lot design criteria and reference to ULDA Guideline No. 1 Residential 30.

Brief Summary of Key Issues Raised in the Submissions

The following key issues have been identified.

Key Issue	Response
Strategic need to retain education/ special purpose land within the urban area close to bus/rail facilities and consideration of non-permanent uses.	The Amended Development Scheme (ADS) will not preclude the establishment of education or other special purpose uses if the need arises in future or consideration of non-permanent redevelopment options that would not compromise achievement of the overall Urban Village vision or structure.
Impact on existing centres in the northern suburbs and relationship to SEQ Regional Plan centres strategy.	<p>The <i>SEQ Regional Plan 2009-2031</i> identifies higher order centres such as principal regional and major regional centres. No specific thresholds are set for the consideration of each level of centre.</p> <p>The proposed Carseldine Urban Village is in keeping with the SEQ Regional Plan principles and policies related to 8.8 Mixed-use activity centres and 8.9 Integrated land use and transport and is envisaged as a district level centre with a high level of transport access.</p> <p>Given the scale and implementation horizon of the Urban Village, it is not expected to negatively impact on Chermside or Strathpine which are the nearest centres of regional significance. Both centres have significant retail components and are well located to provide for “front office” customer service functions for public and private organisations and contain opportunities for larger floor plate office requirements.</p>
Traffic impacts on the surrounding network including the impact on Dorville Road and Denver Road residents.	<p>Dorville Road is designated as a District Access Road in the <i>Brisbane City Plan 2000</i>. As such it is envisaged to carry between 3000 and 15000 vehicles per day.</p> <p>Traffic analysis for the Urban Village indicates that the function and capacity of this road would not be exceeded in the ultimate development scenario. Implementation of intersection upgrades will be required to support particular stages of development.</p> <p>Denver Road residents have expressed concern about existing issues and concern that these will be exacerbated by development of the Urban Village. As Denver Road is a BCC controlled road and is outside the UDA, consultation with Council officers regarding the function of Denver Road and traffic management options has been initiated. This is not specifically a matter for the ADS but will be considered in implementation planning and development assessment in consultation with BCC.</p>
The timing of development in relation to implementation of the Beams Road overpass.	<p>For each stage of development a traffic impact study will be required to ensure network and intersection capacity are sufficient to support development and upgrading is undertaken as required. This will include consideration of the Beams Road railway crossing and overpass timing.</p> <p>As indicated in the ADS in Section 4.0: Infrastructure Plan, development within Precincts 1,2 and 3 will contribute to the cost of the overpass at a rate to be determined and agreed. Development will be subject to detailed traffic studies and threshold analysis to ensure development does not proceed in advance of infrastructure implementation.</p>

<p>The impact on existing vegetation within Precinct 1.</p>	<p>The ADS provides for protection of significant vegetation within Precinct 1 with approximately 40% of the precinct included in the Bushland and open space zone. Additional provisions require the integration of buildings and existing mature vegetation.</p> <p>The Fitzgibbon Bushland Management Plan which is referenced in the ADS sets out requirements in relation to vegetation assessment, protection, management and rehabilitation. This plan will be reviewed to ensure consistency with the ADS and reflect best practice vegetation protection and management principles are applied in the detailed planning and design of new development within Precinct 1.</p> <p>Additional areas within Precinct 1 are identified for civic and public open space and will include existing vegetation and new plantings as appropriate to protect vegetation and build on the site's existing character to create a green neighbourhood.</p>
<p>Development fronting Dorville Road including intensity and loss of trees.</p>	<p>Approximately 60% of the Dorville Road frontage is included in the Bushland and open space zone. In addition, where development is proposed adjacent to Dorville Road in sub-precincts 1(b) Mixed Use and 1(e) Residential - Low to Medium Intensity, the proposed amendments refer to retention of existing mature vegetation along Dorville Road and Beams Road.</p> <p>In response to submissions received on this matter, further analysis has been undertaken and options considered. Further to these investigations it is proposed that a minimum dimension and requirement for a landscape buffer be included in the ADS to guide development on the Dorville Road frontage within sub-precincts 1(b) and 1(c) and provide certainty for adjacent residents.</p> <p>The intensity of development proposed at 3 stories and to a maximum plot ratio of 100 dwellings per hectare is considered reasonable given the distance to existing residents and that a landscape buffer will be required along Dorville Road where development is proposed.</p>
<p>Location and size of Carseldine commuter park and ride facility, including requests for additional spaces to be provided.</p>	<p>Advice regarding the number of spaces that should be provided and maintained into the future at the Carseldine Railway Station has been drawn from the Department of Transport and Main Roads (DTMR) and Translink Transit Authority (TAA).</p> <p>The ADS includes reference to a minimum number of spaces to be maintained based on this advice. The ULDA will continue to liaise with relevant authorities regarding commuter park and ride facilities as the Urban Village develops.</p> <p>The ADS does not preclude the establishment of additional car parking facilities and car parking is a permissible use in a range of zones within the UDA.</p>
<p>Car parking rates and the location of parking in relation to the street.</p>	<p>Car parking rates have been reviewed and developed considering local authority parking rates and the State Government's Transit Oriented Development (TOD) guidelines.</p> <p>The ADS includes an increase in parking rates to provide for visitor parking on-site and in response to concerns raised by the Carseldine Community Liaison Group during the preparation of the masterplan for the Urban Village. The design of streets within the Urban Village will also contain on-street parking.</p> <p>Concerns regarding the specific wording of provisions regarding the location of retail and visitor parking on ground and the detail design of semi-basements are acknowledged and the rewording of relevant provisions to ensure clarity of intent is proposed.</p>

Reuse of theatre and need for new community uses.

The ULDA supports reuse of existing facilities for community purposes including the theatre subject to the consideration of traffic, safety and amenity impacts.

The ULDA will be working with relevant agencies during the development assessment process for the re-use of existing buildings to encourage and support the use of existing community facilities by the public.

Opportunities for new community uses have been provided for in the ADS adjacent to the proposed local park and informal sports area.

Summary of Submissions on Proposed Amendment No.1

Issue #	Issue/Comment	Response	Amendment Y-yes / N-no
AREAS OF SUPPORT			
1	<p>Support in principle for the following aspects of the amendments to the Fitzgibbon Development Scheme:</p> <ol style="list-style-type: none"> 1. Intent to create a high quality, high density mixed-use community focussed around a strategic transport hub. 2. Intent to provide significant infrastructure for public and active transport modes. 3. Intent to establish a vibrant Urban Village node/heart that will service and connect with adjoining communities. 4. Intent to provide a component of affordable and accessible housing choice to meet the needs of a diverse community. 5. Intent to facilitate urban design and a built form that demonstrates best practice outcomes in sustainability and sub-tropical design. 6. Intent to provide new high quality, accessible and active public realms that connect and support new and existing populations. 7. Intent to provide community facilities adjoining the Civic and Open Space areas. 	<p>Noted.</p> <p>The Amended Development Scheme (ADS) will support the development of a mixed use transit orientated community with strong residential, employment and community functions with both public and private investment opportunities in line with SEQ regional planning goals to take advantage of the site's location and potential.</p>	N
2	<p>Support for the site to be renewed as a high amenity transit oriented community, incorporating a mix of residential, employment, community and recreational uses. These uses should be supported by quality public areas, including pedestrian boulevards and plazas and well designed sustainable buildings.</p>	<p>Noted.</p> <p>The proposed amendments to the Fitzgibbon UDA Development Scheme (DS) aim to ensure quality public spaces are delivered as development of the former QUT campus (Precinct 1) progresses.</p>	N

3	No concerns, noting that the Proposed Amendment states that existing former QUT buildings will be deployed for a broader range of uses, that QUT will continue to operate an existing research facility within Precinct 1 and that new research facilities will be considered in the special purpose zoned areas.	Noted.	N
4	Supports the intent to maintain research facilities within the village precincts. Clean research facilities should also be considered as an allowable use in the Mixed Use zone as well so as not to preclude potential synergies with the existing research uses.	Noted. Clean research facilities are a permissible land use in the Mixed use zone and in the ADS are a preferred land use within Sub-precincts 1(b) and 1(c). These sub-precincts are expected to be the primary employment areas with the Urban Village.	N
AREAS OF CONCERN			
Loss of education use			
5	Concerned/ disappointed with the loss of the education use and departure of QUT.	Noted. The proposed amendments to the DS support revitalisation of the site and provide for a broad range of land uses to establish. Education uses are not precluded and could re-establish in future.	N
6	Considers that education / special purpose land that is strategically located within urban areas and close to bus/rail facilities should be maintained for those purposes where possible.	At this time QUT and the State Government have advised that a single large land use or education user group for the whole site has not been identified or proposed. The ADS will not preclude the establishment of education or other special purpose land uses within Precinct 1.	N
7	Suggests further consideration should be given to non-permanent redevelopment options on the site (Precinct 1) that would preserve the possibility of education/ special purpose reuse in future, or at least allow for redevelopment for a similar purpose in the future should a future need arise.	The ADS will not preclude the establishment of education or other special purpose uses if the need arises in future or consideration of non-permanent redevelopment options that would not compromise achievement of the overall Urban Village vision or structure.	N
8	Requests inclusion of a school or education use in redevelopment. Allowing education uses would create an opportunity for site tenant/ owners and local residents to interact in a manner which complements the development of knowledge based industries. Also in the immediate vicinity are a number of schools. The provision of educational uses would create an opportunity to integrate school-age learning with more advanced R&D uses.	The ADS provides for a broad range of land use outcomes to support revitalisation of the former QUT campus site (Precinct 1). The proposed amendments provide for education and research facilities as permissible uses in the Mixed use zone. Research and technology facilities are listed as preferred land uses in Sub-precincts 1(b) and 1(c) and are located in close proximity to existing and planned public transport. These sub-precincts are intended to be the most intense areas of employment within Precinct 1.	N

9	Suggests amendment of the list of mixed-uses supported and include educational uses where these support and complement other primary uses in the Sub-Precinct 1(b)- Mixed Use area (former campus buildings) outcomes.	<p>Education and training uses are included in the Service, community and other uses definition within the DS and ADS.</p> <p>The ADS includes Service, community and other uses including child care centre, community facility and educational establishments in the list of preferred land uses for Sub-Precinct 1(b) which encompasses the area of existing buildings.</p>	N
10	Recommend QUT prepare a “Revival plan”, if necessary by constituting a “taskforce” of eminent stakeholders. This may involve identifying the suitable life skill “sought-after” courses such as nursing, pharmacy, health sciences, etc which should be started in the QUT Carseldine campus with effect from January 2011.	<p>Transfer of the former campus (Precinct 1) by QUT back to the State Government is being formalised.</p> <p>Apart from maintaining a small research facility on the site QUT is no longer an active stakeholder in the development of the Carseldine Urban Village and has expressed support for use of the existing buildings for a broader range of uses.</p>	N
11	Suggestion that the existing buildings are ready for education occupation and the government could save \$50million if reused for education immediately.	<p>For eighteen months, QUT sought suitable education tenants for the existing buildings. No suitable education tenants were identified during this period or in consultation with State government agencies.</p> <p>As announced in November 2010, the State government has considered a range of options and determined that the existing buildings would be best utilised to support the Government’s decentralisation program with 1,000 employees to be deployed to the site by the end of 2012.</p> <p>The ADS provides for re-use of existing buildings for a range of uses and new uses within Precinct 1 to contribute to the development of a vibrant mixed use transit oriented development encompassing public and private development to maximise returns to the State and community over the long term.</p>	N

Impact on centres			
12	<p>Concern that the proposal creates a residential / commercial node on a scale that is not envisaged in the SEQ Regional Plan or Brisbane City Plan. It is recognised that the sites proximity to the rail station and proposed bus facilities supports use of the land for higher density land uses in accordance with TOD principles but concerned that the impact on existing centres on the north side of the City have been considered in the formulation for the scheme amendments.</p>	<p>The <i>SEQ Regional Plan 2009-2031</i> and <i>Brisbane City Plan 2000</i> identify higher order centres such as principal regional and major regional centres. The Carseldine Urban Village is envisaged as a district level centre with a high level of transport access.</p> <p>The vision for the proposed Carseldine Urban Village is in keeping with the SEQ Regional Plan principles and policies related to 8.8 Mixed-use activity centres and 8.9 Integrated land use and transport planning.</p> <p>The ADS will guide development to achieve a compact mixed use community with high amenity public spaces, taking advantage of existing and planned public transport. The primary land use mix of retail, commercial and residential has been carefully planned and balanced to ensure that large format retail is not supported or that the commercial component will result in competition with Chermside and other northern regional activity centres given the ultimate scale of development possible and long implementation horizon expected.</p>	N
13	<p>Concern regarding the possible impact of the proposed amendments on the centres strategy in the SEQ Regional Plan and in particular concern about the effect of these amendments on the future development of the Strathpine Major Centre.</p>	<p>Refer to Issue 12 response.</p> <p>Strathpine is envisaged as a Major Regional Centre in the <i>SEQ Regional Plan 2009-2031</i> and currently includes a major retail component, civic functions and a broad cross section of lower intensity residential, commercial and industrial uses.</p> <p>A Masterplan is being completed for Strathpine and the articulation of a clear vision and structure will be beneficial to attracting investment and intensifying land uses to achieve greater land use-transport integration.</p> <p>This diversity and intensity of land uses together with the quantity of available land and redevelopment opportunities support its sub-regional hub status, which is unlikely to be challenged by the Carseldine Urban Village.</p> <p>In the longer term, Strathpine is also likely to benefit from proposed infrastructure such as the north-west rail line from Alderley to Strathpine.</p>	N

14	Suggestion that with existing shopping centres on either side of Carseldine the proposed retail centre would appear to be somewhat superfluous.	<p>A total maximum of 11,000m² of retail floor space is provided for within the Urban Village to ensure that retail uses are locally focused.</p> <p>Property and economic analysis commissioned to support development of the DS and Carseldine Urban Village masterplan identified that there would be demand for additional local retail and professional services floor space within the area over the next 10 to 15 years considering likely population growth. Analysis also concluded that a small scale retail component within the Urban Village would not unduly impact on nearby centres at Taigum and Aspley.</p> <p>The ADS provides for this opportunity in appropriate locations to ensure compact and identifiable retail components are developed to support a vibrant public realm.</p>	N
15	Concern that the maximum retail GFA in Sub-Precinct 1(b) is unclear within the level of assessment table as no restriction is identified. It may result in unlimited retail uses to above 1,000m ² GFA within the sub-precinct.	The rewording of dot points regarding retail floor space maximums is supported to ensure the intent is clear that the limits nominated are for the total sub-precinct or precinct not individual proposals.	Y Refer A20 and A22
Economic and employment strategy			
16	<p>Concern that the plan seeks to achieve a very high level of employment activity without any 'critical mass' on which to build. Suggests that rather than seeking such a high intensity immediately, the plan should seek to establish a more viable built form which preserves redevelopment potential so as to allow market delivery of employment opportunities in the longer term.</p> <p>Comment that should a large number of government employees be relocated to the site then critical mass may be achieved but this relocation would provide little economic value to the area beyond retail and food services activation. A site well-serviced by public transport and with large parcels represents a significant opportunity to host strategic activity, which will bring substantial value to the city. This value will be achieved with the attraction of private sector investment, in addition to government investment.</p>	<p>As noted in this submission, the Government's plan to decentralise 1,000 employees to the existing buildings within Precinct 1 (former QUT campus) by the end of 2012 will act as a substantial catalyst to the redevelopment process and will draw opportunities and synergies which should be supported and encouraged.</p> <p>The ADS supports the consideration of a broader range of land uses opportunities rather than limiting the opportunity to education, as would be the case under the current DS.</p> <p>Many supportive comments were received during the public consultation process regarding re-use of existing buildings.</p>	N
17	Seeking clarification of what is meant by "significant" employment within the proposed intent (Precinct 1 intent, paragraph 2). It is unclear whether this statement refers to the strategic value of the employment to the city, or the volume of jobs provided. The ULDA should seek to accommodate high value, strategically significant uses.	<p>The use of 'significant employment' in the intent for Precinct 1 is intended to signal support for larger scale employment opportunities but not to the exclusion of achieving a balanced and mixed land use approach with strong residential and community use opportunities.</p> <p>The ULDA's role and aim is to provide the planning framework to guide development and land use</p>	N

		opportunities as they arise. The Carseldine Urban Village is not being positioned to compete with other regionally significant centres such as Chermiside or enterprise opportunity areas where high value, strategically significant uses are essential and land availability is greater. The developable area within the Urban Village is relatively constrained given environmental values and as such generating unsupportable demand is a consideration.	
18	Considered unlikely from an economic development perspective that the plan will achieve the goal of high intensity employment in the mixed use precinct. Consideration should be given to plan for smaller scale development that can be more easily redeveloped as the area grows and evolves, and market perceptions of the area change with the delivery of key infrastructure links, such as the Northern Busway.	As previously noted the Government's decentralisation project will act as a significant anchor employment use. It is envisaged that opportunities for smaller scale development and private sector investment will contribute to the long-term robustness of the precinct as a district level employment node that is well served by public transport. A range of allotment sizes will be encouraged to ensure a diversity of building stock and flexibility into the future.	N
Decentralisation of government offices			
19	Concern about the relocation of "central place functions" such as Government departments to remote out-of-centre locations such as Carseldine Urban Village and the impact on traffic generation.	<p>The ADS supports development of the Carseldine Urban Village as a district level transit oriented community 12km from the city centre.</p> <p>Into the future, as key public transport initiatives such as the Northern Busway come online, Carseldine will not be considered "remote" in terms of its proximity to the city centre and other northern activity centres such as Chermiside.</p> <p>The ADS provides the framework for achievement of the Urban Village vision and will guide the mix of uses and consideration of all impacts including traffic generation in the development assessment process.</p> <p>The ADS will minimise impacts on the road network through land use transport integration, support for travel demand management and the application of TravelSmart principles to significant employment uses where parking is considered an issue and monitoring of development in relation to infrastructure capacity.</p>	N
20	<p>Suggests that to achieve the objectives of decentralising employment, it would be more prudent to leave the central place functions in the Central Business District, but to concentrate those functions serving sub-regional, district and local functions at the relevant principle and major regional activity centres such as Strathpine, North Lakes and Redcliffe.</p> <p>Rather than "stranding" a central place function such as a Government department in a remote out-of-centre location such as Carseldine Urban Village, the village should be activated by those</p>	<p>The ULDA is working collaboratively State agencies tasked to deliver the Government's decentralisation program to ensure the best strategic and local outcomes are achieved considering the site's location and potential to deliver SEQ regional planning objectives.</p> <p>The ULDA supports the relocation of appropriate functions and services to Carseldine and considers that Carseldine's role as a district transport hub, as identified in the draft <i>SEQ Connecting 2031: An Integrated Regional Transport Plan for South East Queensland</i> strengthens its potential role as a</p>	N

	activities and enterprises relevant to providing goods, services and amenities and opportunities for exchange to the residents of the Fitzgibbon UDA and its surrounding natural catchment.	government employment node.	
21	Concern with Section 3.8 of the scheme which describes neighbourhood planning and design and identifies non-residential or mixed-use development “to facilitate business and employment generation, taking into account”, a series of dot points regarding localised, predominantly home-based business, certainly not a concentration of central place office employment.	<p>Section 3.8 Neighbourhood planning and design sets out UDA-wide criteria in relation to a range of dimensions including mixed use development. The dot points listed under the mixed use sub-heading are not intended to be exhaustive but to raise this item for consideration in neighbourhood design, development applications and the assessment process and encourage the inclusion of lots for non-residential or mixed use development.</p> <p>The dot points may be read as focussing on smaller scale and home-based business but as indicated in Section 3.4 Purpose of the UDA-wide criteria, land may be subject to precinct and sub-precinct criteria. The ADS includes a range of additional precinct and sub-precinct planning and design criteria to ensure a compact vibrant transit oriented neighbourhood is delivered as development progresses.</p>	N
22	Concerned that the Government has overlooked the opportunity for relocating Government functions to Strathpine and the significance that such an investment would have made acting as a potential ‘anchor tenant’ to taking Strathpine forward as a major activity centre. Considers that Strathpine is a prime candidate for a Transit Orientated Development in its role as a significant sub regional centre. The development of the Moreton Bay Rail Link and the proposed connection between Strathpine and Alderley will enhance its positioning as a future TOD.	<p>Noted.</p> <p>The ULDA considers that office functions are appropriate within the Carseldine Urban Village to support the achievement of a vibrant mixed use transit oriented community.</p> <p>The relocation of Government functions to Carseldine versus Strathpine is not within the mission or role of the ULDA to consider but the ULDA believes that development of the Carseldine Urban Village considering its ultimate scale and in its expected development timeframe, will not unduly impact on the development of Strathpine as a major regional activity centre or its attractiveness for transit oriented development or government functions.</p>	N
Cultural and sporting hub			
23	<p>Requests that existing buildings be retained for cultural, recreational, sporting and the performing arts (dance, theatre groups), music (bands, orchestras), adult and youth, technical, creative education to create a potential “lighthouse” of a creative and vibrant community.</p> <p>Proposes that all office blocks should be developed at Cherside which is the designated central business district. Carseldine should retain the cultural, sporting and recreational facilities for the community to access. The facilities that are already there include a library area, sprung dance floor, sporting fields, only theatre in the area, disabled access, purpose build educational rooms</p>	<p>Proposed amendments to the Fitzgibbon UDA DS support revitalisation and redevelopment of the existing buildings and provide for community uses to continue or establish.</p> <p>The ULDA supports reuse of existing facilities for community purposes including the theatre, subject to consideration of traffic, safety and amenity impacts.</p> <p>The ULDA will be working with relevant agencies during the development assessment process for the re-use of existing buildings to encourage and support public use of existing community facilities.</p> <p>Opportunities for new community uses have been provided for in the ADS adjacent to the proposed</p>	N

	<p>that had been used for art activities and exhibitions. The wider community needs these facilities more than office towers that offer no enrichment of the lives of those in the local area.</p> <p>A major library and “Power House” like theatre and cultural precinct should be planned for the great facilities already in existence. Strong community interest and organisations interested in involvement.</p>	<p>local park and informal sports area.</p>	
Development adjacent to Dorville Road			
24	<p>Objection to the residential and other development proposed opposite Dorville Road and on the southern side of the college. Considers that the removal of the existing native trees will destroy the natural bush setting and take away the natural value of the area and have an effect on existing native animal species that inhabit this area.</p>	<p>The ADS provides for vegetation protection with approximately 40% of Precinct 1 included in the Bushland and open space zone in the ADS.</p> <p>Immediately adjacent to existing buildings, new development is desirable to achieve an integrated outcome, support pedestrian movement within and through the site and the long term viability of the site.</p> <p>Approximately 60% of land immediately adjacent to the Dorville Road frontage is zoned bushland and open space. In addition, the proposed amendments refer to the retention of existing mature vegetation along Dorville Road and Beams Road and include provisions regarding minimising building footprints and integration with existing vegetation.</p> <p>In response to submissions received on this matter, visual and environmental impacts and options have been further considered. To ensure clarity of intent for residents and developers, it is proposed that a minimum dimension and requirement for a landscape buffer be included in the ADS to guide development on the Dorville Road frontage within Sub-precincts 1(b) and 1(c).</p>	<p>Y</p> <p>Refer A17, A23 and A26</p>
25	<p>General objection to the proposal to establish low to medium intensity residential development fronting Dorville Road. Considers that immediately adjacent residents currently benefit from lightly forested parkland that exists between living environments and the existing buildings. Concerned that development would bring significant noise, increased motor vehicle and pedestrian traffic, impact on privacy, devalue private properties and overall bring a diminished quality of living for the submitter.</p> <p>Specifically, concerned that just keeping the first row of eucalypt trees on Dorville Road will not offer a visual or noise buffer. Seeks that bushland and open space areas on Dorville Road be retained and alternative locations on other boundaries be investigated.</p> <p>Submitter has been a resident since 1986.</p>	<p>Refer to Issue 24 response.</p> <p>In addition, it is advised that a specific area of residential development on the western portion of Precinct 1 is desirable to achieve a mix of uses and activate the site for a broader range of hours.</p>	<p>Y</p> <p>Refer A17, A23 and A26</p>

26	<p>Concerned that the trees along Dorville Road on the QUT site remain when the housing development takes place. Submitter requests that the 3 storey dwellings are concealed behind the trees. Considers that this should fit in with the State Government's intention of greening Brisbane and cutting the carbon footprint.</p> <p>The trees provide privacy and seclusion for residents on both sides of the road and are vital in keeping the air clean and free of pollution, help to absorb traffic noise to an extent and are a vital and integral part of the very necessary flora and fauna.</p>	<p>Refer to Issue 24 response which addresses this concern and refers to amendments to strengthen landscape buffer requirements long Dorville Road.</p>	<p>Y</p> <p>Refer A17, A23 and A26</p>
27	<p>Concerned that all the extra building in Precinct 1 would destroy the quiet ambience of this suburb. Considers that when the University was in use, this area still seemed to fit in, but once building starts of 3 to 5 buildings (that will not blend in to the surrounds) this will change everything. Considers that existing buildings should be utilised and that new buildings will not fit in.</p>	<p>The proposed amendments support re-use of the existing buildings and new mixed use development.</p> <p>Substantial areas of Precinct 1 have been set aside in the Bushland and open space zone. Precinct outcomes and sub-precinct requirements will ensure that new development integrates with the site's features and new high quality public spaces are established for the benefit of both new residents and employees and existing adjacent residents.</p>	<p>N</p>
28	<p>Considers that Precinct 1 could be used for business purposes, but concerned about the residential component and that not all of the precinct should be built on.</p>	<p>Approximately 40% of Precinct 1 will be set aside in the Bushland and open space and zone.</p> <p>Residential components are proposed for inclusion to ensure a vibrant mixed use neighbourhood is achieved rather than a single use insular campus. This approach is in keeping with best practice transit oriented development and urban design principles and guidelines.</p>	<p>N</p>
29	<p>Opposes development of Sub-Precinct 1(e): Residential Low to Medium Intensity on Dorville Road for any housing or units of low to medium intensity as this is not considered an appropriate interface to the existing residential area opposite and the plan would mean that the distinct vegetation and the current pleasing view of the landmark buildings would be blocked and the tree canopy lost.</p>	<p>Refer to Issue 24 and 28 responses.</p>	<p>Y</p> <p>Refer A17, A23 and A26</p>
30	<p>Considers that development adjacent to Dorville Road would not be compatible with what could become a Cultural Precinct or the Powerhouse of the suburbs (like Powerhouse New Farm).</p>	<p>Sub-Precinct 1(b) includes the existing buildings on the former QUT campus and additional space for expansion of this core area.</p> <p>The ADS includes sufficient scope for the establishment of new cultural facilities and support for reuse of existing facilities.</p>	<p>N</p>

31	<p>Considers that the area adjacent to Dorville Road should become a public park dedicated not just to the individual who donated the land originally for educational needs of the community but there needs to be some form of recognition of the original indigenous people of the area.</p>	<p>In addition to protection of the creek corridor south of the primary access point from Dorville Road, two significant bushland and open space areas are provided for on Dorville Road. The primary intent of these areas is bushland protection but other open space opportunities and opportunities for cultural expression will be explored at the detailed planning and design stage.</p> <p>The ULDA and State Government have researched the history of the site and its ownership and have not found evidence that the site was donated for education purposes. The State Government purchased the western portion of the site in 1914.</p>	N
32	<p>Objects to the removal of any of the trees in particular in front of the theatre facing Dorville Road and up to and around the corner of Beams Road.</p> <p>Currently it is a very aesthetic green space area and frames the view from the road of the only Landmark Building in the Carseldine area 9 (or the adjoining areas other than a church or shopping centre). Considers this treed space should not have a unit block developed on it as the community need this area to remain open for public access, it would also ruin the whole look of the area for those driving and walking along Dorville Road.</p>	<p>Refer to Issue 24 response.</p> <p>Specifically, the area of bushland at the corner of Beams and Dorville Road is included in the Bushland and open space zone for its environmental, landscape and landmark value. Rehabilitation and ongoing management of this area will consider these values.</p>	N
Research uses and facilities			
33	<p>Proposes connection of the Special Purposes (Research Facility) to better support productive utilisation of this special purpose precinct is suggested. Specifically suggests UDA consider connection to Sub-precinct (d) with some development immediately to the east.</p>	<p>It is considered that connection of the existing research facility, which is located to the south of the primary access road, through the site to Sub-precincts 1(d) or 1(b), would compromise bushland protection and rehabilitation aims.</p> <p>Additional development to the south of the village access road and future busway would compromise Cabbage Tree Creek waterway corridor values and the strengthening of this corridor to form part of the UDA core biodiversity network.</p>	N
34	<p>Request that the Special Purpose (Research Facility) zone boundary be extended 20 metres west to reflect the proposed lease area for QUT's continued research purposes.</p>	<p>This request is supported to provide for ancillary purposes such as parking and storage. Any new development will be subject to development assessment processes and will need to meet UDA-wide criteria including the consideration of flood impacts, achievement of flood free development and vegetation protection and management.</p>	Y Refer A1 and A6

Network transport issues			
35	<p>Concern that development of a “destination” employment centre, remote from complementary uses and from a potentially metropolitan-wide workforce catchment, will not contribute to transport efficiency. Considers it is more likely that some 7,800 office workers would result in generation of a very substantial number of additional traffic movements, worsening rather than improving transport efficiency.</p>	<p>Considering the planning parameters set out in the ADS and site constraints, employment numbers would not be in the order of 7,800. The first stage of redevelopment aims to deliver space for 1000 employees into the existing 22,000m² of gross floor area.</p> <p>The ULDA acknowledges the challenge of managing external traffic impacts and achieving higher public and active transport usage and as such will require employee travel plans to be prepared for significant employment uses as part of the development assessment process where parking is considered to be an issue.</p>	N
36	<p>General concern that the amendments to the Fitzgibbon UDA Development Scheme specifically relating to the transport network surrounding the Carseldine Urban Village area of the UDA have been identified without sufficiently completed investigation of issues and without adequate flexibility incorporated into the document to accommodate significant changes if required. Advising that BCC cannot “sign-off” on the proposed “Access, movement and circulation” section now included for Precinct 1 at this time.</p>	<p>The ULDA commissioned a traffic assessment to support development of the Carseldine Urban Village Masterplan. This assessment has identified development access points and external intersection upgrades that may be required as development progresses.</p> <p>Further consultation has been undertaken with BCC regarding traffic network and intersection planning and as indicated consideration of intersection configurations and the thresholds to development will be ongoing matters for consideration as each stage of development is proposed.</p> <p>Each stage of development will be required to prepare a traffic impact study at the time of development, mitigate impacts and provide the necessary infrastructure to support development.</p>	N
37	<p>Of specific concern are the assumptions regarding the timing of – and responsibility for – implementation of the Beams Road rail overpass. BCC considers the removal of the open level crossings (OLCs) on Telegraph Road and Robinson Road to be of higher priority than that of the Beams Road OLC removal.</p> <p>Business cases have been submitted to the State Government for the OLC removal, though there is no commitment from the State to implement the overpass at this time. Advise that the ULDA should not rely on the Beams Road overpass being implemented by a certain timeframe, in terms of development of the balance of the transport network.</p>	<p>The ULDA acknowledges BCC’s preferred priority for the removal of open level crossings in the northern suburbs.</p> <p>Amendments to the Development Scheme have been prepared to support the ultimate scenario for Beams Road and the need for appropriate setbacks, interfaces and alternative local access to the railway station in future.</p> <p>As indicated in Section 4.0: Infrastructure Plan, development within Precincts 1,2 and 3 will contribute to the cost of the overpass at a rate to be determined and agreed. Development within Precinct 1 will be subject to detailed traffic studies and threshold analysis to ensure development does not proceed in advance of infrastructure implementation.</p>	N

38	<p>Concerned about development of the campus before the completion of the Beams Road railway overpass. Comment that the frequency of trains on the Caboolture line is about to increase and QR have stated that they expect the boom gates will be down more than 80% of the time and "Beams Road will become a carpark".</p>	<p>As indicated in response to Issue 37, development will be subject to detailed traffic studies and threshold analysis to ensure development does not proceed in advance of infrastructure implementation.</p> <p>The issue of train frequency has been investigated and considered in development of the ADS and will continue to be considered based on the best possible information that is available at the time development proposals are considered.</p>	N
39	<p>Development access issues needing to be addressed via the Transport Assessment and proposals identified in Map 7a, as follows:</p> <ul style="list-style-type: none"> • connections from the UDA to the surrounding transport network need to be considered. • 'vehicle access for investigation' on Beams Road is acceptable, though the access should cater for all movements, with right turn lane and median opening, rather than just left in / left out – this would necessitate a median widening etc. • the Precinct 1 vehicle access point on Dorville Road (closest to Beams Road) seems to be acceptable, but it is not clear if this access point is proposed to be an all-movements intersection, or whether it would be suitable with the signalised intersection at Beams Road / Dorville Road. 	<p>Connections to the surrounding network have been considered and indicated on Map 7a for Precinct 1.</p> <p>Support for the additional vehicle access for investigation on Beams Road is noted and this opportunity will be considered in detail as development proposals arise in consultation with BCC.</p> <p>In terms of the proposed access to Dorville Road (closest to Beams Road), the ADS includes reference to this as a left in/ left out access point. Refer to Precinct 1, Precinct outcomes, (c) Access, movement and circulation, (iv) Vehicle access and movement.</p> <p>Note that Beams Road is a Council controlled road.</p>	N
40	<p>Raised as needing to be addressed is the significant upgrade of Dorville Road to accommodate the shared on-road Busway along Dorville Road down to Zillmere Road for the required bus/ transit lanes.</p>	<p>The UDA DS and ADS identifies and aims to protect the preferred alignment of the proposed Northern Busway but does not prescribe road upgrading requirements or timing for the implementation of the Busway.</p> <p>Planning and implementation of the busway is the responsibility of the Department of Transport and Main Roads and this issue will be raised for their consideration.</p>	N
41	<p>Require general bus network planning during the ongoing development of the Carseldine Urban Village – i.e. how the surface bus network is required to use any updated local road network prior to implementation of the busway and the implementation of the Beams Road rail overpass.</p>	<p>The role of the ULDA is to ensure that an appropriate and adequate road network is established within the UDA to support current and future public transport needs.</p> <p>Within the Urban Village this includes provision for buses on the main village access road and on the loop road from the village main street to the railway station. The loop road will ultimately connect Precinct 1 to Precinct 3 under the Beams Road railway overpass.</p> <p>The ULDA is not the responsible agency for bus route and timetable planning but is seeking to work with all stakeholders to ensure the staging of development</p>	N

		supports bus services prior to full implementation of the Northern Busway and interim measures contribute to ultimate arrangements where possible and efficiency is achieved. This requires the co-operation of all parties to achieve an integrated outcome. The ULDA strongly supports a collaborative approach to this matter.	
42	Suggestion that the existing QUT buildings could be better utilised eg residential/ business use as well, then people working in the government offices do not even need to travel to work and traffic impacts would be minimised.	Local containment of vehicle trips is a high priority for transit oriented development and as such it is envisaged that the Carseldine Urban Village would contain a mix of uses to enable residents to shop and recreate locally. The ADS will deliver a good balance of uses to ensure reasonable containment of local trips. It is also considered that conversion of the existing buildings for residential use would be difficult and less efficient than conversion from education to office uses.	N
43	Concern about traffic impacts on the surrounding network including the impact on Dorville Road and Denver Road with more “rat running” down Denver Road.	Dorville Road is designated as a District Access Route in the <i>Brisbane City Plan 2000</i> and as such it is envisaged as carrying between 3000 and 15000 vehicles per day. Traffic analysis for the Urban Village indicates that the function and capacity of this road would not be exceeded in the ultimate development scenario. Implementation of intersection upgrades will be required to support particular stages of development. Denver Road is a Council controlled road. The issue of “rat running” down Denver Road has been described by residents as an existing issue which will be exacerbated. This issue requires further investigation and discussion with BCC to determine what impacts and measures may be appropriate and attributable to development within the UDA.	N
44	Suggestion that traffic calming measures are required in Carselgrove Ave and Lavendar Place.	This is a detailed planning and design issue for consideration during the development assessment process for development within Precinct 4.	N
45	Comment that the proposed traffic route along Balcara Ave to the bus/ rail station is unlikely to be efficient until better parking facilities are available.	Implementation of the northern section of the proposed loop road from the Carseldine railway station to Balcara Avenue will consider park and ride facilities and access arrangements.	N
46	A SATURN traffic model for the area bordered by Stafford Road, Linkfield Road, Old Northern Road and Sandgate Road, of which the Fitzgibbon UDA site is included, is currently being developed by DTMR. It is important that ULDA be part of this modelling project to share information particularly on demographic projections and detailed plans for	The ULDA continues to liaise with DTMR regarding ongoing strategic transport and traffic issues to consider the implications of broader transport network issues and projects for development staging and approvals within the UDA. Consideration of how the SATURN traffic model may be utilised during detailed planning and design of the road network is ongoing.	N

	<p>the road network for the ULDA site.</p> <p>The SATURN model outputs will assist in future decision making by TMR and the ULDA in regards to providing integrated transport and land use outcomes for this area.</p>		
47	<p>Request to amend Map 8 to show the land required along Beams Road for the Beams Road overpass to be consistent with Map 4 Fitzgibbon Urban Development Area transport plan and reflect the correct use zoning.</p>	<p>The exact land requirement for the Beams Road railway overpass in Precinct 3 has not been confirmed at this time given that detailed design has not been completed and considering the complexity of how the overpass, railway corridor and proposed Busway might intersect.</p>	N
48	<p>Map 9 shows a portion of land shaded in grey along Beams Road but this is not defined in the legend. If it is for the Beams Road overpass then the zoning should be consistent with the southern portion of Beams Road for 'special purpose'.</p>	<p>The area shaded grey on Map 9 in Precinct 3 relates to anomalies in the cadastre base and zoning boundaries.</p> <p>It is proposed that this area be included in the adjacent Mixed use zone. This does not preclude use for transport purposes but maintains maximum flexibility.</p>	Y Refer A7
49	<p>Comment that the proposed Scheme has limited capacity to enable the consideration of alternative solutions that are substantially different to those contained in the document, which may emerge with ongoing issue analysis or the presentation of 'out of the box' development proposals.</p>	<p>The proposed amendments to the DS aim to provide a degree of certainty for development and residents regarding likely traffic access points to the site and desired outcomes regarding the introduction of a network of streets to support not only vehicle movement but a high level of pedestrian and cycle movement.</p> <p>In the event that an alternative solution is proposed the ULDA can assess such a proposal against the UDA vision, structure plan and UDA wide criteria.</p>	N
Carseldine railway station park and ride			
50	<p>Concerned that the Proposed Development Scheme does not include any increase in park and ride facilities adjacent to the Carseldine rail (and future busway) station.</p> <p>There is currently significant demand for the existing 210-space facility, which impacts on the amenity of residents in local streets due to overflow parking etc. The likely increase in park and ride spaces north of the Urban Development Area (in Bald Hills / Bracken Ridge) is noted but it is assumed that the additional demand generated from growth in the residential catchment of Fitzgibbon / Carseldine would offset any additional spaces to be provided further north of the UDA.</p> <p>The ULDA should include analysis of this parking demand within the transport network assessment that is yet to be finalised.</p>	<p>Advice regarding the number of spaces that should be provided and maintained into the future at the Carseldine Railway Station has been drawn from DTMR and Translink Transit Authority (TAA) as the responsible authorities.</p> <p>The ADS includes a minimum number of commuter car parking spaces to be maintained. This does not preclude the consideration of additional parking spaces if deemed necessary by the responsible authority. This issue will be further considered as detailed planning for Precincts 1, 3 and 4 progresses in consultation with key stakeholders.</p>	N

51	Submitters request and increase in the number of park and ride spaces and consider that the proposed scheme does not allow for adequate parking for train users.	Refer to Issue 50 response.	N
52	Provision of additional park and ride facilities on the Fitzgibbon side requested.	Refer to Issue 50 response.	N
53	Relocation of the park and ride opposed as it is an essential facility to encourage public transport use.	The intent is not to relocate all park and ride facilities away from the immediate station precinct but to provide opportunities for transit supportive land uses to achieve a positive interface with the station and improve casual surveillance. To clarify the intent for park and ride facilities in Precinct 3 it is proposed to include an additional statement in the precinct outcomes regarding facilities which should be retained in the immediate station environment such as bus interchange, kiss and ride, disabled parking and taxi zones.	Y Refer A30
54	Shifting of the existing interchange carpark should be after Beams Road railway overpass and before development of Precinct 1 as construction activities will put further pressure on parking – no timing mentioned in the Development Scheme.	The timing of changes to the existing park and ride facility are dependent on the ongoing suitability of access arrangements from Beams Road and implementation of the Beams Road railway overpass. Earlier implementation of northern access arrangements may be considered.	N
55	Concerned about relocation of pick up/drop off at station.	The intent is to retain a passenger pick up/drop off zone within the immediate station area in Precinct 3 along with bus interchange, disabled parking, a taxi zone and an amount of commuter car parking. To clarify the intent for the immediate railway station area it is proposed to include an additional statement in the Precinct 3 outcomes.	Y Refer A30
56	Text indicates that the park and ride facility is located within Precincts 1 and 3, however new Map 7a does not illustrate a park and ride (P) in Precinct 3.	To clarify the intent for the immediate railway station area it is proposed that an additional statement regarding the station area be included in the Precinct 3 outcomes.	Y Refer A30
57	Parking required for proposed busway station.	The current DS identifies an area for busway station park and ride adjacent to Telegraph Road. Proposed amendments to the DS indicate a minimum number of spaces to be provided in the Carseldine park and ride facility. This does not preclude additional opportunities being considered if the responsible authorities indicate that additional spaces are required to service future needs.	N

Car parking rates			
58	Concern that there will not be sufficient parking for 1,000 government staff and public transport use will be low.	<p>The ULDA understands community concerns regarding parking and has proposed amendments to the DS to clarify parking requirements for retail, commercial and residential land uses. The rates proposed are in line with current local authority rates and have been set considering current public transport usage and servicing.</p> <p>In addition, significant employment uses will be required to prepare and implement a travel plan to encourage public and active transport usage and consider other workplace initiatives to minimise vehicle trips where car parking is an issue.</p>	Y
59	Concern about overflow parking from high rise development.	<p>Parking rates have been developed and reviewed considering local authority parking rates and Transit Oriented Development (TOD) guidelines regarding parking.</p> <p>The ADS includes an increase to the parking rates to provide for visitor parking on-site.</p> <p>The design of streets within the Urban Village will also contain on-street parking.</p>	N
60	Car parking rates (Section 3.10) are considered insufficient to cater for the expected demand for parking within the Urban Village. At the rates identified demand for spaces will be at a premium and will result in parking in surrounding residential areas. Residential car parking rates are too low and no provision has been made for visitor car parking.	<p>Refer to Issue 58 and 59 responses.</p> <p>In addition, the ULDA does not consider the inclusion of a specific rate separate rate for visitor parking is warranted.</p> <p>Visitor parking is determined on a case by case basis for each development as part of the development assessment process.</p>	N
61	Noted that the amended scheme increases the car-parking requirements in Section 3.10 Table 1, and interpreted as reflecting a shift from a "localised employment catchment" to an employment "destination" attracting traffic from a metropolitan-wide catchment.	The change in rates is reflective of additional research and consideration of the State Government's TOD guidelines.	N
62	Concerned that the addition of more buildings on the southern boundary will remove the available parking that will be needed for visitors and the influx of Government employees from the north-side who do not have access to public transport. Considers that this will put further pressure on parking in suburban streets adjacent the Campus.	<p>Re-use of the existing buildings for office purposes will be subject to development assessment processes and will be required to demonstrate compliance with ADS car parking rates and strategies regarding travel demand management.</p> <p>While the ADS provides for redevelopment of existing parking areas, this will only be considered for approval if parking is relocated and the required number of spaces is maintained.</p>	N

63	Proposed inclusion of a clause within Precinct 1 (c) (ii) that ensures public transport facilities for taxis including maxi taxis services are provided for and integrated into particular use areas as follows. Wording provided for consideration to ensure development should provide opportunities for people to access all forms of public transport.	Recognition of the need to consider a broad range of user groups within key streets and at strategic locations is supported. Additional wording is proposed for inclusion in the general Precinct 1 Access, movement and circulation outcomes section.	Y Refer A11 and A30
Car parking location and design issues			
64	Concern that the amended retail car parking provision could result in a sea of car parking should a large tenancy retailer come into the area i.e. supermarket. Amendment to the car parking provisions is suggested to clarify requirements.	The intent of the proposed amendment is to support the location of a portion of retail car parking at ground to support short term local convenience trips as this is envisaged as the primary role of the retail component. The opportunity for ground level parking to be used as an interim land use or for local markets is also supported. Further parameters regarding ground/ street level parking are supported and proposed for inclusion to clarify the intent for the location and design of parking.	Y Refer A4
65	Concern that Sub Precinct 1a – dot point 11, will provide for excessive ground floor/ at grade parking which will detract from the desired streetscape.	Refer to Issue 64 response.	Y Refer A4
66	Concern that new provisions under 3.9 Building siting and design, High intensity buildings, Building character, (vi) Parking, do not stipulate how many car parks associated with retail uses can be located above ground. Retail (shop) uses can result in large floor plates, which will require significant carparking. To have a provision that allows for retail uses to have all car parking at grade could result in a sea of bitumen parking, contrary to City Plan requirements. Rewording suggested.	Refer to Issue 64 response.	Y Refer A4
67	Concern that visitor parking allocation is unclear. It is considered that this is particularly important to clarify for the mixed use precincts.	The location and design of visitor parking is determined on a case by case basis for each development as part of the development assessment process considering the specific land use and/or mix of uses proposed, availability of on-street parking and public transport accessibility and expected usage.	N

68	Concern with half basement references in section 3.9 and Precinct 1 (e) and that the treatment of half basement parking is not adequately addressed within the Development Scheme. Considers that half basement parking not exceeding 1.5m above adjacent public footpath/road reserve levels may be considered appropriate if treated with landscaping or building sleeving that extends to the ground level and activates the streetscape. Rewording suggested.	Additional wording regarding semi-basements in section 3.9 is supported to provide clarity of intent. Semi-basement parking is not referenced in Sub-precinct 1(e). Parking within the proposed area of low to medium intensity residential development adjacent to Dorville Road will be guided by UDA-wide criteria.	Y Refer A4
Pedestrian and cycle links and facilities			
69	Considers that the ULDA is building a major commuter cycle link along the railway line removing a major barrier to cycling from Brisbane's northern suburbs (by providing a parallel route to Gympie Road). Therefore, the extent of connections south of the site (Precinct 1) is important for commuter cycling. Additionally, to connect with other BCC projects specifically along the Cabbage Tree Creek.	Noted.	N
70	Requests the ULDA to show surrounding bikeway/shared pathway connections in the appropriate maps (e.g. the proposed Map 7b etc.).	Items outside the UDA boundary are generally not included to ensure lines of planning responsibility are clear.	N
71	Requests upgrading of the shared pathway along the eastern side Dorville Road (within the UDA boundary) to provide improved pedestrian /cycle facilities between the ULDA proposed bike lanes and shared paths on internal road to the BCC proposed links in the Cabbage Tree Creek Bikeway ending at Dorville Road and Aspley Special School and Aspley High.	The condition of existing pathways on Dorville Road and Beams Road has been examined. Sections may need upgrading as development occurs depending on the scale and location of development within the Precinct. This issue will be considered in the development assessment process as proposals come forward and conditioned through development approvals as appropriate. It is proposed that pedestrian and cycle links along Dorville Road and Beams Road be shown on Map 7b: Precinct 1 pedestrian and cycle links plan and that upgrading is considered and required as appropriate as development progresses.	Y Refer A10 and A14
72	Clarification of the future shared path along busway requested. Specific questions regarding the detailed design of raised in submission.	Further discussions have been held with BCC officers regarding strategic pedestrian and cycle connections including the proposed shared pathway on the southern side of the busway in Precincts 1, 2 and 4. The ADS provides for protection of a corridor through the UDA and indicates the preferred location of key pedestrian and cycle links. To ensure clarity of intent it is proposed that relevant maps be amended to show a pedestrian/cycle link on the south edge of the busway connecting from Precinct 1 to Precincts 2 and 4.	Y Refer A8, A10, A12 and A27

73	Clarification of the North-South off-road connection (shared path) for commuter cycling requested. List of specific questions raised in submission.	Refer to Issue 72 response. This item has been discussed further with BCC officers.	Y Refer A8, A10 and A27
74	The location of a future bridge crossing of Cabbage Tree Creek should consider the role of commuter cycling from Bald Hills to the City, especially if there is no pathway link proposed to continue along the railway line to Zillmere Road.	Further discussions have been held with BCC officers regarding strategic pedestrian and cycle connections to the south of Cabbage Tree Creek. BCC will consider this matter in strategic bikeway network planning and consult with the ULDA regarding preferred links into and through the UDA. Current ADS provisions regarding areas for crossing investigation to be retained.	N
75	BCC is not currently proposing any crossings of Cabbage Tree Creek in this area. Strategic bike network plan is currently being reviewed and the role / location of crossing points would be considered as part of BCC's bikeway network review.	Refer to Issue 74 response.	N
76	Consider the provision of separated pedestrian and cycle pathways in potential high use pedestrian and cycle areas, especially considering the increasing general population in this area.	On-road bikeways are proposed on key routes such as the village main street connecting Beams Road and Dorville Road. Separated pathways on other routes will be considered at the detail design stage considering expected usage, function and best practice guidelines.	N
77	Consider a finer grain of pedestrian and cycle networks in the area south of the Carseldine railway station – for example, an additional footpath connection north to south if supported by the land uses.	This issue has been further discussed with BCC officers and the network of pedestrian and cycle facilities proposed considering the proposed network of streets and plaza connections is considered appropriate. Within 200 metres of the Carseldine Railway Station there will ultimately be two key Beams Road crossing points. It is proposed that interim issues and options be considered with BCC and other State Government stakeholders to ensure pedestrian and cyclist safety and convenience to and from the railway station and government employment node is provided in the early stages of development.	Y Refer A28 and A29
78	Question the primary 'main' street connection with bike lanes and shared path connection from internal road to proposed North-South off-road connection. Is this the best location for this main street for CPTED (i.e. along the edge of the land use adjacent to bushland)? Is this better located to provide direct access to the centre of the mixed precinct?	This issue has been further discussed with BCC officers and the links as proposed on Map 7b are considered appropriate at this stage subject to further consideration of strategic network needs and detailed design at the time of development in consultation with BCC.	N

79	Considers the proposed east-west trail network (refer Map 7b) along the northern edge of Cabbage Tree Creek is inappropriate and unjustified, as is the creek crossing investigation area. This may result in undesirable impacts upon the existing Regional Ecosystems, and create post-development ownership and maintenance issues.	In previous consultation for the UDA DS and in the most recent round of consultation for the Proposed Amendments, the community has indicated that the Cabbage Tree Creek trail network is an important recreation link. The proposed trail follows the line of an existing pathway from Dorville Road to the QUT research facility then continues east towards the railway line along an existing mown fire break. The proposed trail will be located to utilise existing infrastructure where possible and minimise disturbance to vegetation.	N
80	Proposes extension of the pedestrian / cycle link within Precinct 1(b) Map 7 through the village green to connect with the high quality pedestrian/cycle connection to the proposed busway stop (for the northern busway) located on the southern local access street.	Pedestrian and cycle access east – west through the existing area of buildings currently exists and Map 7(b) will be amended to clarify the intent and ensure this link is maintained into the future.	Y Refer A10
81	Amend Map 7 to include the major pedestrian and movement spine from Carseldine Station to the proposed Park n Ride facilities, adjacent to the rail line, to be consistent with Map 7b, Precinct 1, pedestrian and cycle link plans, page 25 of the Amended Development Scheme.	Amendment of Map 7 to reflect the importance of a future link from the railway station to the south of Beams Road and park and ride spaces is supported.	Y Refer A8 and A10
82	A pedestrian / cycle link should be provided along the outer northern edge of the bushland open space zone parallel to Telegraph Road, from the Norris Road/Telegraph Road intersection to the pedestrian / cycle link located adjacent to the proposed busway corridor. The connection would provide a direct link to the proposed northern busway station for commuters external to the site and formalise a northern loop for the internal pedestrian and cycle network.	Noted. The amendments package focuses primarily on the Carseldine Urban Village and inclusion of an amendment not advertised and out of the primary area of consideration is not supported. The value of this link is noted and the ULDA proposes to consider the need for this link as part of the development of adjacent stages of the Fitzgibbon Chase development and will request BCC to consider pedestrian and cycle movements as part of the planning and design of the Telegraph Road overpass.	N
83	Illustrative street sections are unclear and cannot be read.	Noted and checked.	N

Waterway/ wetlands impacts			
84	<p>Concern about encroachment of the proposed Busway Corridor (refer Maps 2, 3, 7).</p> <p>SP2 appears to be within an identified Waterway Corridor. The impact of the Busway corridor on the functions of the Waterway Corridor requires investigation.</p>	<p>A portion of the Special purpose (SP2-Transport corridor) zone for the Northern Busway corridor is within the Waterway Management Area trigger area as mapped by DERM.</p> <p>It is expected that environmental impact assessments will be undertaken by DTMR as part of detailed planning and design for the Northern Busway and mitigation measures developed as appropriate.</p>	N
85	<p>The location of the new Busway Stop along the southern edge of Precinct 1 impacts on the adjoining Waterway Corridor. The new proposed Busway stop should not adversely impact on the Waterway Corridor. Refer Map 4.</p>	<p>The proposed Busway Stop in Precinct 1 is outside the Wetland Management Area trigger area identified by DERM.</p>	N
86	<p>Advice that within the Carseldine Urban Village area, the wetlands associated with Cabbage Tree Creek contain the following values:</p> <ul style="list-style-type: none"> • Core habitat for <i>Phascolarctos cinereus</i> (koala), <i>Crinia tinnula</i> (wallum froglet) and non-core habitat for <i>Litoria freycineti</i> (wallum rocketfrog) and <i>Litoria olongburensis</i> (wallum sedgefrog), identified by biodiversity planning assessment (BPA). Each of these species is classified a 'vulnerable' and protected under the <i>Nature Conservation Act 1992</i>. It should be added, however, that the area is not identified as 'koala habitat area' under provisions of the SPP2/10 – <i>Koala Conservation in South East Queensland</i>. • An 'area of high ecological significance' under provisions of the <i>SEQ Regional Plan 2009-2031</i> • Wetlands Management Area under provisions of the <i>Sustainable Planning Regulation 2009</i>. <p>The Fitzgibbon UDA contains wetlands mapped on the referable wetlands map. A map of the referable wetlands mapping and the Regional Ecosystem mapping of the Carseldine Urban Village Area for your information. A description of the wetlands and regional ecosystem composition was included in the submission.</p> <p>It is recommended that the ULDA consider the potential impacts of the proposed development on wetland values, including the water quality, natural hydrological flows and ecological functioning of the wetland. Development should maintain the ecological values, water quality and water regime of the wetland.</p>	<p>To support the preparation of the Fitzgibbon UDA DS an assessment of the presence of Koalas was undertaken by flora and fauna habitat specialists. No Koalas were sighted during the field survey and many areas throughout the creek corridor were found to hold very limited if any value for Koalas due to dense ground cover of exotic weeds and grasses. Other areas within the UDA support mainly rainforest vegetation that provided limited resources for Koalas.</p> <p>Development is not proposed within Wetland Management Areas or trigger areas associated with Cabbage Tree Creek as mapped by DERM in the Carseldine Urban Village comprising of Precincts 1,2 and 3 of the Fitzgibbon UDA.</p> <p>Rehabilitation and revegetation of the Cabbage Tree Creek corridor is proposed as development progresses in accordance with the Fitzgibbon Bushland Management Plan to support the development of a core biodiversity network within the UDA.</p> <p>It is proposed that a detailed bushland management plan be prepared prior to new development occurring within Precinct 1. This will include additional field surveys as required and include a list of preferred species.</p> <p>As outlined in the ADS, development within Precinct 1 will also be required to demonstrate best practice Integrated Water Cycle Management and Water Sensitive Urban Design (WSUD).</p>	N

	Where required, revegetation of the buffer is recommended using native species representative of the pre-clearing regional ecosystem, with preference given to endemic species. Plants should be of local provenance where possible. A rehabilitation/ revegetation management plan including weed management strategies may assist in determining the rehabilitation requirements for the development. Conditioning of any approval with building or development envelope(s) may also be a useful way to give formal effect to any required buffer area.		
Bushland/ remnant vegetation			
87	Supports additional protection of bushland on the former QUT campus. Considers that the bushland area should be recognised in a formal environmental reserve, subject to an active management plan to protect its conservation values.	Approximately 40% of Precinct 1 will be set aside in the Bushland and open space zone to protect significant areas of bushland. Appropriate tenure and management arrangements will be established to ensure ongoing protection of this bushland. It is proposed that a detailed bushland management plan be prepared prior to new development occurring within Precinct 1 to guide management and rehabilitation of bushland areas.	N
88	Concerned that trees that are 30m tall or taller will have to be cut down and only replaced with smaller sized trees (2m or less), this would change not only the ground but the wildlife as well. Replanted trees will not get to 30 or more metres in height straight away, twenty years maybe.	Development of the Urban Village is expected to be undertaken over a 10 to 15 year period. A key task to be completed prior to new development is the preparation and implementation of a detailed bushland management plan for Precinct 1(former QUT campus). This plan will set out areas for early rehabilitation and revegetation to ensure an appropriate offset is achieved as development of the site progresses.	N
89	The Carseldine Urban Village area within the Fitzgibbon UDA, contains remnant vegetation mapped on the Regional Ecosystem mapping. A copy of the Regional Ecosystem mapping for the area was included in the submission.	Noted.	N
90	Recommends the ULDA ensure that clearing of an endangered Regional Ecosystem within an <i>urban area</i> does not occur with the UDA, and that development is buffered from endangered Regional Ecosystems. A buffer should be 1.5 times the height of the tallest vegetation adjacent to the proposed development, or 20 metres (whichever is greater). Recommends the ULDA ensure that clearing of endangered, of concern and least concern Regional Ecosystems within <i>non-urban areas</i> ,	The ADS presents a balanced approach to development of Precinct 1 within the Urban Village to protect vegetation of regional significance and provide for the expansion and strengthening of the Cabbage Tree Creek corridor to support fauna movement within the district and contribute to the protection and establishment of a core biodiversity network within the UDA. The Fitzgibbon Bushland Management Plan will be reviewed to ensure consistency with best practice standards regarding vegetation management and	N

	<p>does not occur with the UDA and that development is buffered from these Regional Ecosystems. A buffer should be 1.5 times the height of the tallest vegetation adjacent to the proposed development, or 20 metres (whichever is greater).</p>	<p>buffer distances. A bushland management plan for Precinct 1 will be developed to guide revegetation, rehabilitation and maintenance of bushland and open space areas within Precinct 1.</p>	
91	<p>The new road running east to west up the hill from the main boulevard towards the centre of the existing college will cut through existing natural bushland and habitat. The necessity of this road is questioned and the new buildings towards the top as it will also destroy the natural beauty of the wooded hillside.</p>	<p>The road described in this submission is proposed to maximise accessibility, provide a buffer to the central area of significant vegetation to be retained and act as a fire break to the child care centre. The precise location and detailed design of the road will be required to minimise clearing and provide opportunities for the retention of significant individual trees.</p>	N
92	<p>Concern regarding the encroachment of Proposed Busway Corridor (refer Maps 2, 3, 7) on the Bushland/sports and recreation area as a result changes to the Carseldine Urban Village area and the provision of new Special Purpose areas for transport related facilities as shown on associated Maps. There is an increase in the SP2 area for the Transport corridor adjoining the bushland and open space.</p> <p>Support for increased retention of native vegetation on the site, as it contains important remnant Regional Ecosystems with Of concern / Endangered status. Also reducing the amount of Civic and open space land is not supported when there will be a significant increase in employees and residents on-site.</p>	<p>The change in the shape of the Special purpose – SP2 (Transport corridor) zoned area reflects the expected extent of the busway form including possible batters.</p> <p>The busway has been located to minimise disturbance to significant vegetation and would not result in the loss of any endangered remnant vegetation or impinge upon the Wetland Management Area mapped by DERM.</p> <p>In terms of the amount of civic and open space, the proposed amendments provide for a greater number of small scale public spaces including village greens and plazas, within the Urban Village for both residents and employees, in addition to the large informal sports and community hub area adjacent to the proposed busway.</p>	N
93	<p>Development of the UDA will mean a significant decrease in habitat with high biodiversity values. Areas that are not proposed to be developed may be compromised by increased human activity next to and within these conserved areas, including proposed works for stormwater and flood mitigation.</p> <p>It is recommended that the ULDA consider environmental offsets where unavoidable adverse environmental impacts result from urban activities or development. Such offset may apply the principles of the Queensland Government Environmental Offsets Policy. This consideration would accord with one of the main purposes of the <i>Urban Land development Authority Act, s 3(2)(d)</i>, to facilitate in the Urban Development Areas '<i>Planning principles that give effect to ecological sustainability and best practice urban design</i>'.</p>	<p>The proposed amendments present a balanced approach to vegetation protection and development to ensure both environmental and public safety objectives can be delivered and the future viability of the site is guaranteed.</p> <p>The Fitzgibbon Bushland Management Plan currently provides for offsets where tree removal is proposed. To support implementation of the Urban Village vision, it is proposed to review this plan to ensure applicability for the Carseldine Urban Village. Consideration will be given to best practice guidelines and other State Government policies such as the offsets policy mentioned in this submission.</p>	N

<p>94</p>	<p>Notes that clearing of <i>protected plants</i> is regulated by the <i>Nature Conservation Act 1992</i> (NCA).</p> <p>The regulation and approval processes associated with the NCA sit outside of SPA and SP Reg and therefore applies whether or not the activity is taking place in a UDA. A permit is required to clear endangered, vulnerable and near threatened plant species on all tenures, and least concern plants on state land tenures (e.g. leasehold land, USL, reserves etc).</p> <p>A Wildlife Movement Permit / Damage Mitigation Permit may also be required for taking or interfering with a protected animal under the NCA and the <i>Nature Conservation (Wildlife) Regulation 2006</i>.</p> <p>It is recommended that the ULDA:</p> <ul style="list-style-type: none"> • Survey the site for endangered, vulnerable and/or near threatened species of plants; and • Consult with DERM to discuss how any necessary clearing of such species of plant might be dealt with through a class exemption under the NCA. • Include information in the ADS about permits under provisions of the NCA and <i>Nature Conservation (Protected Plants) Conservation Plan 2000</i> which may be required for clearing, taking or use of protected plants. <p>It is recommended that the ADS include information about when a permit may be required for clearing/interfering with wildlife, and/or movement of wildlife under provisions of the NCA.</p>	<p>Noted.</p> <p>The proposed ADS does not negate consideration of the <i>Nature Conservation Act 1992</i>.</p> <p>As part of the preparation of the Fitzgibbon UDA DS broad scale flora and fauna assessments were undertaken. At that time no endangered, vulnerable or threatened plant species were found within the UDA as defined in the <i>NCA 1992</i>.</p> <p>To support the preparation of the Carseldine Urban Village masterplan and concepts for Cabbage Tree Creek flood mitigation works, additional flora and fauna field surveys were undertaken. In the Cabbage Tree Creek corridor within Precinct 1 a single flora specimen of significance was identified. This tree is within the area zoned Bushland and open space and will be appropriately protected.</p> <p>Through the development assessment process, the ULDA will continue to require applicants to undertake detailed surveys to identify significant vegetation and develop plans in accordance with the Fitzgibbon Bushland Management Plan.</p> <p>Information regarding additional permits or approvals that may be required is not included in development schemes but discussed with applicants during the development assessment process.</p>	<p>N</p>
<p>95</p>	<p>Concern is raised about the negative impact on vegetation that may result from the boundary interface investigation area (refer Map 7) as well as the habitat interface/bushfire management edges (Map 7c).</p> <p>The development footprint should be set back to avoid any additional vegetation clearing than what was previously proposed.</p>	<p>Boundary interface investigation areas are identified where detailed survey has not been available to accurately locate a preferred zoning boundary in relation to existing or proposed features.</p> <p>The Fitzgibbon Bushland Management Plan will be reviewed to ensure investigation areas are more clearly defined and appropriate standards are set for habitat interface/ bushfire management edges.</p>	<p>N</p>

Environmentally relevant activities			
96	<p>Advises that the approval process for allowing an environmentally relevant activity (ERA) is under SPA and SP Reg. However, the State regulates ERAs under the <i>Environmental Protection Act 1994</i> (EPA). Even if a development approval for an ERA is not required under the Fitzgibbon Development Scheme, an operator may still require a registration certificate under the EPA in order to conduct the activity.</p> <p>It is recommended that the ADS include information that a registration certificate may be required for proposed operators of ERAs under provisions of the <i>Environmental Protection Act 1994</i>. It is recommended that an application involving an ERA is forwarded to DERM to determine requirements and limitations of the application under the EPA and its Regulation.</p>	<p>The DS and ADS include a definition for environmentally relevant activities that references the <i>Environmental Protection Act 1994</i>.</p> <p>Level of assessment tables include reference to environmentally relevant activities and applicants are advised of responsibilities and processes during the development assessment process.</p>	N
Cultural heritage			
97	<p>Advice that under section 23 of the <i>Aboriginal Cultural Heritage Act 2003</i> a person who carries out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal cultural heritage (the "cultural heritage duty of care").</p> <p>It is recommended that the ULDA complete a voluntary Aboriginal Cultural Heritage Management Plan (CHMP) to demonstrate how development of the Fitzgibbon UDA will meet the duty of care—to recognise, protect and conserve Aboriginal or Torres Strait Islander cultural heritage.</p> <p>Applicants may wish to prepare a voluntary CHMP in order to meet the duty of care guidelines. Regardless of whether a CHMP is provided with development applications to the ULDA, it is recommended the ULDA advise applicants of their duty of care.</p> <p>It is also recommended the ULDA encourage applicants to undertake a search of the Aboriginal Cultural Heritage Database and the Aboriginal Cultural Heritage Register, administered by the Cultural Heritage Coordination Unit, DERM.</p>	<p>Nothing in the DS or ADS avoids the duty of care articulated by the <i>Aboriginal Cultural Heritage Act 2003</i>.</p> <p>The ULDA advises applicants of their responsibilities and encourages applicants to undertake a search of the Aboriginal Cultural Heritage Database and Register.</p>	N
98	<p>Considers that there needs to be some form of recognition of the original Indigenous people of the area. Sculptures could be designed by local artists to honour the history of the area and also provide another landmark feature for the community to embrace.</p>	<p>This comment is noted and will be encouraged in new development through the development assessment process.</p>	N

Fauna impacts			
99	Concerned about the loss of habitat impacting on wildlife. The bushland along the two branches of Cabbage Tree Creek and within the QUT grounds is home to about 70 species of birds plus brushtail and ringtail possums, sugar gliders and a large bat colony.	<p>The existing UDA DS includes significant areas of vegetation within the UDA in the Bushland and open space zone.</p> <p>Within the Carseldine Urban Village, the proposed amendments present a balanced approach to vegetation protection and development to ensure both environmental and public safety objectives can be delivered and the future viability of the site is guaranteed.</p> <p>Overall, the amount of bushland and open space to be protected will be increased through the proposed amendments. Completion of a bushland management plan including rehabilitation and revegetation priorities is proposed to ensure effective and active management of this important asset into the future.</p>	N
100	Comment that there does not appear to be adequate provision to retain squirrel glider denning trees on the QUT site and to ensure continued movement of this species and the bushland adjacent to Telegraph Road.	<p>Further to a detailed tree survey undertaken to identify potential squirrel glider denning or hollow opportunities during the preparation of the DS, the majority of suitable habitat trees will be protected within Precinct 1 (former QUT campus) in the ADS.</p> <p>The Fitzgibbon Bushland Management Plan also sets out requirements for fauna protection where tree removal is proposed, for identified fauna crossing points and during construction.</p>	N
101	Suggestion that ongoing monitoring be undertaken to ensure the ongoing survival of the significant Squirrel Gilder population in this area.	The idea of monitoring while not a statutory planning matter will be raised for consideration with other stakeholders such as BCC as this is an issue of city-wide significance as the continued survival of the Squirrel Glider requires a range of strategies.	N
102	Concern is raised about the negative impact on vegetation that may result from the habitat interface/bushfire management edges (refer Map 7c). The development footprint could be set back to avoid any additional vegetation clearing that would result in loss of fauna habitat.	<p>Within Precinct 1 the proposed amendments present a balanced approach to vegetation protection and development to ensure both environmental and public safety objectives can be delivered and the future viability of the site is guaranteed.</p> <p>Habitat interface/ bushfire management edges are identified to ensure a positive balance is achieved. Details regarding setbacks, site and building design adjacent to habitat are proposed to be included in the Fitzgibbon Bushland Management Plan when it is reviewed.</p>	N

Fauna crossings			
103	<p>The ULDA map <i>proposed zoning and key elements</i> identifies three fauna corridors involving road crossings.</p> <p>In the absence of other references on how this will be achieved, DERM supports the use of the Department of Transport and Main Roads' Technical Document <i>Fauna Sensitive Road Design Manual Volume 2: Preferred Practices</i> as its key reference to best practice, and recommends the Development Scheme be amended to recognise the principles of this document.</p>	<p>Requirements for fauna corridors and crossing points are included in the Fitzgibbon Bushland Management Plan that is referenced in the DS and ADS. This document will be reviewed to ensure consistency with available best practice standards and site opportunities for fauna corridors and crossings.</p>	N
104	<p>More information is required on the fauna corridors shown on Map 7: Precinct 1. The "Fauna corridor" annotations and supporting text are inadequate responses to wildlife movement issues.</p> <p>The strategies for fauna movement near the connection to Dorville Road are not considered satisfactory.</p>	<p>The level of detail included within the proposed amendments is considered appropriate. Further detail regarding fauna corridors is included in the Fitzgibbon Bushland Management Plan. This plan will be reviewed and updated as required to ensure best practice principles are applied.</p>	N
Open space issues			
105	<p>No objection to the concept of village greens, however, issues arise with ownership, construction standards and maintenance of this type of facility. This is particularly the case where it appears that these areas may be subject to volumetric subdivision, non standard construction and inclusion of utilities provisions within the space.</p> <p>There is no objection to the multi purpose use where held in private ownership. Where it is expected that the green be held in public ownership and have multi purpose use particularly issues arise with approval processes for temporary use such as markets.</p>	<p>Concerns regarding the village greens are noted.</p> <p>The ULDA does not propose to prescribe through the ADS whether village greens should be in public ownership but will require that the detailed design, management and approval processes consider tenure. This approach is taken to maximise flexibility and options for private sector investment whilst ensuring the public benefits from this form of high quality urban space.</p> <p>Regardless of tenure all publicly accessible spaces will be required to be designed to an appropriate standard considering Australian Standards, best practice guidelines and other specific BCC guidelines as referenced in the ADS.</p> <p>To ensure clarity and consistency it is proposed to include reference to appropriate standards in the Precinct 1 (d) Public space and landscaping section.</p>	Y Refer A16
106	<p>The proposed village greens are seen to perform a similar function to urban commons, a park classification type in Council's Desired Standards of Service for Public Parks. It is therefore recommended that the village greens be designed in alignment with the Desired Standard of Service, which recommends that typical embellishments include shade, taps/bubblers, public art, bins, seating and bike racks.</p>	<p>The DS currently references BCC Subdivision and Development Guidelines in appropriate locations and this is continued in the ADS. This document contains guidelines for the planning and design of park facilities.</p> <p>To ensure clarity and consistency it is proposed to include reference to appropriate standards in the Precinct 1 (d) Public space and landscaping section.</p>	Y Refer A16

107	In relation to the proposed plazas within Precinct 1, it is assumed that the tenure of all plazas will be as dedicated road. Construction of these spaces should comply with Council's Brisbane Streetscape Design Guidelines.	As is the case with laneways and plazas across the city, the tenure of proposed plaza spaces within the Carseldine Urban Village may not necessarily be as dedicated road or parkland. The design and construction of these spaces will be required to adhere to relevant standards such as the BCC Brisbane Streetscape Design Guidelines (BSDG) that are referenced in the proposed amendment. To ensure clarity and consistency it is proposed to include reference to appropriate standards in the Precinct 1 (d) Public space and landscaping section.	Y Refer A16
108	Proposes halving of the residential and commercial area to ensure vegetation protected and greater open space achieved.	Within the Carseldine Urban Village, the proposed amendments present a balanced approach to vegetation protection and development to ensure both environmental and public safety objectives can be delivered and the future viability of the site is guaranteed. Within Precinct 1 approximately 40% of the site will be protected in the Bushland and open space zone.	N
109	Significant area to be set aside for community garden.	This suggestion is noted and will be considered in consultation with BCC during planning and design of the local park and community hub area.	N
110	Extra area to be added to the open space area between parkland residential road, village main street and busway.	The DS and ADS provide for the establishment of a significant local park, informal sports and community hub adjacent to the railway line and proposed busway in the south-east corner of Precinct 1. Extension of this area to the west is not considered necessary to support the local function of this proposed open space. Development to the west to frame and overlook the park will be of benefit in terms of casual surveillance and activation.	N
111	Existing sports field should be retained/preserved.	The proposed amendments present a balanced approach to development to take advantage of the site's proximity to public transport and future transport networks to create a new district hub. The existing sports fields are not of a sufficient scale on their own to establish a significant district sporting facility with adequate facilities. Retention and provision of a substantial area for local informal sports and community use is proposed to meet the needs of local users.	N

112	The provision of the local park, informal sports and community hub area needs to consider Council's Desired Standards of Service. Consultation with Brisbane City Council should be undertaken in the design phases of these areas.	The proposed amendments currently include the following reference. <i>The detailed design and implementation of this space will be subject to consultation with Brisbane City Council and analysis of the needs of local residents and employees within and directly adjacent to the Urban Village.</i>	N
113	The proposed amendment to Map 9: Precinct 3 shows the Local access street cutting through the Civic and open space area. It is acknowledged that this outcome may be dictated by traffic planning outcomes, but it is preferred that the Local access street align with the boundary between the Civic and open space and the residential area so as not to segment the open space.	This concern is acknowledged. Amendment of the position of this local access street to service the Carseldine Railway Station has been proposed considering traffic planning and best practice road design safety guidelines. The exact siting and design of this intersection will be subject to detailed design and consultation with BCC to ensure the best outcome is achieved considering safety, station access requirements and the intent to minimise impacts on the existing undeveloped parkland.	N
114	Request that the existing sporting facilities and the tennis courts be made available and maintained for use by the public until the lower field area is eventually redeveloped.	This request is noted and will be forwarded to the Department of Public Works for consideration as the State's land manager. The ULDA supports interim use of the existing facilities provided public safety, traffic impacts and the needs of existing users can be addressed.	N
Building heights and density			
115	The residential site fronting Dorville Rd has an identified density of 100 dwellings /ha. This appears excessive given the intent for 3 storey building height and 40% site cover. It is also excessive for adjacent residential area detached houses in the LR Area.	Considering site constraints and the proposal to provide a landscaped buffer to Dorville Road in response to submissions, the retention of the identified density of 100 dwellings/ ha is considered warranted to achieve desired residential outcomes to activate this edge of the precinct. Development will also be regulated by other parameters such as height, site cover and setback requirements to ensure a high quality design outcome is achieved.	N
116	Building heights of 8 storeys anywhere within the UDA opposed.	The Fitzgibbon UDA Development Scheme currently provides for building heights up to 8 stories directly adjacent to the railway line to the south of Beams Road within precincts 1 and 3. These heights were set following consultation and submissions on the Development Scheme in 2008/ 2009. The range of heights included and proposed are considered appropriate to maximise land use-transport integration, support the use of public transport and to act as a buffer to the railway line. This approach is consistent with transit oriented development principles as applied to this location considering the expected long-term implementation horizon. The current amendments package does not propose	N

		to amend these areas but to introduce height controls over the area formerly included in the Special purposes – SP1 (Education purpose) zoned area for which there are no height controls under the current scheme. Proposed heights are 3 storeys along Beams and Dorville Road stepping to 5 storeys. These heights are considered appropriate given adjacent uses, the site's potential and expected long-term implementation horizon.	
117	The proposed residential block facing Dorville Road should be 2 stories not 3 stories.	<p>Considering constraints on development within this area such as the need to retain a band of trees to Dorville Road and significant trees where possible within development sites, the opportunity for 3 storey development to minimise building footprints has been proposed.</p> <p>Sufficient separation and vegetation will be achieved between existing residences and new development adjacent to Dorville Road.</p>	N
118	Prefer to limit southern portion of 1(b), south of existing buildings to shared access/busway to 3 stories maximum. Rough map included in submission to delineate areas.	<p>Development of the southern portion of Sub-precinct 1(b) is subject to relocation and rationalisation of existing car parking.</p> <p>Large areas of surface parking will not support the achievement of an attractive and vibrant urban village in the longer term.</p> <p>Focusing redevelopment in this area into the future is preferred given existing vegetation patterns and surface disturbance.</p>	N
119	Prefer heights of 3 storeys but not more than 5. Concerned about the impact on the Beams Road streetscape.	<p>The Fitzgibbon UDA DS currently provides for building heights up to 8 stories directly adjacent to the railway line to the south of Beams Road within precincts 1 and 3 stepping down to 5 and then 3 stories closer to existing residences. These heights were set following consultation and submissions on the DS in 2008/ 2009.</p> <p>Heights of 5 and 8 stories are considered appropriate into the future given the land use-transport opportunity presented in the Urban Village.</p> <p>Implementation of the Urban Village is envisaged over a 10 to 15 year timeframe and the maximum height limits have been set considering future needs and market opportunities to maximise the potential of the site and its role in supporting infill development and growth within South-East Queensland.</p>	N

120	Buildings should be only three storeys high in all of Precinct 1.	Refer to Issue 119 response. Development of the site up to 3 stories would not provide for the achievement of the site's potential to deliver land use-transport integration and transit oriented development. Underdevelopment would not optimism returns for the State and ultimately the community.	N
121	Question whether plot ratios between 1.5 and 3 will be achievable and may inflate land value to the extent it becomes unviable for the desired type of development. In comparison, Brisbane Technology Park has achieved a plot ratio of 1. Refer to Map 6: Fitzgibbon UDA density plan.	The plot ratios proposed in the amendments package represent maximum ratios but also set an aspirational target to reasonably maximise the site's strategic potential. Brisbane Technology Park is not considered a comparable example, as the potential for land use-public transport integration is not as strong as that in Carseldine where both rail and bus facilities will ultimately be available. The aim is to attract higher intensity knowledge based activities rather than lower intensity uses requiring warehouse or large storage capacity. This type of land use is provided for within close proximity to the south in Zillmere and Geebung.	N
Balconies and other private spaces			
122	The intent to "maximise privacy to public realm" may result in a failure to achieve CPTED outcomes of overlooking the public realm. Amend the wording to reinforce the principle aim for overlooking of the public realm while maintaining a level of privacy for residents.	Clarification of the wording to ensure consistent application of the intent is supported.	Y Refer A2
123	Balcony screening to achieve amenity from a noise source has not been an achievable outcome on balcony space in BCC's experience. This is achieved internal to the unit. Placing acoustic devices on balconies also results in adding to building bulk and generally detracts from the softening effect desired with balconies on large built forms.	The intent is not to require acoustic measures at the balcony face but to provide the opportunity for residents to regulate visual privacy to an extent and balance privacy, CPTED and acoustic amenity objectives. Clarification of the wording to ensure the intent is clear is proposed.	Y Refer A2
124	The principle of introducing a minimum standard of balcony size (9m ²) is supported however minimum standard for private open space for ground level units has not been addressed. This may result in no or insufficient private space for these residents. A minimum area and dimension should be adopted.	The same minimum standard will be established for both balconies and private ground level open space. This does not preclude larger ground floor open spaces but provides flexibility where vegetation retention and communal open space may be a priority such as in Precinct 1(e) and Precinct 2. Additional wording is proposed to clarify this requirement.	Y Refer A2

125	The Fences and walls Section 3.9, does not take into account acoustic screening outcome options that a wall or fence may provide where solutions for noise are required.	This issue along with Issue 124 are acknowledged and addressed through rewording of the requirements regarding fencing in the UDA-wide criteria.	Y Refer A2
126	Propose that in Sub-Precinct 1(e), where developments propose ground floor units, private outdoor space should be a mandatory requirement unless balcony space has been provided for the unit.	Development in Sub-Precinct 1(e) will be required to meet the UDA-wide criteria regarding balconies and other private open spaces. Additional mandatory requirements are not supported considering the need to balance vegetation retention and development in this sub-precinct. Vegetation protection and management goals may be best achieved with the inclusion of these areas within common areas. This matter will be further considered at the detailed design and development assessment stage.	N
Building siting controls			
127	Precinct 1 Table 2 Development Parameters, does not provide any provision for deep planting. BCC has been using a 6.0 metre wide rear setback for deep planting that is not impeded from subsurface structure i.e. basement parking.	Table 2: Development parameters does propose a rear setback of 6 metres in all zones within Precinct 1 except the Mixed Use- Village Heart zone. The requirement for areas for deep planting is including in Precinct 1, Precinct outcomes, (d) Public space and landscaping. Specific requirements are then outlined for each sub-precinct. It is proposed to include reference to deep planting in the UDA-wide criteria to ensure this is consistently considered in the design of high intensity buildings.	Y Refer A3
128	Suggestion to avoid a sea of parking for large retail tenancies that up to 10% of the required car parking spaces be provided at ground level only. The remainder should be located in basement or semi-basement parking.	A maximum amount of ground level parking has not been set to retain flexibility for interim uses and alternative design solutions which may be required to address flood level and floor levels matters. It is expected that higher parking rates may apply in the early phases of development and that the provision of a portion of ground level parking in a shared arrangement could provide an effective land bank for future development with interim community uses such as markets. Rewording of ADS provisions is proposed to ensure clarity of intent.	Y Refer A3
129	Concern with Precinct 1, Table 2 Development Parameters where the mixed use village has 0m front, side and rear setbacks. Zero lot line building on all boundaries does not allow for landscaping and open space. Allocation of setbacks will ensure some landscaping/open space. Amended provisions suggested.	Within Sub-Precinct 1(a) the Mixed Use- Village Heart, the intent is not to specify minimum setbacks as it is expected that lots may have multiple "front" or street boundaries to address. Other provisions regarding maximum site cover, building length and building separation will ensure appropriate building design. Within the Village Heart landscaping and open space at street level will primarily be in the form of high quality footpaths and plazas. The proposed village	N

		<p>green will provide a focal point and new green heart “sheltered” from Beams Road and edged by active uses.</p> <p>Communal open space and private open space requirements are outlined in the UDA-wide development criteria regarding high intensity buildings and will ensure that development proposals sufficiently cater for the needs of residents.</p>	
130	<p>The Development Scheme puts significant emphasis on the need to create a sub-tropical environment within the Area’s public realm.</p> <p>To achieve this, deep planting provisions should be considered. These provisions should include minimum area of deep planting that is unconstrained by subsurface structures such as basement parking.</p> <p>Specific request for recognition of the need to retain opportunities for deep, in ground planting of vegetation in sub precincts 1(a) and 1 (b).</p>	<p>The proposed amendments do include deep planting requirements in Precinct 1. To ensure this matter is considered in other precincts within the UDA where high intensity building forms are envisaged, it is proposed to include reference to deep planting requirements in the UDA-wide development criteria, High intensity buildings section.</p> <p>The proposed amendments do not specify deep planting requirements for Sub-precincts 1(a) and 1(b) as these will need to be considered on a case-by-case basis.</p>	<p>Y Refer A3</p>
131	<p>Request Sub Precinct 1(d), Sub-precinct outcomes, dot point 8, be amended to ensure deep planting should not be impeded by subsurface structures including basements.</p>	<p>To ensure consistency of meaning, reference to deep planting and the specific requirements regarding clearances to subsurface structures will be included in the UDA-wide development criteria, High intensity buildings reference to deep planting under landscaping.</p>	<p>Y Refer A3</p>
132	<p>Clarification is required as to whether Council would act as a concurrence agency for any siting variation, non compliance and enforcement in Section 3.9 Building siting and design and 3.12 Lot design.</p>	<p>It is not intended that the ULDA refer applications to BCC for concurrence on detailed design matters regarding building siting and design.</p> <p>During the development assessment process if necessary the ULDA may seek professional comment from a Design Review Panel with expert town planning, urban design and architectural skills and experience to ensure the high quality design outcomes are achieved.</p> <p>The ULDA may seek BCC concurrence and approval on other matters for example where roads or public spaces are proposed to be dedicated to Council in future.</p>	<p>N</p>

Public space design standards			
133	<p>The content of the new Access, Movement and Circulation section varies from Council's Brisbane Streetscape Design Guidelines in terms of typical street cross sections, footway widths, footway materials etc.</p> <p>If the land within the UDA area is to come back to Council to maintain, the streetscape treatments should be in accordance with the Brisbane Streetscape Design Guidelines.</p> <p>In general all streets within the Area (new and existing) should be assigned an appropriate streetscape hierarchy type in accordance with the criteria set out in BCC's Brisbane Streetscape Design Guidelines (BSDG).</p> <p>Specifically, Beams Road, Dorville Road, Roghan Road and Telegraph Road footways where they adjoin ULDA land should be designated an appropriate streetscape type.</p> <p>Design and construction should be in accordance with the BSDG. Selected trees should be native species consistent with the existing on-site vegetation in accordance with the BSDG.</p>	<p>The cross-sections included in the proposed amendments for Precinct 1 will be subject to detailed design and include consideration of BCC's Subdivision and Development Guidelines and Brisbane Streetscape Design Guidelines (BSDG).</p> <p>The application of BSDG streetscape types has been considered. The cross sections included in the ADS have been developed specifically considering the role and function of each new potential street in the network within Precinct 1. The broad categories and standards outlined in the BSDG do not necessarily align or fit comfortably with those proposed in the ADS. A case-by-case approach is considered more relevant and possible given that it is not a matter of fitting existing streets into a category.</p> <p>The BSDG is referenced to ensure that detailed design, materials and construction standards do comply with BCC requirements particularly where future road dedication is envisaged.</p> <p>In terms of tree selection the ULDA supports tree selection consistent with on-site vegetation and as appropriate to the location proposed. Inclusion of a preferred species list for public spaces will be developed as part of the bushland management plan for Precinct 1.</p>	N
134	<p>The park embellishments used for the Civic and open space adjoining the Residential Park</p> <p>Esplanade should be consistent with Council's Desired Standard of Service for informal parkland. This typically includes a playground, picnic facilities, shade, taps/bubblers, seating and a half court for recreation.</p>	<p>The proposed amendments currently include the following reference.</p> <p><i>The detailed design and implementation of this space will be subject to consultation with Brisbane City Council and analysis of the needs of local residents and employees within and directly adjacent to the Urban Village.</i></p>	N
135	<p>Sub-Precincts 1(c), 1(d) and 1(e) should to include 'Footpaths are of a high quality with street trees, landscaping, pedestrian scale lighting and street furniture, and are finished in accordance with the appropriate standards and guidelines'.</p>	<p>Footpath requirements have not specifically been mentioned in Sub-precincts 1 (c), (d) and (e) given that the highest order of public footpaths are expected in Sub-precincts 1(a) the Village Heart and 1(b) the Mixed Use employment focused area.</p> <p>To ensure consistency and clarity it is proposed to include reference to street design and construction standards in the Precinct wide outcomes relating to the Access, movement and circulation.</p>	Y Refer A16
136	<p>A target of 50% shade cover to public paths to promote walk ability throughout the Urban Village and to/from transport nodes should be adopted in the Precinct 1 outcomes (d) Public space and landscaping section.</p>	<p>Inclusion of a specific shade target is not preferred given that in some instances 100% shade and weather protection will be required to support the walkability of the Urban Village.</p>	N

137	Lighting standards need to be identified in Precinct 1.	Lighting standards are not specified in the development scheme but identified during the development assessment process as appropriate. The ADS does require appropriate pedestrian scale lighting to key pedestrian linkages.	N
Child care centre			
138	That the child care centre continue to operate and be supported.	The ADS includes reference to the existing child care centre within Sub-Precinct 1(b). Ongoing operation of this use is provided for in the ADS.	N
139	Appropriate interface/ screening with the child care centre needs to be defined in Precinct 1 outcomes.	Sub-Precinct 1(b) outcomes require development to provide an appropriate interface with the child care centre including the height of buildings immediately adjoining and appropriate screening. Additional provisions are not considered necessary within the scheme as the detail of this interface will be resolved during the development assessment process. The ULDA may require applicants to consult with the child care centre owner and operator as part of the development application process.	N
Flooding and stormwater issues			
140	BCC should be given the opportunity to independently review the flood mitigation strategy prior to providing support for this strategy.	The ULDA acknowledges and supports BCC's request to independently review the flood mitigation strategy. The ULDA will continue to work co-operatively with Council to ensure a robust strategy is developed and agreed prior to development of flood prone land within the Urban Village. This approach is reflected in the ADS with reference to Cabbage Tree Creek flood mitigation works in Section 4: Infrastructure Plan with appropriate references to BCC.	N
141	As Precinct 1 is low lying and close to the creek, the foundations will need to be substantial to support such tall buildings on that clay soil.	Comment noted. This issue will be addressed at the detailed building design stage.	N
142	Concerned about the risk of flooding to existing properties when the low-lying flood prone land filled.	The ULDA acknowledges this concern and has included reference to requirements for development to be flood free and demonstrate no off site impacts.	N
143	Concern that development may occur with the Fitzgibbon UDA which involve works—including that related to flood mitigation and stormwater management—which may require vegetation clearing, take of overland flow water or the taking or interference of water from Cabbage Tree Creek and approval under the <i>Water Act 2000</i> . It is recommended that any application received by the ULDA that involves the taking or interfering	Noted. The ULDA will be ensuring that all required agreements, approvals and permits are in place before Cabbage Tree Creek flood mitigation works are undertaken.	

	<p>with water is forwarded to DERM to determine what requirements or limitations apply to the application under the <i>Water Act 2000</i> and/or the Moreton Water Resource Plan.</p> <p>Advises that an applicant may require a permit or licence from DERM under the <i>Water Act 2000</i> prior to an application being lodged with the ULDA.</p>		
Infrastructure planning			
144	<p>Broad infrastructure needs and impacts of the Amended Development Scheme (ADS) need to be determined.</p> <p>Requests ULDA to prepare an infrastructure strategy for the ADS that identifies infrastructure needs and outlines how this integrates with surrounding areas. The infrastructure strategy should identify how infrastructure will be funded without externalising these costs or passing on costs to ratepayers in Brisbane City Council.</p>	<p>As part of the preparation of amendments to the DS for the Carseldine Urban Village, additional infrastructure analysis has been undertaken to identify external trunk infrastructure upgrades that may be required. The outcomes of this analysis are included in Carseldine Urban Village Masterplan.</p> <p>Additional infrastructure items have also been listed for inclusion in the Infrastructure Plan as part of the amendment package and funding responsibility identified.</p> <p>Section 5.6 of the DS and ADS regarding urban infrastructure provision outlines the ULDA's approach to funding and financing infrastructure.</p> <p>The ULDA requires payment of infrastructure contributions at the appropriate rate and time in the development process. Infrastructure contribution rates for the Fitzgibbon UDA are currently being reviewed and set for the Urban Village.</p> <p>Appropriate arrangements will be established to enable the transfer of contributions collected by the ULDA to BCC for external district and regional infrastructure not provided by developers within the UDA or the ULDA.</p>	N
145	<p>The Infrastructure Plan lists required infrastructure items but does not include design parameters, costings, infrastructure charge rates or sequencing schedules. It is therefore not possible to assess if the infrastructure program proposed by the ULDA will be able to be funded by charges levied on development within the UDA. This has the potential to impose future costs and financial risks upon BCC should unfunded infrastructure upgrades be required to support the UDA when this site passes back to BCC. It is recommended that the ULDA address these matters to improve the rigour and reliability of its infrastructure planning.</p>	<p>Refer to Issue 144 response.</p> <p>The ULDA requires development to provide all necessary internal infrastructure and upgrade external infrastructure to provide for development as required to standards set out in the BCC Subdivision and Development Guidelines.</p> <p>As part of masterplanning for the Carseldine Urban Village the ULDA commissioned water, sewer, stormwater, power and telecommunications analysis and traffic assessments. Flooding and stormwater modelling and planning have been completed and consultation was undertaken with BCC to identify community purpose infrastructure needs and opportunities.</p> <p>Further to this work, Section 4 of the Infrastructure Plan is proposed to be amended as advertised. This plan does not include design parameters, costings,</p>	N

		<p>rates or schedules as this would not be an appropriate level of detail to be included at the development scheme level.</p> <p>The ULDA supports the State Government's Infrastructure Taskforces approach to streamline and simplify infrastructure charging and will be considering the outcomes of this work in future infrastructure planning and charging in finalising infrastructure charging schedules for the Fitzgibbon UDA.</p>	
146	<p>Some items and works proposed in the infrastructure Plan are dependent upon agreements with BCC to achieve the desired outcomes.</p> <p>BCC suggest that a caveat (or series of caveats) be added to the document to clearly identify that work is still to be finalised with BCC on agreements for infrastructure items and works.</p>	<p>The current DS and proposed ADS include reference to agreements with BCC regarding Cabbage Tree Creek flood mitigation works.</p>	N
147	<p>The Infrastructure Plan contains advice that "a credit for that component of the infrastructure provided outside the developable areas may be applicable if development is constructed or completed by the owner." It is not clear who will be offering this credit, how the credit will be funded, how the value of the credit will be calculated and under what circumstances an agreement will be reached to provide that credit. If an item or works are to be provided outside of the UDA then agreement will need to be reached either with BCC or QUU as any such item or works will likely form part of the infrastructure networks of those organisations.</p>	<p>Credit and offset arrangements are not specified in each UDA Development Scheme but will be contained within infrastructure charges schedules for each UDA.</p>	
148	<p>The development of the proposed UDA will need to access Council's infrastructure networks to be viable, taking up capacity ahead of planned schedules. This will impose costs on Council and divert Council resources as budgeted.</p>	<p>Water and sewer capacity analysis has been commissioned and received from Queensland Urban Utilities. This advice does not raise any major concerns in relation to water and sewer trunk capacity.</p> <p>In terms of other networks such as transport, waterways and community facilities, detailed studies have been undertaken. The ULDA will require development to provide for necessary infrastructure or not to proceed in advance of necessary infrastructure where it cannot reasonably be provided.</p>	N

Sustainability			
149	Precinct 1 outcomes (f) Sustainability section does not identify the importance of designing buildings for a subtropical climate. Propose inclusion that buildings will be designed for our subtropical climate and be climate responsive.	Requirements regarding subtropical design are including in UDA-wide criteria regarding Placemaking, urban design and sustainability and Building siting and design. The ULDA considers that the matters of subtropical design and sustainable design while related should be given independent priority and weight.	N
150	Opportunities for renewable energy are not mentioned. Propose inclusion of renewable energy as an opportunity for the site in Precinct 1 outcomes (f) Sustainability.	The proposed amendments do include reference to alternative energy source. To clarify the ULDA's intent in relation to water and energy rewording is proposed.	Y Refer A24
151	The Precinct 1 outcomes (f) Sustainability section refers to "best practice" in sustainability. It is then stated that a 5 star design rating under the Green Building Council of Australia Green Star rating (or equivalent) would need to be obtained. However, the Green Building Council of Australia lists a 4 star rating as best practice, and a 5 star rating as Australian excellence. While a 5 star rating is preferred over a 4 star rating, the confusion of terms needs to be clarified.	Concern noted. Reworking of this outcome to ensure clarity of intent is proposed and to provide alternative compliance options.	Y Refer A19
General comments			
152	Proposed village appears to be attractive – would be even more so in a compatible setting such as Fitzgibbon Chase where land has already been cleared of both plant and wildlife and no long-established residents to be adversely affected. A truly unique suburb could be made!	The proposed amendments present a balanced approach to development of the Carseldine Urban Village to take advantage of the site's proximity to public transport and future transport networks to create a new district hub.	N
153	New buildings will undoubtedly attract vandals and burglars endangering existing properties.	The approach to development of the Urban Village is to create a vibrant and active neighbourhood through the application of Crime Prevention Through Environmental Design (CPTED) principles at the site planning and building design levels. This approach will ultimately achieve ample "eyes on the street" with residential development mixed with office uses.	N
154	Note that BCC has recently prepared the Bracken Ridge and Districts Neighbourhood Plan for the area which immediately surrounds the Fitzgibbon UDA. ULDA to consider the plan to ensure planning cohesion and land use integration.	Preparation of the Carseldine Urban Village masterplan and subsequent amendments package has included consideration of the Bracken Ridge and Districts Neighbourhood Plan. A number of briefing and discussion sessions have been held with BCC officers to ensure integration issues have been identified and considered. Ongoing co-ordination and cooperation is proposed to ensure the best outcomes are achieved in relation to this strategic long-term opportunity.	N

Summary of Key Changes to Proposed Amendment No. 1

Dorville Road interface

Additional detail is proposed regarding the retention of vegetation and interface with Dorville Road in response to public submissions and considering further analysis. Proposed changes require a landscape buffer to a minimum width of 10m along Dorville Road where development is proposed in Sub-precincts 1(b) and 1(e).

When augmented with additional understory planting this will provide a significant buffer to Dorville Road and maintain a green edge when viewed from adjacent residences.

Pedestrian and cycle links

Additional pedestrian and cycle links are proposed to be included to ensure key strategic links are outlined at the UDA level and precinct scale.

Links to be added to the UDA-wide transport plan include a link along the edge of the proposed busway from the proposed Village main street in Precinct 1, through Precinct 2 to the Carseldine Railway Station and Precinct 4 to the east of the railway corridor.

Main footpath connections are proposed to be shown along Dorville Road and Beams Road on detailed maps for Precinct 1 to indicate that the upgrading of these pathways may be required as development progresses. External footpath upgrading requirements will be considered during the development assessment process.

Additional wording is proposed to clarify how pedestrian and cycle links will intersect with Beams Road and continue under the proposed railway overpass in future. This will provide two key connection points from the Carseldine Railway Station to Precinct 1 in future.

QUT research facility

Extension of the Special purpose SP1 zone area to accommodate the existing QUT research facility has been requested and is supported subject to the consideration of UDA-wide criteria if development is proposed. The western boundary is proposed to be moved 20 metres further to the west.

Commuter park and ride facilities

Changes are proposed to clarify that is not intended to relocate the whole commuter park and ride facility from Precinct 3 and to provide for a range of user group needs immediately adjacent to the station. Additional wording for Precinct 3 indicates that the immediate station environment provides for bus/rail interchange, kiss and ride, taxis, disabled parking and an area of commuter car parking.

Car parking design

Changes are proposed to amendments regarding the location of on-site parking to ensure clarity of intent. Car parking will not dominate the streetscape while retaining flexibility for shared facilities, interim uses and well designed semi-basements.

Balconies and private open space

It is proposed to establish the same minimum size for both balconies and ground floor private open spaces and ensure privacy, acoustic amenity and CPTED requirements are balanced. A change in the minimum dimension for balconies and private open spaces to provide flexibility in design while maintaining a useable minimum area is proposed.

Detailed design and construction of public spaces

Changes to include reference to relevant standards and BCC public space design standards for application where publicly accessible spaces are to be developed.

Landscape requirements

Changes are proposed to ensure the consistent consideration of deep planting landscaping requirements in the design of high intensity buildings.

Minor changes

A number of minor changes are proposed to ensure consistency of intent, for example replacement of 'should' with 'will' and correct minor errors.

List of Amendments to Proposed Amendment No.1

Following is a list of proposed changes to the amendments to the Fitzgibbon UDA Development Scheme as advertised. Simple amendments are shown with text to be deleted struck out and new text in italics. Where multiple changes or additions are proposed, the advertised amendment and proposed amendment with new text in italics are included.

Amendment	Nature of amendment	Reason
Structure plan		
1	<p><i>Proposed amendment to advertised Map 2</i></p> <p>Map 2: Fitzgibbon Urban Development Area structure plan</p> <p><i>Increase the Special purpose area within Precinct 1 for the QUT research facility by extending 20 metres to the west.</i></p> <p><i>Amend other base UDA maps as appropriate.</i></p>	<p>This amendment is proposed in response to a submission and to support ongoing use of the existing QUT research facility within Precinct 1.</p>
UDA-wide development criteria		
2	<p><i>Advertised amendment</i></p> <p>3.9 Building siting and design</p> <p>Balconies and other private open space, 2nd paragraph</p> <p><i>Insert</i></p> <p>'All residential units must incorporate generous balconies or private open space attached to major internal living areas and providing room for outdoor private activity and furnishings. Balconies should be sized proportionately to the unit size and must not be less than 9m² with a minimum dimension of 3m.</p> <p>Balconies must be appropriately located and/or screened to maximise privacy between buildings and/or the public realm and to protect amenity from transport corridor impacts, without compromising CPTED principles.'</p>	<p>To clarify the intent of provisions regarding balconies and private open spaces to ensure privacy, acoustic amenity and CPTED requirements are balanced.</p> <p>Change to minimum width to provide flexibility in the configuration of private open space.</p>
	<p><i>Proposed amendment</i></p> <p>3.9 Building siting and design</p> <p>Balconies and other private open space, 2nd paragraph</p> <p><i>Insert</i></p> <p>'All residential units must incorporate generous balconies or private open space attached to major internal living areas and providing room for outdoor private activity and furnishings. Balconies <i>or ground floor private open space</i> should be sized proportionately to the unit size and must not be less than 9m² with a minimum dimension of 2.4m.</p> <p>Balconies and private open spaces must be located <i>to overlook the public realm while maintaining a level of privacy for residents. Building separation and adjacent transport corridors will be considered along with CPTED principles.</i></p>	

3	<p>Proposed amendment</p> <p>3.9 Building siting and design</p> <p>High intensity buildings, Building character, (a) Ground level detail, (iv) Landscaping</p> <p><i>Insert additional dot point</i></p> <p><i>'provides for deep planting in ground clear of subsurface structures including basements.'</i></p>	<p>To ensure a consistent approach to deep planting in high intensity building design additional wording regarding areas for deep planting is proposed.</p>
4	<p>Advertised amendment</p> <p>3.9 Building siting and design</p> <p>High intensity buildings, Building character, (a) Ground level detail, (v) Fences and walls</p> <p><i>Insert</i></p> <p><i>'Fences should not be higher than 1500mm and are to be visually permeable.'</i></p> <p><i>Insert</i></p> <p><i>'(vi) Parking</i></p> <p><i>Accessible and appropriately designed parking for retail uses and visitor parking is provided on ground level. Shared or connected facilities with easement arrangements may be considered. Car parking located above or at ground level is generally not appropriate within the Carseldine Urban Village Precincts 1, 2 and 3. Half basement parking not exceeding 1.5m above adjacent public footpath/road reserve levels may be considered appropriate if treated with landscaping or building sleeving.'</i></p>	<p>Rewording of this provision is proposed to ensure clarity of intent and in response to a submission.</p>
	<p>Proposed amendment</p> <p>3.9 Building siting and design</p> <p>High intensity buildings, Building character, (a) Ground level detail, (v) Fences and walls</p> <p><i>Insert</i></p> <p><i>'Fences will be designed to balance privacy, surveillance and acoustic screening needs and generally not be higher than 1500mm and are to be visually permeable.'</i></p> <p><i>Insert</i></p> <p><i>'(vi) Parking</i></p> <p><i>Car parking will not dominate the streetscape. Accessible and appropriately designed parking for retail uses and visitor parking is required. Ground level parking may be considered where it will not dominate the streetscape and is provided for short term or visitor use. Shared or connected facilities with easement arrangements may be considered. Semi-basements not exceeding 1.5m above adjacent public footpath/road reserve levels may be considered appropriate if treated with landscaping or building sleeving to improve streetscape amenity whilst allowing for natural ventilation.'</i></p>	

5	<p>Advertised and proposed amendment</p> <p>3.12 Lot design, 2nd paragraph</p> <p><i>Delete 'should', insert 'will' as shown</i></p> <p>Neighbourhood and lot design for mixed residential development up to 3 storeys in height and with a net residential density up to 30 dwellings per hectare, should <i>will</i> comply with ULDA guidelines and best practice standards¹¹.</p>	<p>To clarify the intent in relation to the application of the ULDA Residential 30 Guideline.</p>
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Part 3: Fitzgibbon Urban Development Area Development Scheme - Precincts

6	<p>Proposed amendment to advertised Map 3</p> <p>Map 3:Fitzgibbon Urban Development Area zoning and precinct plan</p> <p><i>Amend the Special purpose SP1 zone by increasing the extent of the area 20 metres to the west.</i></p> <p><i>Amend other base UDA maps as appropriate.</i></p>	<p>This amendment is proposed in response to a submission and to support the ongoing use of the existing QUT research facility within Precinct 1.</p>
7	<p>Proposed amendment to advertised Map 3</p> <p>Map 3:Fitzgibbon Urban Development Area zoning and precinct plan</p> <p><i>Amend to include an unallocated area of land adjacent to Beams Road within Precinct 3 in the Mixed use zone.</i></p> <p><i>Amend other base UDA maps as appropriate.</i></p>	<p>This amendment is proposed in response to a submission and to ensure all land within the UDA is allocated a zone.</p>
8	<p>Proposed amendment to advertised Map 4</p> <p>Map 4:Fitzgibbon Urban Development Area transport plan</p> <p><i>Include a Pedestrian/ cycle link along the southern edge of the Proposed busway extending along the eastern edge to the Carseldine Railway Station.</i></p> <p><i>Include a Pedestrian/cycle link along the western edge of the railway corridor from the Carseldine Railway Station to the proposed park and ride facility within Precinct 1.</i></p> <p><i>Amend other base UDA maps as appropriate.</i></p>	<p>These amendments are proposed in response to a submission to ensure clarity of intent in relation to strategic network connections.</p>

Precinct 1		
9	<p>Advertised and proposed amendment</p> <p>Precinct 1, in 1st paragraph</p> <p><i>Amend title of sub-Precinct 1(d) as follows. Amend in other locations in the ADS as appropriate.</i></p> <p>1(d) Mixed Use – Parkland Parkside Residential</p>	<p>To ensure clarity renaming of this sub-precinct is proposed.</p>
10	<p>Proposed amendment to advertised Map 7</p> <p>Map 7: Precinct 1</p> <p><i>Amend to increase the area of the Special purpose SP1 zone by 20m to the west.</i></p> <p><i>Amend to include a Pedestrian/cycle link parallel to the railway line from Beams Road to the proposed special purpose area for park and ride facilities.</i></p> <p><i>Amend to include a Pedestrian/cycle link on the southern edge of the Proposed busway.</i></p> <p><i>Amend the legend to include sub-precinct (d) as Mixed Use – Parkside Residential.</i></p>	<p>Changes to Map 7 for Precinct 1 are proposed in response to submissions to:</p> <ul style="list-style-type: none"> • provide for ongoing use of the QUT research facility • support the achievement of a high quality link from the railway station to future park and ride facilities • rename the parkland residential area to parkside residential.
11	<p>Advertised and proposed amendment</p> <p>Precinct outcomes, (c) Access, movement and circulation, (ii) Public transport corridors and facilities</p> <p><i>Insert new paragraph after 4th paragraph as follows</i></p> <p><i>‘Development will provide for a broad cross section of user groups and include provision for disabled parking, taxis and maxi taxis adjacent to or in close proximity to public transport facilities and the building entries to significant employment uses, medical centres and supermarkets. Facilities are to be designed in accordance with relevant Australian Standards and the Disability Discrimination Act 1992.’</i></p>	<p>To clarify the intent to provide for a range of user group needs adjacent to public transport facilities and high public access areas.</p>
	<p>Advertised and proposed amendment</p> <p>Precinct outcomes, (c) Access, movement and circulation, (iv) Vehicular access and movement, 1. Village Main Street</p> <p><i>Amend 2nd paragraph as shown</i></p> <p><i>‘As a mixed use street it will have a high degree of activity, movement and shared use and will be designed as a slow speed environment with a target speed of no more than 40km/h.’</i></p>	<p>To clarify the intent in relation to vehicle speeds within the village heart within Precinct 1 and reinforce that design is to support a pedestrian and cycle oriented environment.</p>

12	<p>Advertised and proposed amendment</p> <p>Precinct outcomes, (c) Access, movement and circulation, (v) Pedestrian and cycle movement</p> <p><i>Amend 3rd dot point following 'key off road connections including:'</i></p> <p><i>'a shared pathway on the southern side of the Northern Busway link over the railway line to Precinct 2 and, Golden Place east of the railway and to Precinct 4'</i></p>	<p>In response to a submission and further to consultation with BCC regarding strategic networks, this amendment highlights the need for strategic connections north in Precinct 4.</p>
13	<p>Proposed amendment to advertised Map 7b</p> <p>Map 7a: Precinct 1 access, movement and circulation plan</p> <p><i>Amend the Residential park esplanade to continue along the western edge of the local park, informal sports and community hub instead of to the Village main street to the west.</i></p> <p><i>Amend the western portion of the Residential park esplanade to be an Access place.</i></p> <p><i>Amend the Access lane to the north of the Residential park esplanade to be an Access place.</i></p>	<p>This amendment clarifies the intended street network to ensure appropriate interfaces to the main civic and open space within Precinct 1.</p>
14	<p>Proposed amendment to advertised Map 7b</p> <p>Map 7b: Precinct 1 pedestrian and cycle links plan</p> <p><i>Amend to connect Main footpath connections through the area of existing buildings within Precinct 1.</i></p> <p><i>Amend to include Main footpath connections along Dorville Road and Beams Road.</i></p> <p><i>Modify the Open space trail linkage adjacent to the SP1 zone considering the proposed increase in this area.</i></p>	<p>This amendment clarifies the intent for pathways to continue to connect through the existing area of buildings into the future and support public access through Precinct 1 and into the Urban Village from adjoining areas.</p>
15	<p>Proposed amendment to Figure 2a</p> <p>Figure 2a: Illustrative Street Sections</p> <p><i>Amend to include and additional typical cross section for Access lanes.</i></p>	<p>This change is proposed to provide information on the intended laneway configuration adjacent to Beams Road and ultimately the railway overpass and for consideration in other possible laneways.</p>
16	<p>Advertised and proposed amendment</p> <p>Precinct outcomes, (d) Public space and landscaping, (i) General</p> <p><i>Insert new paragraph following 3rd paragraph</i></p> <p><i>'All publicly accessible footpaths and spaces will be designed and constructed in accordance with relevant Australian Standards and Brisbane City Council standards¹⁶'</i></p> <p><i>Insert new footnote 16 and renumber footnotes</i></p> <p><i>'As appropriate BCC Subdivision and Development Guidelines and Brisbane Streetscape Design Guidelines'</i></p>	<p>This change is proposed in response to a submission and to ensure relevant standards are considered at the detailed design and construction stages.</p>

17	<p>Proposed amendment to advertised Map 7c</p> <p>Map 7c: Precinct 1 Public realm and built form plan</p> <p><i>Amend to include a landscape buffer along Dorville Road to development frontages.</i></p> <p><i>Modify the Habitat interface/bushfire management edges to the SP1 zone considering the increase to this area.</i></p>	<p>Inclusion of a landscape buffer along Dorville Road is proposed in response to community concerns and to communicate the design intent along this interface to retain existing vegetation and provide for additional planting to achieve a strong landscaped edge and provide for fauna movement.</p>
18	<p>Proposed amendment to advertised Table 2</p> <p>Table 2: Development parameters</p> <p><i>Insert footnote reference linked to Minimum communal open space parameter</i></p> <p><i>‘Communal open space requirements may be varied considering nearby public space opportunities and private open space provision.’</i></p> <p><i>Renumber footnotes as required.</i></p> <p><i>Amend Frontage Boundary Setbacks parameter heading to be Minimum boundary setbacks.</i></p>	<p>To provide flexibility in the provision of communal open space and clarify that boundary setbacks are minimum setbacks.</p>
19	<p>Advertised and proposed amendment</p> <p>Precinct outcomes, (f) Sustainability, (ii) Individual development/ building requirements, 1st paragraph</p> <p><i>Amend as follows</i></p> <p>‘New buildings within the UDA will be required to demonstrate best practice in sustainability²⁰. An acceptable method to demonstrate compliance would be to obtain at least a 5 star design rating under the applicable Green Building Council of Australia Green Star rating tool, or another recognised equivalent.</p> <p><i>Insert new footnote</i></p> <p>²⁰Development achieves a 5 star design rating under the applicable Green Building Council of Australia Green Star rating tool, or another recognised equivalent.’</p>	<p>Rewording in response to a submission and to ensure consistency of intent and provide for alternative compliance measures to be considered.</p>
20	<p>Advertised and proposed amendment</p> <p>Sub-Precinct 1(a) Mixed Use Centre – Village Heart, Sub-precinct outcomes</p> <p><i>Amend text as follow, new text in italics</i></p> <p><i>‘Retail uses are limited to a total maximum of 7,000m2 within this sub-precinct and primarily service the local residential and employment catchment.’</i></p>	<p>In response to concerns regarding the interpretation of retail use limits, additional wording is proposed to ensure limits are read as a total maximum for the sub-precinct.</p>
21	<p>Advertised and proposed amendment</p> <p>Sub-Precinct 1(b) Mixed Use, Sub-precinct intent</p> <p><i>Amend text as follows</i></p> <p><i>‘The Mixed Use sub-precinct contains an existing child care centre. Should this use cease or be relocated redevelopment for mixed use purposes is appropriate.’</i></p>	<p>Additional wording to clarify intent.</p>

22	<p>Advertised and proposed amendment</p> <p>Sub-Precinct 1(b) Mixed Use, Sub-precinct outcomes</p> <p><i>Amend text as follows</i></p> <p>“Retail uses are limited to a total maximum of 1,000m2 within this sub-precinct.”</p>	<p>In response to concerns regarding the interpretation of retail use limits, additional wording is proposed to ensure limits are read as a total maximum for the sub-precinct.</p>
23	<p>Advertised amendment</p> <p>Sub-Precinct 1(b) Mixed Use, Sub-precinct outcomes, 6th dot point</p> <p>‘Existing mature vegetation is retained along the Beams Road and Dorville Road frontages, where possible.’</p> <hr/> <p>Proposed amendment</p> <p>Sub-Precinct 1(b) Mixed Use, Sub-precinct outcomes,</p> <p><i>Amend 6th dot point as follows</i></p> <p>‘Existing mature vegetation is retained along the Beams Road and Dorville Road frontage, where possible.’</p> <p><i>Insert new dot point following 6th dot</i></p> <p><i>‘Development is setback 10 metres from Dorville Road to provide for retention and rehabilitation of significant vegetation and additional planting with appropriate species to create a vegetated landscape buffer.’</i></p>	<p>In response to community concerns and to communicate the design intent along this interface to retain existing vegetation and provide for additional planting to achieve a strong landscaped edge, it is proposed that a minimum width be set for the proposed landscape buffer.</p>
24	<p>Advertised amendment</p> <p>Sub-Precinct 1(b) Mixed Use, Sub-precinct outcomes, 23rd and 24th dot points</p> <p>‘Best practice water and energy principles are applied in the refurbishment of existing buildings to address the quantity and quality of stormwater, in accordance with best practice WSUD.</p> <p>Alternative water sources for non-potable water use are considered, together with energy use minimization and monitoring strategies.’</p> <hr/> <p>Proposed Amendment</p> <p>Sub-Precinct 1(b) Mixed Use, Sub-precinct outcomes, 23rd and 24th dot points</p> <p><i>Insert new dot points as follows</i></p> <p><i>‘Development applies total water cycle management and water sensitive urban design principles.</i></p> <p><i>Development considers alternative energy sources, energy use minimization and monitoring strategies.’</i></p>	<p>To clarify requirements in relation to water and energy management rewording is proposed.</p>

25	<p>Advertised and proposed amendment</p> <p>Precinct 1 – Sub-precincts</p> <p><i>Amend title of Sub-Precinct 1(d) as follows</i></p> <p>1(d) Mixed Use – Parkland Parkside Residential</p> <p><i>Amend in other locations in the ADS as appropriate.</i></p>	To ensure clarity renaming of this sub-precinct is proposed.
26	<p>Advertised and proposed amendment</p> <p>Sub-Precinct 1(e) Residential – Low to Medium Intensity, Sub-precinct outcomes, 6th dot point</p> <p><i>Amend as follows</i></p> <p>‘Development is set back 10 metres from Dorville Road to provide for retention and rehabilitation of significant vegetation <i>and planting with appropriate species to create a vegetated landscape buffer.</i></p>	In response to community concerns and to communicate the design intent along this interface to retain existing vegetation and provide for additional planting to achieve a strong landscaped edge, it is proposed that a minimum width be set for the proposed landscape buffer.
Precinct 2		
27	<p>Proposed amendment to advertised Map 8</p> <p>Map 8: Precinct 2</p> <p><i>Amend to include a Pedestrian/ cycle link within the busway corridor connecting Precinct 1 and 4.</i></p> <p><i>Amend other base UDA maps as appropriate.</i></p>	This change is to reflect the priority of strategic pedestrian and cycle movements within the UDA in response to submissions.
Precinct 3		
28	<p>Advertised and proposed amendment</p> <p>Precinct intent, 2nd paragraph following ‘to the south’</p> <p><i>Insert amended text</i></p> <p><i>‘via the Beams Road and Balcara Avenue intersection, new main street into Precinct 1 and under the Railway Overpass in future.’</i></p>	To clarify pedestrian and cycle movements from Precinct 3 to Precinct 1.
29	<p>Proposed amendment to advertised Map 9</p> <p>Map 9: Precinct 3</p> <p><i>Amend to include a Pedestrian/ cycle link from the railway station to the south parallel with the railway corridor to Precinct 1.</i></p> <p><i>Amend other base UDA maps as appropriate.</i></p>	This change is to reflect the priority of pedestrian and cycle movements between Precinct 3 and 1 and ensure a high quality link is provided to park and ride facilities. This is also viewed as a strategic link in the wider network.
30	<p>Proposed new amendment</p> <p>Precinct outcomes, new dot point</p> <p><i>Insert</i></p> <p><i>‘The immediate railway station environment provides for bus/rail interchange, kiss and ride, taxis, disabled parking and an area of commuter car parking.’</i></p>	This change is proposed to clarify the intent in relation to the immediate station environment and facilities to be provided to support public transport usage.