

Kinross Road Structure Plan

Submission Review Report
September 2011



Executive Summary

The draft Kinross Road Structure Plan [draft Plan] was publicly displayed between 28 April 2011 and 22 July 2011. At the close of the public consultation period 556 submissions both in support and opposition were received. This Submission Review Report provides an overview of the submissions received and documents how Council has considered and responded to the issues and ideas raised during the consultation period.

This Submission Review Report was prepared in response to the submissions received and presented to a Special Meeting of Council held over several days commencing 23 September 2011. At this meeting, Redland City Council resolved to adopt this Submission Review Report with amendments to the Officer Recommendations.

The amendments made to the Officer Recommendations are documented in this report by inclusion of a Council Discussion and Special Meeting Resolution section in each item under the submission response column.

To reflect the amendments to the Submission Review Report, the preferred land use plan, Kinross Road Structure Plan and amendments to the Redlands Planning Scheme will be revised and submitted to the Minister of the Department of Local Government and Planning for final state interest review. The revised preferred land use plan is provided over the page.

In summary, the preferred land use plan for the Kinross Road Master Plan Area provides for:

- conservation and public open space over fifty seven (57) percent of the area; and
- primarily residential development opportunities over forty three (43) percent of the area providing for approximately 1,700 new dwellings.

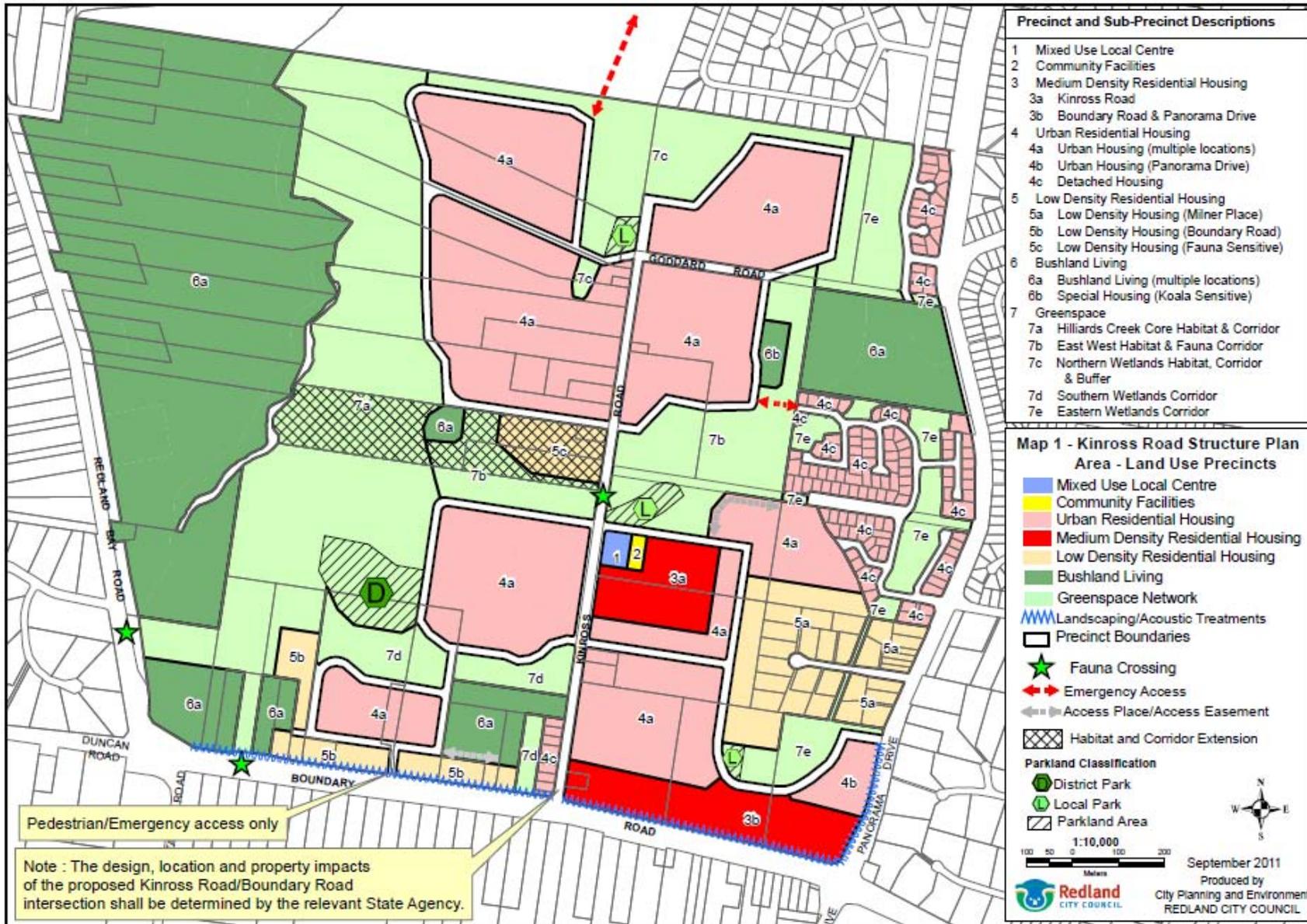


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Introduction

The preparation of the draft Kinross Road Structure Plan (draft Structure Plan) commenced in 2006. The Kinross Road area is located within South East Queensland's urban footprint and was designated as a Local Development Area (LDA) under the South East Queensland Regional Plan 2009-2031. The Redlands Planning Scheme (RPS) 2006 included this area within the Emerging Urban Community (EUC) zone. Both this zoning and the LDA designation recognise the potential suitability of the area to accommodate future urban growth, subject to completion of a structure plan.

On 24 December 2010, the state government declared the area around Kinross Road as a Master Planned Area (MPA). This declaration required Council to prepare a structure plan for the area and submit it to the state government for review by the end of February 2011. On the 28 March 2011 the state government approved the draft Plan for public consultation. The public consultation period of the draft Plan was from 28 April 2011 to 22 July 2011.

Consultation program

An extensive consultation program was undertaken by Council throughout the consultation period, to inform the community about the content of the draft Plan and gather feedback on the draft Plan. The consultation program was implemented between April and July involving a range of measures, including:

- a website, consisting of draft maps and background studies;
- hard copies available to view and/or purchase at Council Customer Service Centres;
- newspaper advertising;
- a mail out to every landowner in the Structure Plan area;
- distribution of a newsletter to landowners in the local area;
- a 1300-number inquiry service; and
- an Open House Day, where the community had the opportunity to discuss the draft Plan with Council officers.

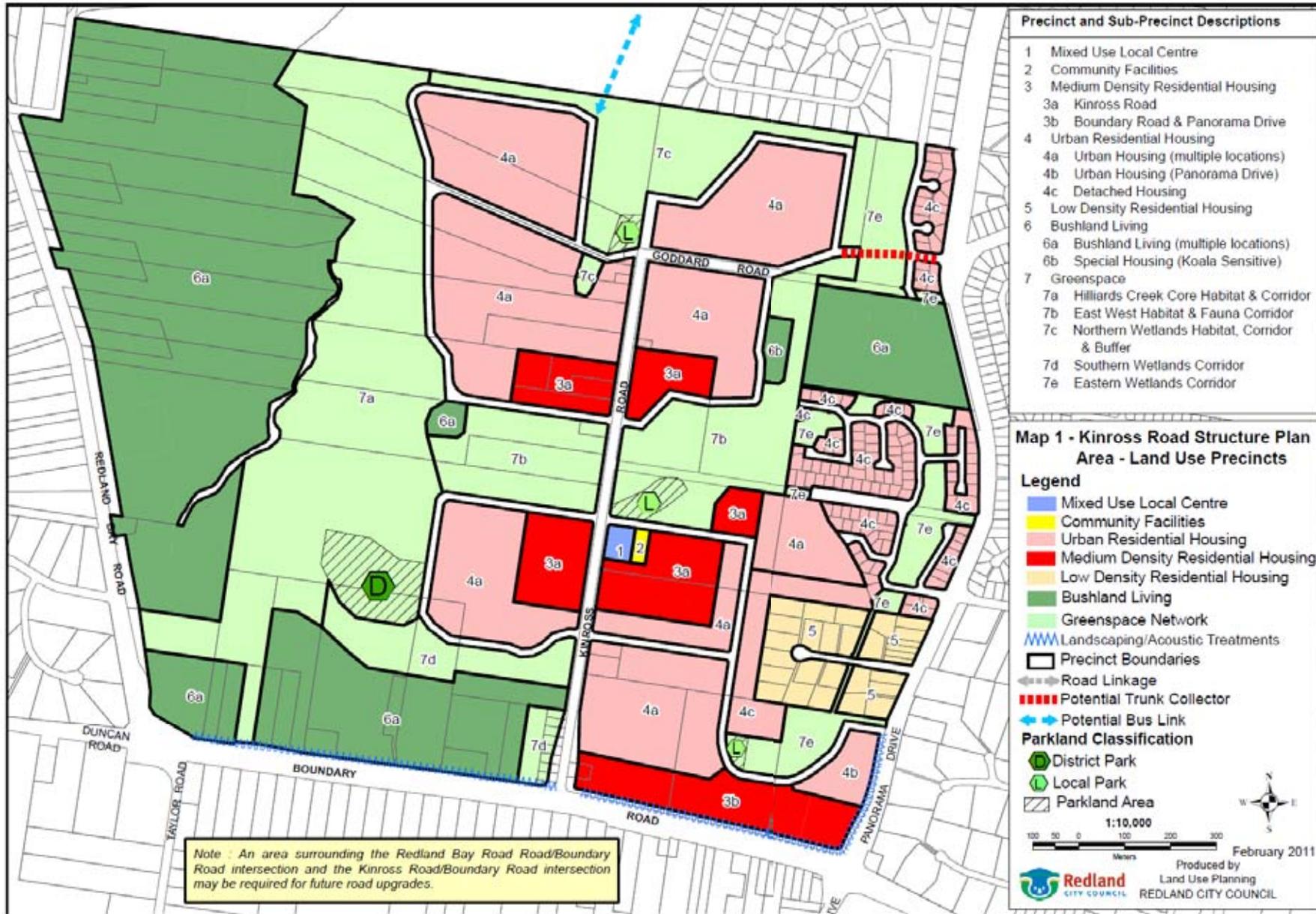
At the close of the public consultation period Council received 556 submissions.

The submission review indicates a difference of opinion on the draft Plan with a number of submissions supporting and objecting to various aspects of the Structure Plan.

At the completion of the public consultation period all submissions were reviewed, analysed and broadly grouped into the following six key themes:

1. Integrated Transport Planning
2. Ecological Sustainability
3. Strategic Planning and Urban Design
4. Economic and Social
5. Site Specific
6. Governance

This Submission Review Report documents officers' comments and recommendations that respond to the various matters raised by submissions. It also documents the Council discussion and resolutions from the Special Meetings held over a number of days commencing on 23 September 2011. It should be noted that the resolution of Council where different to the officers' recommendations prevails and provides the basis for the final state interest version of the Kinross Road Structure Plan.



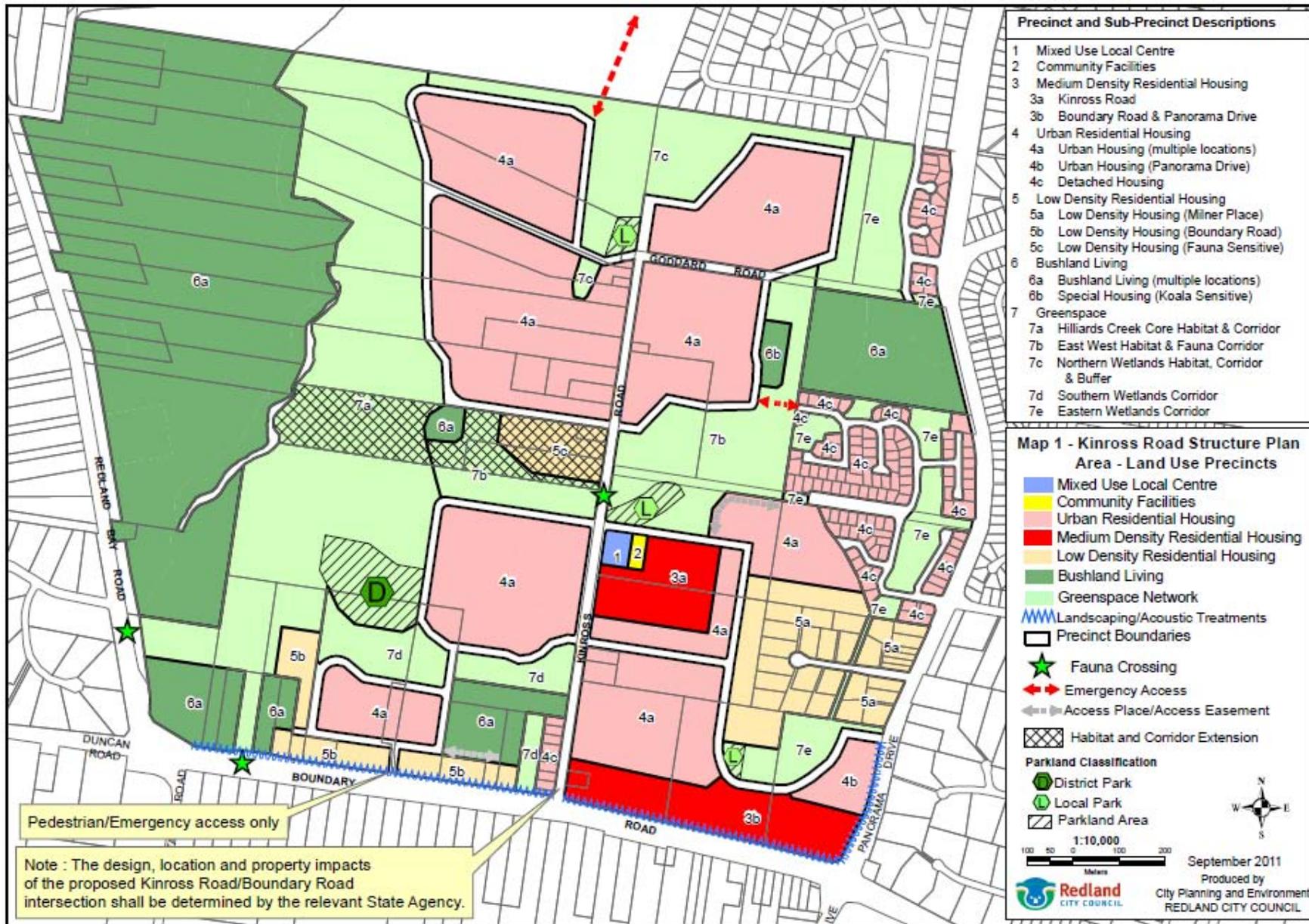


Table 1: Integrated Transport Planning		
Issue Summary	Submission Reference No.	Submission Response
<p>1.1. Second Trunk Collector / Goddard Road Deviation</p> <p>In Objection:</p> <ul style="list-style-type: none"> The proposed trunk collector road and bridge across the Wellington Ponds must be removed as the infrastructure and resulting 6,000-10,000 predicted daily car trips would sever significant koala habitat and corridor, as well as place koalas/wildlife at increased risk of road kill and destroy the amenity, safety and quality of life of the existing residential community. The proposed bridge and road are clearly not needed as the precedent of one road in and out has been set elsewhere. For example, Wellington Street, Ormiston and Brookvale Drive, Victoria Point. 	<p>15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 44, 45, 46, 47, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 64, 65, 66, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 100, 101, 102, 104, 105, 106, 107, 108, 109, 110, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 130, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 151, 152, 153, 154, 155, 156, 157, 158, 159, 161, 162, 169, 170, 171, 172, 173, 174, 181, 182, 184, 185, 186, 187, 188, 189, 190, 195, 196, 197, 199, 200,</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> Traffic generation models prepared to inform the draft Structure Plan estimated that new development will generate approximately 12,000 daily vehicle movements requiring access to the major external road network. Combinations of trunk collector street and collector street options were considered to provide access to the external road network for 12,000 daily vehicle movements. The preferred option provides for two trunk collector street access/egress and one collector street access/egress with a theoretical capacity of 15,000 daily vehicle movements. This preferred option requires the establishment of a second trunk collector street access/egress in addition to Kinross Road/Boundary Road intersection and one collector street access/egress. The existing Goddard Road reserve was initially considered as the most logical route. However, following an ecological assessment and identification of significant environmental values (koala habitat) within this existing reserve the option to utilise the existing Goddard Road reserve was removed. To provide a second access/egress to the external road network, four potential alternative options to the Goddard Road reserve were identified and assessed. These options included: <ul style="list-style-type: none"> Panorama Drive via Carlingford Drive; Panorama Drive via Goddard Road deviation; South Street via Energex easement; and Redland Bay Road across Hilliards Creek and via

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<p>In support:</p> <ul style="list-style-type: none"> ▪ The 'potential' trunk collector must occur to service this master plan as only one trunk collector is not sufficient. ▪ It is imperative that the proposed trunk road from Goddard Road to Wellington Street be a priority, as it would give direct access from the suburban areas to the greater city infrastructure. There should be no restriction to this as the only bridge/ causeway over the old farm dams would be a structure that would be fully paid for by the developers as the beneficiaries of this scheme and could be built with minimal disruption to any ensconced wildlife in the area ▪ Consider alternative routes such as: 	<p>201, 205, 215, 217, 225, 226, 228, 229, 234, 235, 239, 252, 262, 263, 264, 265, 266, 270, 278, 279, 280, 310, 311, 312, 313, 325, 329, 330, 335, 379, 380, 436, 437, 438, 216, 42, 128, 132, 167, 177, 179, 180, 183, 6, 232, 238, 253, 326, 558, 43, 68, 103, 128, 175, 254, 319</p> <p>42, 13, 203, 316, 317, 68, 103, 183, 254, 319, 177, 150, 253</p>	<p>Teesdale Road.</p> <ul style="list-style-type: none"> ▪ The options assessment identified the Goddard Road deviation as the preferred new trunk collector access/egress. This option follows part of the existing Goddard Road reserve with a deviation and bridged crossing across Wellington Ponds and across Lorikeet Drive with a new intersection on Panorama Drive (refer to Volume 2: Planning Report for further details of this trunk collector street options assessment). ▪ In addition to providing a second trunk collector access/egress to the external network, the preferred option supports other transport and accessibility considerations such as: <ul style="list-style-type: none"> ▪ allowing the provision of quality public transport to move through new residential areas efficiently ensuring most new housing areas are within easy walking distance of this service; ▪ an alternative emergency exit in the event of a natural disaster such as a bushfire preventing exit from Kinross Road; ▪ improved access to community facilities to the east and south such as the Bay View Primary School and Cleveland Hospital Precinct; and ▪ access to employment opportunity to the south such as the Cleveland Industrial Park and Hospital Precinct along with the Cleveland Principal Regional Activity Centre. ▪ Council at its General Meeting held on 28 April 2010 resolved

Table 1: Integrated Transport Planning

Issue Summary	Submission Reference No.	Submission Response
<ul style="list-style-type: none"> ▪ extend Goddard Road through the Goddard Road reserve; ▪ extend Wrightson Road onto Whitby and then onto Carlingford Drive and out to existing traffic lights; ▪ extend Teesdale Road to link up with Kinross Road; and ▪ extend Kinross Road to South Road via Flamingo Crescent or Magna Court, or both, or to use existing easement that runs parallel with Flamingo Crescent. 		<p>to include the preferred Goddard Road deviation alignment to Panorama Drive in the draft Structure Plan for the purposes of finalising 1st state interest review and public consultation. The need for the transport corridor would be reviewed in light of submissions received to the public notification of the draft Structure Plan.</p> <ul style="list-style-type: none"> ▪ The provision of a second trunk collector access/egress to the external network is supported by the Department of Transport and Main Roads (DTMR) and Translink. Through the 1st state interest review, the DTMR commented that: <p><i>‘An additional road connection to the north of the Master Planned Area that connects to Panorama Drive is essential in order to promote a safe and efficient road, public transport and active network as well as a neighbourhood that is well connected with the surrounding communities.’</i></p> <p>To deliver this outcome, the DTMR indicated:</p> <p><i>‘The Structure Plan must ensure there is a suitable road, public transport and active transport connection from the Master Planned Area to Panorama Drive in the north-east of the Plan area.’</i></p> ▪ The Department of Environment and Resource Management (DERM) have expressed concerns with the Goddard Road deviation in terms of: <ul style="list-style-type: none"> ▪ the impact on habitat connectivity (safe movement) for the high density of koalas in the Goddard Road area; ▪ pre-treatment of stormwater to remove pollutants associated with road surface ; and

Table 1: Integrated Transport Planning

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		<ul style="list-style-type: none"> ▪ the lack of detail provided on the design of the road and bridge. ▪ Further traffic modelling suggests that the volume of daily traffic using the new trunk collector road /access/egress to be in the order of 4,500 daily vehicle trips of an expected total vehicle movements of 12,500. The majority of daily trips to the external road network are expected via the Kinross Road/Boundary Road intersection with 7,150 daily vehicle movements. The remaining 850 daily vehicle trips are via the new collector street onto Panorama Drive between Boundary Road and Milner Place. ▪ Since public notification, a further ecological assessment of the Goddard Road deviation and bridge crossing has been undertaken. This assessment has identified: <ul style="list-style-type: none"> ▪ An alignment for the trunk collector street that minimises impacts to existing vegetation. In total, five koala feed trees on the western side of the ponds and two koala feed trees on the eastern side would need to be removed along with a small number of casuarinas (refer to Figure 1). <p data-bbox="1368 1110 2141 1241">It should be noted that if this option is pursued this loss of koala habitat trees will be off-set as part of the intent of the draft Structure Plan to off-set any loss of koala habitat trees and provide an overall net gain in koala habitat.</p> ▪ A bridge design that provides for fauna movement on both sides of the ponds (refer to Figure 2) with a set of general principles for the bridge design to facilitate fauna movements along the western edge of the ponds and

Table 1: Integrated Transport Planning

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		<p>minimise impacts on aquatic habitats. For example, bridge design would need to allow for a minimum 2.4 metre high and 10 metre wide fauna movement corridor under the bridge on the western edge of the ponds and for all drainage from the bridge to be diverted and treated away from the ponds.</p> <ul style="list-style-type: none"> ▪ A Road Traffic Noise Impact Assessment has also been undertaken for the Goddard Road trunk collector extension. The assessment has considered estimated traffic flows and the associated traffic noise impacts upon adjacent residential dwellings and, where required, has outlined the noise amelioration measures necessary to achieve the relevant priorities and criteria specified in the DTMR’s <i>Road Traffic Noise Management: Code of Practice</i>. ▪ Based on the modelling undertaken, noise mitigation works may be required to reduce traffic noise impacts on the following dwellings: <ul style="list-style-type: none"> ▪ 2 Goddard Road ▪ 3 Goddard Road ▪ 4 Goddard Road ▪ Further modelling and assessment indicated that the following acoustic barrier elements are required to achieve the relevant traffic noise criteria at all residential dwellings adjacent to the potential Goddard Road trunk collector extension: <ul style="list-style-type: none"> ▪ 2.2 metre high acoustic barrier along the northern boundaries of 2 and 4 Goddard Road. The specified acoustic barriers is to be above the middle of the potential Goddard Road level or above the adjacent

Table 1: Integrated Transport Planning		
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		<p>dwelling floor level, whichever is the highest.</p> <ul style="list-style-type: none"> ▪ 2.0 metre high acoustic barrier along the southern boundaries of 2 Nook Court and 3 Goddard Road. The specified acoustic barrier height is to be above the middle of the potential Goddard Road level or above the adjacent dwelling floor level, whichever is the highest. <p>▪ Any acoustic barrier constructed should be gap free and constructed of materials achieving a minimum surface density of 12.5 kg/m².</p> <p>The location and extent of the recommended acoustic barriers is shown in Figure 3.</p> <ul style="list-style-type: none"> ▪ The Acoustic Report also notes that Council would not legally be required to provide the identified noise mitigation or subject to compensation for the impact of the new trunk collector street. <p>The report also notes that the traffic noise impact on the four houses would be slightly different from the traffic noise impacts on many houses in the City, including those opposite in Panorama Drive adjoining the Ziegenfusz / Panorama Road intersection.</p> <ul style="list-style-type: none"> ▪ Nevertheless, consideration should be given to assisting the owners of these four houses with the necessary noise mitigation measures. For example, it is recommended that if the Goddard Road Deviation is proposed, Council should offer the landowner of 2 Goddard Road an upgrade to glazing on the northern upper level dwelling facade and an appropriate air conditioning/mechanical ventilation system to any habitable rooms off the northern upper level facade.

Table 1: Integrated Transport Planning

Issue Summary	Submission Reference No.	Submission Response
		<ul style="list-style-type: none"> ▪ In response to submissions concerning the precedent of one road in and out, the two examples provided of other locations have been noted. These examples are however not comparable to the draft Structure Plan in terms of the number of dwellings serviced and have different surrounding land uses and constraints. For example, both examples consist of at least half as many dwellings as proposed by the draft Structure Plan. In addition, the road examples provided are local collector roads not trunk collector roads. In addition, as part of the first state interest review DTMR has indicated an access to Panorama Drive must be provided. ▪ In summary delivery of a second trunk collector access from Panorama Drive is highly desirable from a traffic planning perspective. Further technical assessments confirm the proposed Goddard Road deviation can be designed to address both ecological and acoustic issues. ▪ However to ensure ecological and acoustic constraints are addressed and deliver a high quality bridge design, the proposed Goddard Road deviation and treatment of the proposed trunk collector represents a high cost. Previous planning for the area has been based on the assumption that Council, as the responsible planning authority, would be able to set infrastructure charges on new development which would support funding the various trunk infrastructure networks, including the trunk road network required to service this new community. ▪ However since the close of the public consultation period the Department of Local Government and Planning (DLGP) have advised infrastructure charging within Declared MPA's will be subject to the maximum charge imposed by the recently

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Issue Summary	Submission Reference No.	Submission Response
		<p>introduced State Planning Regulatory Instrument or Council has to impose infrastructure agreements. This causes a level of uncertainty regarding the level of funds to be collected and potentially significant financial implications for Council.</p> <ul style="list-style-type: none"> ▪ Even if an infrastructure agreement is imposed, based on the current Priority Infrastructure Plan funding model, Council would still have to fund a significant component of the total cost of the trunk infrastructure network. Recognising this network primarily only supports a newly developing area and is not part of the broader strategic road network it would be a very low priority. ▪ An alternative but less desirable option from a traffic planning perspective is to increase traffic volumes either at the Kinross Road access to Boundary Road or the proposed collector road south of Milner Place. If either of these options are pursued, maintaining a proposed bus connection through the northern corridor reserve would be essential to secure future public transport options for the area. ▪ The access south of Milner Place is currently planned as a left in left out only. If the Goddard Road deviation is removed traffic volumes on this road are predicted to increase from 850 to 2,800 vehicle movements per day. This is within the design threshold of a collector road. Similarly vehicle movements through Kinross Road intersection will increase from 7,150 to 9,700. Council traffic expert indicates that subject to appropriate design this intersection could adequately accommodate the increased volume, however this option is unlikely to be supported by the DTMR as the increase traffic volumes would impact on the already congested Boundary Road, Woodland Drive and Panorama Drive and Boundary Road, Redland Bay Road and Taylor

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Issue Summary	Submission Reference No.	Submission Response
		<p>Road intersections to the east and west.</p> <ul style="list-style-type: none"> ▪ Alternatively Council's traffic expert indicates it would be technically acceptable to provide an un-signalised right turn slot for vehicles travelling south along Panorama Drive who wish to enter the Kinross Road Structure Plan area. Under this scenario there would be no increase in traffic volumes at the Kinross/Boundary Road intersection (7,150 vehicle movements per day). This option would address the DTMR issues but would however increase traffic numbers on the proposed road south of Milner Place to 5,350 (2,550 exiting north on Panorama Drive and 2,600 entering the Structure Plan area from Panorama Drive). ▪ In summary, the proposed Goddard Road deviation represents the most desirable transport planning option for the area. However due to the uncertainty regarding the funding of trunk infrastructure, this option may not be financially achievable and an alternative option could be pursued as follows: <ul style="list-style-type: none"> ▪ Goddard Road deviation (bridge) be removed; ▪ Goddard Road is shown in the structure plan as a collector road only; ▪ The design treatment for Kinross Road by reduced with only one section of road incorporating widening of 32m; ▪ The proposed road south of Milner Place be identified as trunk collector with left in, left out and right in only lanes. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That the draft Kinross Road Structure Plan be amended as follows:

Table 1: Integrated Transport Planning

Issue Summary	Submission Reference No.	Submission Response
		<ul style="list-style-type: none"> ▪ remove all references to the potential trunk collector (Goddard Road deviation) indicated crossing Wellington Ponds; ▪ the section of Goddard Road located between Kinross Road and the Greenspace precinct to the east be shown as a collector road and not a trunk collector with no additional road widening required; ▪ the proposed road south of Milner Place be identified as a trunk collector road with a minimum road reserve of 20 metres and an un-signalised intersection with Panorama Drive; ▪ Kinross Road be maintained as a trunk collector road with a road reserve width of 23 metres except for the section located between the proposed roundabout located closest to the Boundary Road intersection and the local centre where the road reserve width will be increased to 32 metres. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council identified that with the Goddard Road Deviation being removed from the structure plan, the network and traffic function of Kinross Road had been significantly changed and the trunk classification should be amended further. The Officers' supported this change based on advice and on-going discussions with City Infrastructure to assist in delivering a plan within the financial capacity of Redland City Council. <p>Special Meeting Resolution</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That the draft Kinross Road Structure Plan be amended

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		<p>as follows:</p> <ul style="list-style-type: none"> ▪ remove all references to the potential trunk collector (Goddard Road deviation) indicated crossing Wellington Ponds; ▪ the section of Goddard Road located between Kinross Road and the Greenspace precinct to the east be shown as a collector road and not a trunk collector with no additional road widening required; ▪ the proposed road south of Milner Place be identified as a trunk collector road for the initial section from Panorama Drive (approximately 80 metres) and including the proposed intersection with Panorama Drive; ▪ Kinross Road be maintained as a trunk collector road from the intersection of Kinross Road and Boundary Road to and including the third proposed internal roundabout (approximately 820 metres) with a road reserve width of 23 metres except for the section located between the proposed roundabout located closest to the Boundary Road intersection and the local centre where the road reserve width will be increased to 32 metres and then a 20 metre road reserve for the balance of Kinross Road).

Table 1: Integrated Transport Planning

Issue Summary

Submission Reference No.

Submission Response



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Image courtesy of Neimap (Hypertiles) 2011

Legend

- Tree Location
- Proposed Bridge

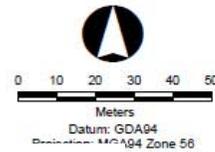


Figure 1: Recommended Goddard Road bridge alignment



Table 1: Integrated Transport Planning

Issue Summary

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Submission Response

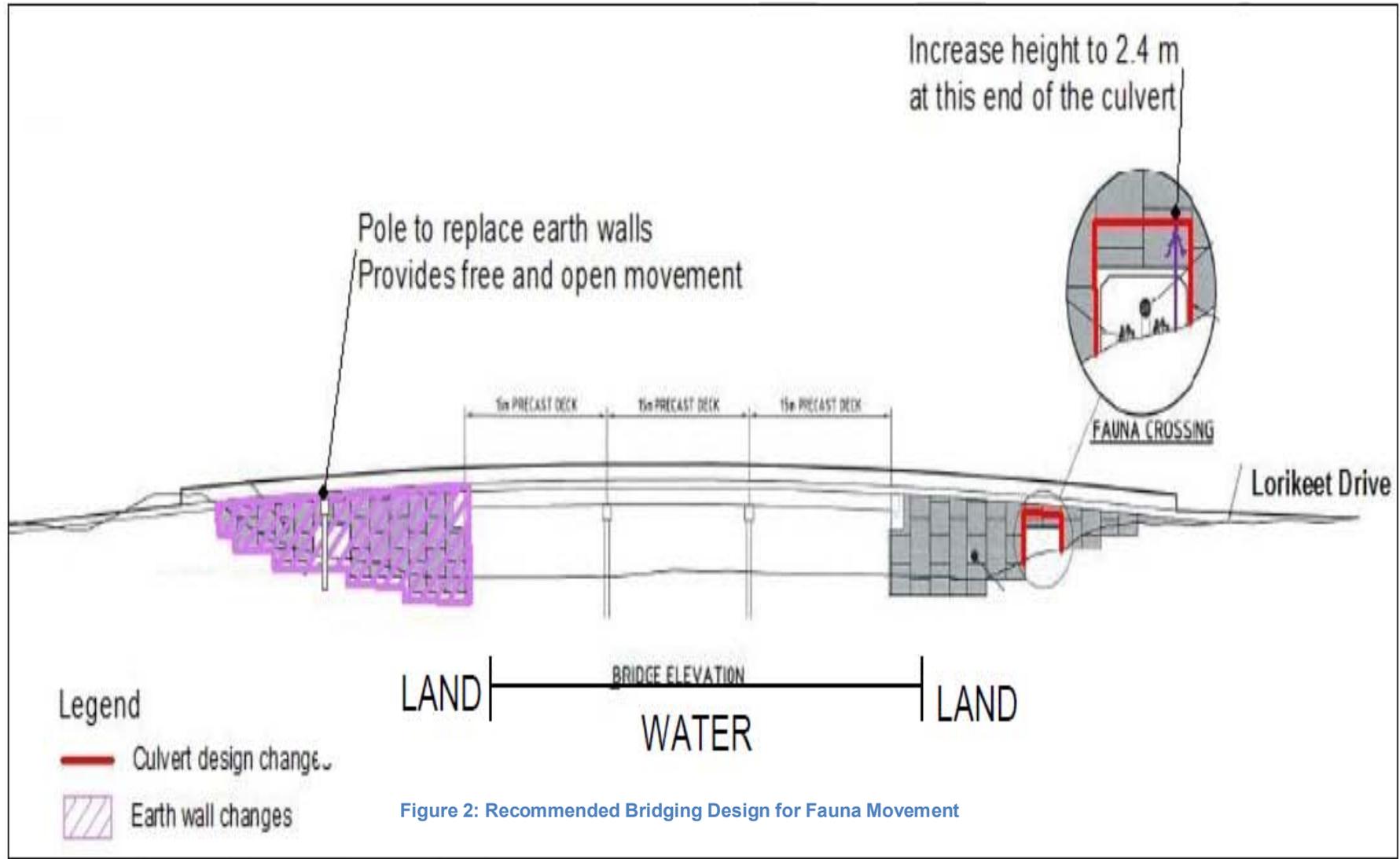


Table 1: Integrated Transport Planning

Issue Summary

Submission Reference No.

Submission Response



Figure 3: Location of Acoustic Barriers

Table 1: Integrated Transport Planning		
Issue Summary	Submission Reference No.	Submission Response
<p>1.2. Potential Bus link</p> <ul style="list-style-type: none"> The potential bus link to the north must be removed as it would destroy habitat, place koalas/wildlife at increased risk and destroy the amenity, safety and quality of life of the adjacent residential community which currently enjoys a bushland outlook. 	<p>15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 44, 45, 46, 47, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 64, 65, 66, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 100, 101, 102, 104, 105, 106, 107, 108, 109, 110, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 130, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 151, 152, 153, 154, 155, 156, 157, 158, 159, 161, 162, 169, 170, 171, 172, 173, 174, 181, 182, 184, 185, 186, 187, 188, 189, 190, 195, 196, 197, 199, 200, 201,</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> To ensure the future residential community can be serviced with a through bus route to support public transport usage, the draft Structure Plan included a potential bus link/corridor that connects the future community with the industrial and medical precinct to the north. It also provides an additional route for emergency services. The bus link/corridor is aligned with the existing disturbed Energex easement across the state government conservation reserve to South Street in the north. The draft Structure Plan adopted for Public Consultation indicated during this phase further investigation of the feasibility of the bus route including environmental impacts, traffic management, residential amenity and bus route planning requirements would be undertaken. These assessments have recently been completed and indicate that it is feasible to provide a bus only route along this alignment. A summary of these assessments are as follows: <ul style="list-style-type: none"> Environmental assessment: an alignment along the western edge of the vegetation between existing houses and the Energex easement would have limited impact on fauna of flora (BAAM Pty Ltd 2011). Design measures to reduce fauna impacts would need to be included within the design including limiting bus speed and monitoring to determine whether further measures are required;

Table 1: Integrated Transport Planning

Issue Summary	Submission Reference No.	Submission Response
	205, 215, 217, 225, 226, 228, 229, 234, 235, 239, 252, 262, 263, 264, 265, 266, 270, 278, 279, 280, 310, 311, 312, 313, 325, 329, 330, 335, 379, 380, 436, 437, 438, 216, 180, 43, 177	<ul style="list-style-type: none"> ▪ Traffic management: movements along the bus link can be restricted to bus and emergency vehicles only by installing automatic traffic control devices (e.g. boom gates etc.) to allow buses and emergency vehicles to pass through while physically preventing private vehicles access; ▪ Residential amenity: the bus link/corridor is intended to follow the existing Energex easement and be designed as a single bus lane with occasional passing bays to cater for new bus services directly servicing the future community. The alignment of the bus link/corridor along an already disturbed area (Energex easement) and the expected relatively low frequency of buses using this corridor have a limited impact on existing residential amenity; and ▪ Bus route planning: the bus link/corridor improves public transport connections to the industrial and medical precincts to the north for the future community and ensures an efficient through bus route that maximises the number of future residents within easy walking distance (400m) of a bus stop. ▪ Energex have no objection with this concept subject to receipt of detailed designs and negotiations concerning affected assets. An approval would need to be issued following detailed civil engineering designs. ▪ The future bus link/corridor would be a state government responsibility to construct, manage and fund. Development contributions cannot be taken for this bus link/corridor under the Priority Infrastructure Plan for the City. ▪ As a result of the proposed changes to the proposed trunk collector network (Refer to Submission Report 1.1), it is

Table 1: Integrated Transport Planning

Issue Summary	Submission Reference No.	Submission Response
		<p>recommended the potential bus link be retained on Map 3 – Pedestrian/Cycleway and Public Transport Network to ensure opportunity for public transport in the future. If the bus link proceeds it is not expected to be required prior to 2021. However this delivery timeframe may be reviewed depending on need and funding.</p> <p>Officers’ Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers’ comments. 2. That the draft Kinross Road Structure Plan be amended as follows: <ul style="list-style-type: none"> ▪ the bus link be removed from Map 1 – Land use Precincts and Map 2 - Road Movement. 3. The indicative delivery timeframe for the proposed bus corridor is post 2021. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council discussed that the responsibility for planning the public transport network is a DTMR matter and that the provision of a bus route to the north would be a long-term proposition at best that does not need to be identified in the structure plan at this time. The structure plan does not prevent this outcome from being achieved in the future should DTMR wish to pursue a bus route to the north. <p>Special Meeting Resolution</p> <ol style="list-style-type: none"> 1. That the submitters note the officers’ comments. 2. That the Kinross Road Structure Plan is amended to

Table 1: Integrated Transport Planning		
Issue Summary	Submission Reference No.	Submission Response
		<p>remove all reference to a northern bus link along the ENERGEX easement to the north.</p> <p>3. That the Kinross Structure Plan is amended to identify the ENERGEX easement to the north for emergency access only.</p>
<p>1.3. Kinross Road/Boundary Road Intersection</p> <ul style="list-style-type: none"> ▪ Oppose the resumption of eight properties on western side of Kinross Road for intersection upgrades. ▪ No details provided of compensation opportunities to move road intersection eastwards and providing service road to existing lots. ▪ Traffic lights will have negative impact on Boundary Road. ▪ Additional traffic will choke the intersection. ▪ Resumptions for road widening and installations must be completed before any development occurs. ▪ Acoustic treatments and upgrades are required on the southern side of Boundary Road. 	<p>68, 103, 167, 177, 203, 230, 253, 317, 548, 150, 175, 233, 254, 316, 326</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ The proposed location, design and funding of the intersection is the responsibility of the DTMR. ▪ The draft Kinross Road Structure Plan currently indicates the proposed upgrade of the Kinross Road/Boundary Road intersection involving land acquisition on both the eastern and western side of Kinross Road. The land requirements as indicated on the draft plan will require the acquisition of potentially eight existing residential lots containing dwelling houses on the western side of Kinross Road and potentially one residential sized lot containing a dwelling house on the eastern side. ▪ The proposed land requirements are based on preliminary design work for the intersection which indicates a requirement for: <ul style="list-style-type: none"> ▪ One left in slip lane for eastern bound traffic travelling along boundary road; ▪ One right turn lane for western traffic travelling along Boundary Road;

Table 1: Integrated Transport Planning		
Issue Summary	Submission Reference No.	Submission Response
		<p>Two right turning lanes exiting Kinross Road entering west bound Boundary Road;</p> <ul style="list-style-type: none"> ▪ One left turn lane exiting Kinross Road entering east bound Boundary Road; and ▪ Traffic lights to safely manage traffic flows. <p>▪ Currently Boundary Road is a four lane divided arterial road with current planning for upgrade to six lanes. A number of meetings have been undertaken with the DTMR to seek resolution on the design and funding options for the Kinross Road intersection. DTMR recently indicated their current planning layouts retain the intersection in its current location but to date have not addressed the issue of potential dwelling resumptions or access issues if the dwellings are retained. It is recommended that the draft Structure Plan be amended to incorporate a notation stating the location, design including road widening requirements and funding arrangements for the Kinross Road/Boundary Road intersection is the responsibility of the DTMR. In addition it is recommended that the existing dwelling houses be included in the urban residential precinct. It is expected DTMR will provide further direction on this matter as part of the Second State Interest Review process.</p> <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That the draft Kinross Road Structure Plan be amended as follows: <ul style="list-style-type: none"> ▪ remove the road widening and Greenspace designation over the existing residential sized lots located to the west of the Kinross Road/Boundary Road intersection and

Table 1: Integrated Transport Planning		
Issue Summary	Submission Reference No.	Submission Response
		<p>include in the Urban Residential Housing sub-precinct 4c – Detached Housing;</p> <ul style="list-style-type: none"> ▪ incorporate a note on Map 1 – Kinross Road Structure Plan Area - Land Use Precincts – stating “The design, location and property impacts of the proposed Kinross Road/Boundary Road intersection shall be determined by the relevant State Government Agency. ▪ widening of Kinross Road be reduced to 23 metres in this location with the additional 3 metres to be acquired from the properties located on the eastern side of Kinross Road. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council discussed that the DTMR has responsibility for the intersection upgrade at Kinross Road/Boundary Road but has not provided Council with current detailed designs to enable the structure plan to reflect a final design and associated property impacts. In the absence of this information Council will submit two detailed designs that have been prepared to assist the DTMR in finalising a design and associated property impacts relating to this intersection upgrade. Council also requests that DTMR conduct a Social Impact Assessment when determining their preferred option. <p>Special Meeting Resolution</p> <ol style="list-style-type: none"> 1. That the submitters note the officers’ comments. 2. That the draft Kinross Road Structure Plan be amended as follows: <ul style="list-style-type: none"> ▪ remove the road widening and Greenspace designation over the existing residential sized lots located to the west

Table 1: Integrated Transport Planning		
Issue Summary	Submission Reference No.	Submission Response
		<p>of the Kinross Road/Boundary Road intersection and include in the Urban Residential Housing sub-precinct 4c – Detached Housing;</p> <ul style="list-style-type: none"> ▪ incorporate a note on Map 1 – Kinross Road Structure Plan Area - Land Use Precincts – stating “The design, location and property impacts of the proposed Kinross Road/Boundary Road intersection shall be determined by the relevant State Government Agency; ▪ widening of Kinross Road be reduced to 23 metres in this location with the additional 3 metres to be acquired from the properties located on the eastern side of Kinross Road; and ▪ Council submit its two detailed designs for the intersection upgrade of Kinross Road and Boundary Road to DTMR seeking property impacts (land requirements) and Council request that DTMR conduct a Social Impact Assessment when determining their preferred option.
<p>1.4. Collector Street</p> <ul style="list-style-type: none"> ▪ Objection to the residential collector proposed between Milner Place and Boundary Road on the following grounds: <ul style="list-style-type: none"> ▪ Major safety concerns associated with limited site distance from other intersections; ▪ Crash record supports safety concerns; ▪ Collector road does not meet Council road standards in the Redlands Planning Scheme (minimum intersection spacing for an arterial road is 700m); 	<p>232, 317, 548, 558, 13, 254, 316, 326</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ Traffic generation modelling undertaken in the preparation of the draft Structure Plan estimated that new development will generate approximately 12,000 daily vehicle movements requiring access to the external road network. The preferred option to support this level of vehicle movements to the external road network is via two trunk collector street access/egress and one collector street access/egress. ▪ The draft Structure Plan provided to the Department of Local Government and Planning (DLGP) for the purposes of 1st State Interest Review in July 2010 identified one left in and one left out on Boundary Road. These access points were

Table 1: Integrated Transport Planning		
Issue Summary	Submission Reference No.	Submission Response
<ul style="list-style-type: none"> ▪ Additional traffic will exacerbate current problems with vehicles entering and exiting Milner Place during peak times; and ▪ Impact on the residential amenity of residents in Milner Place. 		<p>intended to provide collector street access/egress to the external road network.</p> <p>The DTMR did not support these left in and left out access points to Boundary Road. These collector access/egress points onto Boundary Road were required to be removed as part of the Ministerial declaration of the Kinross Road Master Plan Area on 24 December 2010.</p> <ul style="list-style-type: none"> ▪ The draft Structure Plan placed on public display proposed an alternative collector access/egress between Boundary Road and Milner Place. This access/egress was proposed to be left in/left out and not a four way intersection. ▪ The proposed left in/left access/egress has been further re-assessed by traffic consultants and Council's City Infrastructure Group in response to the submissions received. This assessment confirmed that the access proposed provides for adequate safe access/egress for vehicles with sufficient site distances provided ▪ In addition traffic generation modelling of the draft structure plan placed on public display and the access to the external road network (two trunk and one collector access) estimates that 850 (600 exiting movements and 250 entering movements) of the estimated 12,000 daily vehicle movements to the external network would use this collector access/egress. ▪ The traffic modelling also indicates that with the removal of the Goddard Road potential trunk collector the daily traffic estimates for this collector street would increase to 5,350 daily traffic movements (2,550 exiting movements and 2850 entering movements). These figures assume a right turn slot

Table 1: Integrated Transport Planning		
Issue Summary	Submission Reference No.	Submission Response
		<p>is provided for vehicles travelling south down Panorama Drive and wishing to enter the Structure Plan area.</p> <ul style="list-style-type: none"> ▪ The future upgrade of Panorama Drive from two lanes to four lanes is included in Council's priority infrastructure planning with preliminary work completed. The current design for the upgrade Panorama Drive will alleviate the current issues of exiting Milner Place in peak periods by providing additional traffic capacity. The upgrade will also improve sight distances for vehicles moving north along Panorama Drive from the intersection with Boundary Road improving overall safety. ▪ It should be noted that the minimum spacing of 700 metres for intersections on an arterial road refers to four way or signalised intersections. Recognising that the proposed collector street access/egress is a left in/left out this spacing requirement of the RPS does not apply. ▪ In summary, with the removal of the Goddard road deviation (refer to report 1.1) it will be necessary to increase the traffic capacity on this road. Colin Beard and associates and Council's City Infrastructure Group have advised the proposed road can safely operate with the associated estimated increased traffic volumes. In addition detailed design work will be undertaken to ensure appropriate landscaping and acoustic treatments are put in place to ameliorate impacts on existing dwellings in Milner Place. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That the draft Kinross Road Structure Plan be amended as follows:

Table 1: Integrated Transport Planning		
Issue Summary	Submission Reference No.	Submission Response
		<ul style="list-style-type: none"> ▪ the proposed road south of Milner Place be maintained but depicted as a trunk collector with a 20 metre road reserve with an un-signalised intersection with Panorama Drive. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council discussed the extent of trunk collector classification to be identified on the proposed new road that provides access/egress to Panorama Drive south of Milner Place. To ensure the new intersection and initial section of the road are provided in a cost effective and integrated manner a trunk collector classification is recommended. The Officers' supported this change based on advice and on-going discussions with City Infrastructure. Negotiations will be undertaken with DTMR and a future upgrade of Panorama Drive will include a realignment to improve safety of ingress/egress to Milner Place. <p>Special Meeting Resolution</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That the draft Kinross Road Structure Plan be amended as follows: <ul style="list-style-type: none"> ▪ Noting the DTMR's support, the proposed road south of Milner Place be maintained but depicted as a trunk collector road for the initial section from Panorama Drive (approximately 80 metres) and including the proposed intersection with Panorama Drive.

Table 1: Integrated Transport Planning		
Issue Summary	Submission Reference No.	Submission Response
<p>1.5. Kinross Road Widening</p> <ul style="list-style-type: none"> ▪ Some submitters expressed concern that the 6 metres required on either side of Kinross Road would diminish property values and bring the road close to the houses. ▪ Submitters suggested that the widening should take place of the eastern side which is mainly farmland to reduce impacts on existing houses western side of Kinross Road. 	316, 12	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ The draft Structure Plan proposed to widen the existing 20 metre Kinross Road reserve to a 32 metre wide road reserve. This required an additional 6 metres of land on either side of the road reserve. ▪ The intention was to create a tree lined boulevard. The proposed boulevard included the following: <ul style="list-style-type: none"> ▪ 6.5 metre landscaped verge incorporating native canopy shade trees, utility services, acoustic treatments if necessary and pedestrian pathways on both sides of Kinross Road; ▪ 1.5 metre on-road bicycle lane on both sides of Kinross Road; ▪ one northbound 5 metre carriageway incorporating both vehicular and breakdown lanes; ▪ one southbound 5 metre carriageway incorporating both vehicular and breakdown lanes; and ▪ 6 metre central median incorporating native canopy trees and water sensitive urban design features. ▪ The Kinross Road is an identified trunk collector road and included within the draft Priority Infrastructure Plan and Infrastructure Charges Schedule for the City. Accordingly, the funding of the road upgrade and widening requirements (including property impacts) was proposed through development contributions.

Table 1: Integrated Transport Planning

Issue Summary	Submission Reference No.	Submission Response
		<ul style="list-style-type: none"> ▪ The infrastructure networks proposed by the draft Structure Plan were also based on the findings of the Infrastructure Charging Taskforce that declared Master Planned Areas should be exempt from the standard infrastructure charging framework (capped charges) being prepared at the time. ▪ However since the close of the public consultation period the Department of Local Government and Planning (DLGP) have advised infrastructure charging within Declared MPA's will be subject to the maximum charge imposed by the recently introduced State Planning Regulatory Instrument or Council has to impose infrastructure agreements. This causes a level of uncertainty regarding the level of funds to be collected and potentially significant financial implications for Council. ▪ Based on this revision, a revised road upgrade design for Kinross Road is now proposed. The revised upgrade generally requires a reduced width of 23 metres to include: <ul style="list-style-type: none"> ▪ 4 metre landscaped verge incorporating native canopy shade trees, utility services and pedestrian pathways on both sides of Kinross Road; ▪ 2 metre on-road bicycle lane and breakdown lane on both sides of Kinross Road; ▪ one northbound 3.5 metre carriageway incorporating both vehicular and breakdown lanes; ▪ one southbound 3.5 metre carriageway incorporating both vehicular and breakdown lanes; and ▪ 2 metre landscaped area and acoustic treatments if

Table 1: Integrated Transport Planning		
Issue Summary	Submission Reference No.	Submission Response
		<p>necessary on each side of Kinross Road.</p> <ul style="list-style-type: none"> ▪ It should be noted that a 32 metre wide road reserve has been maintained in the section of Kinross Road between the first proposed internal roundabout and the Local Centre. A 32 metre wide road reserve has been maintained in this area to: <ul style="list-style-type: none"> ▪ provide a high quality entrance boulevard to the new community; ▪ provide for separation and generous landscaping between medium density development proposed on either side of the road; and ▪ reinforce this area as the central core of the new community <p>This section of Kinross Road does not contain any existing dwelling houses in close proximity to the road.</p> <p>The revised road upgrade of Kinross Road significantly reduces the property impacts on existing residences. Detailed road design needs to be undertaken based on the revised upgrade requirements. This design work will minimise impacts on existing residences wherever possible. A 1.5 metre road reserve widening on each side of the road will be required for landscaping and acoustic treatments rather than 6m from each side as original proposed.</p> <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That the draft Kinross Road Structure Plan be amended

Table 1: Integrated Transport Planning		
Issue Summary	Submission Reference No.	Submission Response
		<p>as follows:</p> <ul style="list-style-type: none"> ▪ incorporate a revised road design for Kinross road with a 23 metre road reserve; ▪ maintain a 32 metre road reserve for the section of Kinross Road located between the first internal roundabout and the proposed Mixed Use Local Centre. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council identified the need to revise the designs for Kinross Road to reflect the further changes made to the trunk classification in Submission Report 1.1. <p>Special Meeting Resolution</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That the draft Kinross Road Structure Plan be amended as follows: <ul style="list-style-type: none"> ▪ incorporate a revised road design for Kinross Road with a 23 metre road reserve from the intersection of Kinross Road and Boundary Road to the first internal roundabout; ▪ maintain a 32 metre road reserve for the section of Kinross Road located between the first internal roundabout and the proposed Mixed Use Local Centre; ▪ revise the road design for the balance of Kinross Road with a 20 metre road reserve identified from the third internal roundabout. ▪ Kinross Road be maintained as a trunk collector road from the intersection of Kinross Road and Boundary Road to and including the third proposed internal roundabout (approximately 820 metres)

Table 1: Integrated Transport Planning		
Issue Summary	Submission Reference No.	Submission Response
<p>1.6. Public Transport</p> <ul style="list-style-type: none"> ▪ Proposed plan does not appear to give sufficient emphasis on future public transport demand and need to provide access. ▪ Allow for a public transport corridor linking the Capalaba bus way to the Cleveland Train Station with access to Capalaba via Teesdale Road. Access to South Street could follow power easement. ▪ To protect the conservation area to the north of Kinross Road - Utilise existing bus route along Boundary Road. There is no need for additional bus routes. 	<p>319, 177, 103, 183, 232, 558, 316, 317, 319</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ Currently, there are four existing bus stops which are able to service future development within the area including the intersection of Boundary Road and Panorama Drive, the corner of Ziegenfusz Road and Panorama Drive, the corner of Kinross Road and Boundary Road and the intersection of Redland Bay Road and Boundary Road. These public transport services link to the activity centres of Cleveland, Capalaba, Victoria Point and Brisbane City. ▪ The four existing bus stops in proximity to the MPA will undergo upgrades to signage and shelter. Also, as part of the DTMR upgrades to Boundary Road, indented bus bays will be constructed further enhancing safety and easy access to public transport. ▪ The State Government has identified Redland Bus Priority Measures through the <i>South East Queensland Infrastructure Plan and Program 2009 – 2026</i>. These bus priority measures provide for a southern corridor, through to Victoria Point, further increasing accessibility and reducing car reliance. This State project has an estimated timeframe from 2019-20 to 2025-26. ▪ With the removal of the Goddard Road deviation – trunk collector link to Panorama Drive (refer to report 1.1), it is essential for future bus planning options that the potential bus only access corridor aligned adjacent to an existing Energex easement across the State Government’s Conservation Reserve to the north of the Kinross Road Structure Plan Area be retained (refer to report 1.2).

Table 1: Integrated Transport Planning		
Issue Summary	Submission Reference No.	Submission Response
		<ul style="list-style-type: none"> ▪ Facilitating future public transport will enhance the connectivity and accessibility of the MPA, maintain residential amenity and character, reduce car reliance and traffic, and enhance public transport provision. This proposal will be retained as a future option pending further investigations. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ A reference to Submission Review Report 1.2: Potential Bus Link is needed in this report. <p>Special Meeting Resolution</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. Refer to Special Meeting Resolution for Submission Review Report 1.2: Potential Bus Route and .1.8: Emergency Access.
<p>1.7. Active Transport</p> <ul style="list-style-type: none"> ▪ Pleased with parks, pedestrian and cycle linkages within the MPA. However, pedestrian and cycle access to South Street would also be essential. ▪ Lack of integration of the Milner Place community with the 	63, 317, 178, 103, 232, 548, 558	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ The Kinross Road Structure Plan proposes an integrated movement network that provides for a range of transportation modes including cars, public transportation and pathways for pedestrians and cyclists. The integrated movement network provides permeability within the MPA and connectivity to

Table 1: Integrated Transport Planning

Issue Summary	Submission Reference No.	Submission Response
<p>future residential areas.</p> <ul style="list-style-type: none"> ▪ Walking and cycling linkages are tokenistic and do not connect to anything. ▪ Ensure appropriate fencing is constructed for properties along Boundary Road that will ensure privacy and security. ▪ Bike tracks to be available for use by horses as well as bikes and pedestrians. Motorbikes should not have access to bike tracks due to safety and amenity issues. 		<p>external networks providing access to destinations around Redland City and beyond.</p> <ul style="list-style-type: none"> ▪ Map 3 – Pedestrian, Cycleway and Public Transport Network of the draft Structure Plan identifies a safe, legible and connected internal network of off-road pedestrian and bicycle paths. This internal network provides access for residents to the proposed community hub (local centre and community facility) on Kinross Road and external pedestrian and bicycle networks. ▪ In addition, all collector roads within the MPA are to provide for pedestrians and bicycles with external recreational and commuter routes. Medium density development along Boundary Road is to provide gaps for pedestrian and bicycle permeability. ▪ The combination of the internal and external network also provides for connections to Milner Place. However, more direct pedestrian and bicycle connections to provide better integration of Milner Place into the new development areas would require acquisition of parts of existing properties. On this basis, these options have not been pursued. ▪ To direct koalas and other fauna across safe crossing points on Boundary and Redland Bay Road will require koala exclusion fencing providing a distinct edge between public space and the pedestrian and cycle network it contains and private property. The koala exclusion fencing will ensure adequate provisions for koala protection as well as ensuring the privacy and security of residents. ▪ The draft Structure Plan proposes a future urban community and a network of pedestrian and bicycle paths to support this

Table 1: Integrated Transport Planning		
Issue Summary	Submission Reference No.	Submission Response
		<p>community. Taking into consideration the planning principles for pedestrian and bicycle network in an urban environment and more specifically in an Open Space zone, this network will be limited to pedestrians, bicycles and other non-motorised forms of active transport. On this basis, motorbikes will not have access to the pedestrian and bicycle networks. It is however acknowledged that the extensive greenspace network proposed by the Structure Plan may provide opportunity for horse trails. This will however be determined through future management plans.</p> <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.
<p>1.8. Emergency Access</p> <ul style="list-style-type: none"> ▪ Emergency access to development on Kinross Road will be through Rushwood estate (Carlingford Drive) via a locked gate. There is a risk that this locked gate would hinder emergency workers accessing the area. 	317, 548	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ The publicly advertised Structure Plan proposed primary vehicular access (including emergency access) to the MPA through Kinross Road and the proposed Goddard Road/Panorama Drive intersection. With the removal of the

Table 1: Integrated Transport Planning		
Issue Summary	Submission Reference No.	Submission Response
		<p>Goddard Road deviation link to Panorama Drive, emergency access options have been reassessed.</p> <ul style="list-style-type: none"> ▪ The revised plan retains the Kinross Road access to Boundary Road as the primary vehicular access including emergency access to the area. Emergency access would also be available via the proposed road on Panorama Drive south of Milner Place. In addition, emergency access is also available through Carlingford Drive and the ENERGEX easement to the north. ▪ The Carlingford Drive emergency access is required by the conditions of Environmental Court Appeal no. 1303, of 2009 which states: <ul style="list-style-type: none"> “Emergency Access is defined in the Appeal (2009) as a restricted vehicular access for Council and emergency services vehicles that: <ul style="list-style-type: none"> (a) Is limited to a locked gate and appropriate restrictive fencing at the boundary of the development; and (b) Is not a constructed road within Sub-Precinct 7b East West Habitat and Fauna Corridor.” ▪ In addition pedestrian/bikeway connections have been incorporated into the plan providing access to Boundary Road to both the east and west of Kinross Road. These pedestrian/bikeway connections provide further opportunity for additional emergency access when required. <p>Officers’ Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers’ comments.

Table 1: Integrated Transport Planning		
Issue Summary	Submission Reference No.	Submission Response
		<p>2. That no changes be made to the draft Kinross Road Structure Plan.</p> <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council highlighted the need to remove reference to the potential bus route from this submission report to reflect the removal of the potential bus link - see Submission Report 1.2: Potential Bus Link. <p>Special Meeting Resolution</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. Remove references to a potential bus route from the Officer Comments.
<p>1.9. Transport Interchange</p> <ul style="list-style-type: none"> ▪ Restricted urban footprint challenges Council planners in delivery of a public transport interchange such as a park and ride facility for Brisbane commuters. Such a facility should be included within the subject area, located in close proximity to a major road and provide direct access to a convenience centre. 	238	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ The planning of public transport facilities including the identification of transport interchange facilities is a state interest with Translink having planning responsibility. ▪ The Ministerial designation of the Kinross Road as a MPA identified Translink as a participating state agency in the review of state interests for the draft Structure Plan. This specifically identified the responsibility of Translink for planning and management of traffic operations under the Transport Operations (Translink Transit Authority) Act 2008 and the Transport Operations (Passenger Transport) Act 1994.

Table 1: Integrated Transport Planning

Issue Summary	Submission Reference No.	Submission Response
		<ul style="list-style-type: none"> ▪ The 1st State Interest Review received by Council in February 2011 did not include any comments by Translink regarding the provision for a transport interchange facility in the draft Structure Plan. ▪ Translink have however confirmed they are currently investigating potential sites in Thornlands along the City inbound route along Boundary Road (southern side) between Woodlands Drive and Redland Bay-Cleveland Road for a transport interchange (park and ride facility). ▪ Through the second state interest review Translink will be provided with a copy of this Submission Review Report and may provide further comment. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

Table 2: Ecological Sustainability		
Issue Summary	Submission Reference No.	Submission Response
<p>2.1. Greenspace Provision</p> <ul style="list-style-type: none"> Greenspace for nature conservation and public recreation must be maintained to support an expanding population and ensure the protection of the unique Redlands lifestyle as well as providing a range of benefits including improved public health and well-being. All greenspace west of Kinross Road should be protected from urban development. A large regional park should be established in the area for the Redlands. 	<p>15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 44, 45, 46, 47, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 64, 65, 66, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 100, 101, 102, 104, 105, 106, 107, 108, 109, 110, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 130, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 151, 152, 153, 154, 155, 156, 157, 158, 159, 161, 162, 169, 170, 171, 172, 173, 174, 181, 182, 184, 185, 186, 187, 188, 189, 190, 195, 196, 197, 199, 200, 201,</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> The draft Structure Plan proposes a significant publicly owned greenspace network for nature conservation and low key passive public recreational purposes. In addition local and district parks are located within the greenspace in predominantly cleared areas to facilitate more active recreational activities. Almost 86 hectares of land of the 284 hectare area is proposed to form the public greenspace network. The proposed greenspace network will be progressively transferred to public ownership through various mechanisms including the development assessment process, infrastructure charges and land purchases through the use of environmental legislation. It should be recognised that this land is currently privately owned and not accessible to the public. The public greenspace network includes: <ul style="list-style-type: none"> land for three new local parks and a district level park not only supporting the future residential community but also increasing the public greenspace for the wider community; a network of shared pedestrian and bicycle pathways which will create a link to the new parks and also connect to City pathway networks, supporting and encouraging healthy lifestyles for the current and future community; and land identified as significant for nature conservation purposes, including land with koala habitat value along with land to reconnect these koala habitats through rehabilitation, and other lands suited for koala habitat rehabilitation value to provide an increase koala habitat

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Issue Summary	Submission Reference No.	Submission Response
	205, 215, 217, 225, 226, 228, 229, 234, 235, 239, 252, 262, 263, 264, 265, 266, 270, 278, 279, 280, 310, 311, 312, 313, 325, 329, 330, 335, 379, 380, 436, 437, 438, 232, 558, 43, 176, 180	<p>overall.</p> <ul style="list-style-type: none"> ▪ A further 81 hectares of land is identified as bushland living. This land is to remain in private ownership and provides prospect for low key development opportunities that protect and enhance the land’s environmental and conservation values in koala protection. ▪ When the public greenspace is combined with the bushland living precinct almost 167 hectares or 59% of the area is protected by the draft Structure Plan as greenspace. <p>Officers’ Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers’ comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports officers’ comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers’ recommendation.
<p>2.2. Koala Conservation</p> <ul style="list-style-type: none"> ▪ Urban koala habitat must be protected to ensure the long-term survival of bushland koalas and koalas in the wider Koala Coast. 	15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40,	<p>Officer Comments</p> <p>Koala Conservation</p> <ul style="list-style-type: none"> ▪ The draft Structure Plan provides a balance between koala

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Issue Summary	Submission Reference No.	Submission Response
<ul style="list-style-type: none"> ▪ Protect all koala/wildlife habitat and corridors. <p>Domestic Pet Control</p> <ul style="list-style-type: none"> ▪ Dog attacks are an acknowledged threat to koalas and other wildlife. It is noted that the BAAM Report (2010) recommends that as a minimum, a requirement to ensure domestic dogs are separated from koalas at night. ▪ Comments have been made regarding present Local Laws proving inadequate in preventing dog attacks on koalas. ▪ New developments provide an opportunity for Redland City Council to consider domestic animal controls for new residential areas. Ideally, dogs should be excluded from the Category 2 Area, and their ownership and management strictly controlled in the Category 3 Area (e.g. only allow dogs under 7kg). ▪ At the very least mandatory denning should be introduced at night through clearly articulated conditions of development. 	<p>41, 44, 45, 46, 47, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 64, 65, 66, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 100, 101, 102, 104, 105, 106, 107, 108, 109, 110, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 130, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 151, 152, 153, 154, 155, 156, 157, 158, 159, 161, 162, 169, 170, 171, 172, 173, 174, 181, 182, 184, 185, 186, 187, 188, 189, 190, 195, 196, 197, 199, 200, 201, 205, 215, 217, 225, 226, 228, 229, 234, 235, 239, 252, 262, 263, 264, 265, 266, 270, 278, 279, 280, 310, 311, 312, 313,</p>	<p>conservation and urban development in accordance with State Planning Policy 02/10 Koala Conservation in SEQ and Ministerial declaration of the area as a MPA.</p> <ul style="list-style-type: none"> ▪ The identification, protection and enhancement of koala habitat and movement corridors within the area along with connections to koala habitats to the north, west and south has been a key consideration of the draft Structure Plan. This is based on recognition of the importance of the area for koala conservation, including the existing high value koala habitat and the significance of the area’s location for connecting urban koala populations to the north with bushland koala populations to the south and west. Significant opportunities to restore koala habitat to strengthen and reconnect koala habitat and movement have also been identified. ▪ A number of background investigations into koala conservation have identified koala habitat and movement requirements within the area along with strategic connections to the north, south and west to link urban and bushland habitats. These studies have been informed by State Planning Policy 02/10 Koala Conservation in SEQ and koala habitat values mapping undertaken at the regional level by the DERM (SEQ Koala Habitat Values Mapping). ▪ Based on these investigations, the draft Structure Plan predominantly includes all land identified as having high and medium koala habitat values within the greenspace network and bushland living areas. Both land use designations protect these existing koala habitat values and also provide for the reconnection and expansion of koala habitats through rehabilitation. Safe koala road crossing infrastructure is identified to support safe koala movements within the area

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Issue Summary	Submission Reference No.	Submission Response
	325, 329, 330, 335, 379, 380, 436, 437, 438, 232, 558, 3, 5, 43, 63, 168, 176, 177, 180, 232, 558, 233, 254, 326, 58, 198, 316, 133, 180	<p>and to bushland habitats to the south and west.</p> <p>For instance, the greenspace network and bushland living area includes approximately 167 hectares or 59% of the 284 hectare structure plan area providing for:</p> <ul style="list-style-type: none"> ▪ protection and rehabilitation of the Hilliards Creek corridor for koala habitat providing a strong movement connection linking urban koala habitat to the north with significant koala bushland habitats to the west and south; ▪ establishment of a primary and secondary east-west koala movement corridor within the area linking koala habitats along Hilliards Creek with koala habitats in eastern areas including along Wellington Ponds; ▪ provision of exclusion fencing and koala road crossing infrastructure over Kinross Road to support the safe movement of koalas along the primary east-west corridor; and ▪ upgrades to existing koala exclusion fencing and koala crossing infrastructure across Redland Bay Road along with provision of a new koala crossing infrastructure across Boundary Road. Both the koala crossing infrastructure and koala exclusion fencing provide for the safe movement of koalas between urban and bushland koala populations. ▪ The draft Structure Plan proposes that the Greenspace Network progressively come into public through various mechanisms including the development assessment process, infrastructure charges and land purchases through the environmental legislation. Public ownership of this network in

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Issue Summary	Submission Reference No.	Submission Response
		<p>combination with the provision of appropriate fauna crossings, fencing provision and rehabilitation requirements will contribute to the maintenance of a viable koala population in the area. In this way, development makes a meaningful contribution to koala conservation.</p> <ul style="list-style-type: none"> ▪ It should also be noted that in areas identified for development the draft Structure Plan includes requirements to protect koala trees and connections to these trees. Where this is not possible and a koala tree is removed it is required to be off-set at a rate of five trees for each tree that is removed. This replanting will support the rehabilitation of koala habitat within the public greenspace network. <p>Domestic Pet Control</p> <ul style="list-style-type: none"> ▪ The Redland Koala Policy and Implementation Strategy 2008, responds to the listing of the koala as '<i>vulnerable</i>' in the south-east Queensland bio-region under the <i>Nature Conservation Act 1992</i> and Council's recognition of the koala as '<i>endangered</i>' within the <i>Koala Coast Region</i>. As a response to dog attacks, Policy Statement 3 outlines Council's recognition of the issues and actions to reduce the risk of dog attacks. These include: <ul style="list-style-type: none"> ▪ 3.2.2 Review, implement and enforce local laws ▪ 3.2.3 Compulsory overnight denning or restraint of all dogs throughout the Redlands. With attention made to community engagement/education on the importance of denning. ▪ 3.2.4 Explore opportunities to implement no dog zones, no pet replacement zones and compulsory de-sexing of

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Issue Summary	Submission Reference No.	Submission Response
		<p>all dogs except for licensed breeders within Greenfield communities.</p> <ul style="list-style-type: none"> ▪ Recognising the increase in population with the delivery of the Structure Plan, Council will continue to investigate the necessary measures through the above actions to implement stricter dog controls to prevent attacks on koalas and other wildlife. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That the Planning report supporting the draft Kinross Road Structure Plan be amended as follows – <ul style="list-style-type: none"> ▪ Section 6.3 Non Planning Scheme Implementation Strategies be amended to include the following action: <p style="margin-left: 40px;"><i>“Redland City Council will investigate amendments to the existing local laws to consider domestic animal control for all new development within the Kinross Road Structure Plan.”</i></p> <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council requested that an additional recommendation be included to provide scope to consider the implications of the Senate Standing Committee on Environment and Communication findings contained within the recently released document: The Koala – saving our national icon.

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Issue Summary	Submission Reference No.	Submission Response
		<p>Special Meeting Resolution</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That the Planning report supporting the draft Kinross Road Structure Plan be amended as follows – <ul style="list-style-type: none"> ▪ Section 6.3 Non Planning Scheme Implementation Strategies be amended to include the following actions: <p><i>“Redland City Council will initiate amendments to the existing local laws in relation to domestic animal control for all new development within the Kinross Road Structure Plan.”</i></p> <p><i>“Redland City Council will investigate the implications associated with the Senate Standing Committee – Environment and Communications Reference Committee: The koala – saving our national icon, 2011.”</i></p>
<p>2.3. East-west habitat corridor</p> <ul style="list-style-type: none"> ▪ The principle of providing east-west fauna movement corridors has generally been supported. ▪ It should be noted that some support for the principle of east-west fauna movement corridors is subject to ensuring safe fauna crossings can be established to bushland areas to the south and west across Boundary and Redland Bay Roads respectively. 	<p>5, 68, 82, 132, 163, 177, 202, 276, 322, 13, 206, 207, 208, 209, 210, 211, 212, 213, 214, 217, 218, 219, 220, 221, 222, 223, 224, 227, 236, 237, 242, 243, 244, 245, 246, 248, 249, 250, 251, 255, 256, 257, 258, 259, 260,</p>	<p>Officer Comments</p> <p>Fauna Corridor Networks</p> <ul style="list-style-type: none"> ▪ The draft Structure Plan protects and enhances the strategic habitat corridor along Hilliards Creek that connects important urban habitat to the north with bushland habitats to the south, west and south-west (see Volume 2 Planning Report for details) including identification of safe fauna crossing location across Redland Bay and Boundary Road.

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Issue Summary	Submission Reference No.	Submission Response
<p>Location of east-west fauna corridors</p> <p>A number of alternative locations for east-west corridors (especially the primary east-west corridor) have been provided on the relative merits of these locations as well as issues associated with corridors proposed by the draft Structure Plan. These issues include:</p> <ul style="list-style-type: none"> ▪ engineering difficulties and costs associated with a fauna crossing in the identified location along with amenity impacts of this crossing on the central community hub; ▪ land acquisition costs associated purchase of a number of dwelling houses on the western side of Kinross Road; ▪ lack of an identified process or funding source to acquire land west of Kinross Road. Land remaining in private ownership will not deliver environmental outcomes; ▪ supplementary habitat areas identified by the 2010 Terrestrial Flora and Fauna Investigation on east or west of Kinross Road does not hold habitat values or the vegetation is in a poor condition; ▪ the primary corridor traverses steep terrain on the west of Kinross Road that presents a challenge for fauna movements; ▪ the primary corridor has limited rehabilitation value for koalas given koalas prefer vegetation with a high moisture content located in gullies and moist environments; ▪ the primary corridor lacks existing vegetation in the 	<p>261, 265, 266, 268, 269, 271, 272, 273, 274, 275, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 296, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 315, 318, 320, 321, 323, 324, 327, 328, 334, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428,</p>	<p>Internally, the draft Structure Plan makes provision for the establishment of a centrally located primary east-west fauna corridor (supported by a safe fauna crossing across Kinross Road) and north-eastern secondary east-west corridor. This corridor network seeks to reconnect fragmented habitat areas located in the east around Wellington Ponds with the strategic Hilliards Creek corridor and the urban bushland to the north to support safe fauna movements between these currently disconnected habitat areas.</p> <p>Primary and Secondary East-West Corridor Locations</p> <ul style="list-style-type: none"> ▪ The location of the primary and secondary east-west corridors have been informed by two key ecological investigations commissioned by Council and undertaken by ecological consultants Biodiversity Assessment and Management (BAAM): <ul style="list-style-type: none"> ▪ Ecological (Terrestrial Flora and Fauna) Investigation (2006) ▪ Updated Terrestrial Flora and Fauna Investigation (2010). ▪ The 2010 Investigation updated the previous 2006 Investigation to reflect contemporary research, ecological policy and statutory frameworks with a strong focus on koala conservation. These include but are not limited to: <ul style="list-style-type: none"> ▪ Decline of the Koala Coast Koala Population: Population Status (DERM, 2008) ▪ Redlands Koala Policy and Implementation Strategy (2008);

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Issue Summary	Submission Reference No.	Submission Response
<p>corridor west of Kinross Road;</p> <ul style="list-style-type: none"> the primary corridor is located in an area of high human activity associated with the mixed use centre will reduce the effectiveness of the corridor for fauna movements; medium density housing either side of the corridor will increase threats to koalas and will exacerbate corridor edge effects; not the best use of clear, high and unconstrained land; and the primary corridor is located across a high speed and traffic zone of Kinross Road. <p>Note: the relative merits of the alternative corridors are discussed in the following Option reports.</p> <p>Primary East-West Corridor Width (west of Kinross Road)</p> <p>The >200 metre width of the primary east-west corridor on the western side of Kinross Road is not supported on a number of grounds. Key grounds include:</p> <ul style="list-style-type: none"> the expanded width is not necessary to provide for fauna movements based on the 2010 Terrestrial Flora and Fauna Investigation; the Planning and Environment Court Appeal no. 13030, 2009 based on expert advice and lengthy negotiations supported the establishment of a 30 metre north-eastern corridor; 	<p>429, 430, 431, 432, 433, 434, 435, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534</p>	<ul style="list-style-type: none"> Redlands Biodiversity Strategy (2008-2012); South East Queensland Regional Plan 2009-2031; Vegetation Management Act: Regrowth Vegetation Mapping (2009). State Planning Policy 02/10: Koala Conservation in South East Queensland (2010); South East Queensland Koala Conservation State Regulatory Provisions (2010); and South East Queensland Koala Habitat Values Mapping (2010). <p>The 2010 Investigation also considered a number of detailed site specific ecological investigations including joint expert ecology and planning investigations undertaken for Planning and Environment Court Appeal no. 1303, 2009 along with a review of the most recent aerial photography to confirm the spatial extent of vegetation.</p> <ul style="list-style-type: none"> The Updated Terrestrial Flora and Fauna Investigation (2010) more clearly defines the key habitat values of the vegetation mapped by the 2006 Investigation in light of contemporary research, ecological policy and statutory frameworks. The key habitat values of the area were mapped and categorised as follows: <ul style="list-style-type: none"> Core Habitat: intact native bushland with high habitat value that are connected to surrounding bushland; Core Habitat Enhancement Area: located adjacent to core

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<ul style="list-style-type: none"> ▪ the increased width is not supported by science but rather a 'wider is better' approach; ▪ the expanded corridor west of Kinross Road requires the public acquisition of entire private properties with existing houses; ▪ issues with ensuring cost-effective fauna exclusion fencing along an increased road frontage on the western side of Kinross Road; ▪ increased issues with managing fauna movements through a safe fauna crossing across Kinross Road; and ▪ the land is predominately cleared and will need more extensive rehabilitation to function as a corridor. <p>Alternative use of land west of Kinross Road</p> <p>The land west of Kinross Road is suited for medium density housing on the following grounds:</p> <ul style="list-style-type: none"> ▪ within walking distance of community hub, public transport and future local park; ▪ land provides views to Moreton Bay, Stradbroke Island, the mountains and open space; and ▪ land is predominately cleared and unconstrained. 		<p>habitat areas and hold important habitat values and/or present opportunities for rehabilitation;</p> <ul style="list-style-type: none"> ▪ Supplementary Habitat: areas with significant ecological values that require protection; and ▪ Enhancement Link: a broad area of relatively cleared land (some isolated trees) suitable for rehabilitation to establish/recreate one centrally located primary vegetated east west fauna movement corridor and one secondary fauna corridor in the north-east. To provide for safe fauna movements a length of Kinross Road was identified for a fauna crossing. <p>(Refer to the Updated Terrestrial Flora and Fauna Investigation (2010) for further details).</p> <ul style="list-style-type: none"> ▪ In December 2010, the Ministerial Designation of the area as a Master Plan Area pursuant to the <i>Sustainable Planning Act 2009</i> expanded the area to the west to Redland Bay Road and to the east to Panorama Drive. The Redlands Planning Scheme (2006) and supporting Environmental Inventory 4.1 has informed the identification extent of the Bushland Living Precinct and Greenspace Network identified in these areas by the draft Structure Plan. It is important to note that the expansion to the east included the fragmented habitat area associated with Wellington Ponds and confined to provide habitat to local koalas. ▪ The draft Structure Plan proposed one centrally located primary east-west corridor (supported by a safe fauna crossing across Kinross Road) and one secondary east-west corridor located in the north-east to reconnect the habitat associated with Wellington Ponds to the core bushland

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Issue Summary	Submission Reference No.	Submission Response
		<p>habitat along Hilliards Creek</p> <ul style="list-style-type: none"> ▪ The centrally located primary east-west corridor has been located within the area identified as an Enhancement Link to most efficiently link and protect areas identified as Supplementary Habitat on the east and west of Kinross Road. These Supplementary Habitat areas provide critical ‘stepping stones’ for fauna movement whilst the full rehabilitation/revegetation of the corridor occurs. ▪ Through the 1st state interest review of the draft Structure Plan, the DERM supported the locations of the east-west corridors proposed by the draft Structure Plan. <p>Alternative east-west corridor locations</p> <ul style="list-style-type: none"> ▪ In response to the public notification of the draft Structure Plan, five alternative options for the location of the primary and secondary east-west corridors have been identified from the material submitted to the public notification of the draft Structure Plan. ▪ The alternative corridor options rely on a number of planning and ecological grounds to support re-location of the corridors. These grounds have been reviewed with detailed responses provided in the five Option reports that follow. <p>A key ecological ground provided to support some of the alternative corridors is that centrally located areas east and west of Kinross Road do not hold habitat values as identified in the Updated Terrestrial Flora and Fauna Investigation (2010). The information provided in support of amending the habitat values mapping for the central area have been duly reviewed and considered by BAAM. This review has not</p>

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Issue Summary	Submission Reference No.	Submission Response
		<p>recommended any change to the areas identified as having habitat value in the 2010 investigation.</p> <p>Figure 1 highlights the open space network (i.e. Bushland Living Precinct, Greenspace Network, local and districts parks) proposed by draft Structure Plan except for the proposed primary east west corridor. This mapping has assisted with the assessment of the corridor options, particularly in determining the priorities of these areas provided by the various options.</p> <p>It should be noted that the open space network mapping integrates the 2010 Terrestrial Flora and Fauna mapping (Core Habitat, Core Habitat Enhancement, Supplementary Habitat and north-east Enhancement Link).</p> <ul style="list-style-type: none"> ▪ In addition to the five options identified in the submitted material, a review of the primary east-west corridor proposed by the draft Structure Plan has been undertaken by BAAM. This review considered relevant corridor planning research along with material submitted to the public notification of the draft Structure Plan and the 1st State Interest Review comments by the DERM. The review has resulted in the identification of a preferred primary east-west corridor (Refer to Figure 2). ▪ A relative and equally weighted evaluation of the five alternative corridor options along with the preferred primary east-west corridor has been undertaken. Appendix 1 presents the findings of this evaluation of corridor options. ▪ The evaluation of east-west corridor options supports preferred planning east-west corridors shown in Figure 2.

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Issue Summary	Submission Reference No.	Submission Response
		<p>Primary East-West Corridor Width (west of Kinross Road)</p> <ul style="list-style-type: none"> ▪ The draft Structure Plan submitted for 1st State Interest Review proposed a primary east-west corridor >80 metres in width. This corridor width of >80 metres is based on the recommendations made by the 2010 Terrestrial Flora and Fauna Investigation. ▪ The DERM through the 1st state interest review comments supported the locations of the primary and secondary east-west corridors but recommended an increased width of both as follows: <ul style="list-style-type: none"> ▪ the width of the centrally located primary east-west corridor be increased to >200 metres to increase the functional value of the corridor in terms of maintaining the connectivity values across the MPA as well as supporting the average home ranges of koalas occurring in this area. Extensive rehabilitation of this corridor is supported to provide a continuous corridor of vegetation through the MPA; ▪ the width of the secondary east-west corridor in the north east be increased to >100 metres where adjacent to northern Urban Residential and does not conflict with current development entitlements to increase its functional value. ▪ The publicly notified draft Structure Plan supported the DERM recommendation for a central east-west corridor of >200 metres. It did however not provide for the suggested >100 metres north east corridor on the basis that the corridor width reflected the position of joint expert ecologists and planners reached through Planning and Environment Court Appeal no.

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Issue Summary	Submission Reference No.	Submission Response
		<p>1303, 2009.</p> <p>A significant number (approximately 290) of objections have been raised to the expanded width of the primary corridor shown in the publicly notified draft Structure Plan.</p> <ul style="list-style-type: none">▪ A review of the primary east-west corridor in the publicly notified draft Structure Plan has been undertaken by BAAM (refer to Kinross Road Master Plan Area Review, 2011). Key comments from this review include:<ul style="list-style-type: none">▪ There are no hard and fast rules about how wide a wildlife corridor should be, and the appropriate width will vary from species and depend on the quality and proximity to habitats in the area. Although it is generally accepted that the larger the corridor the more effectively it will function for fauna, it should be understood that increased size does not necessarily provide for increased use or success, as surrounding land use and overall habitat values play an important role in influencing corridor effectiveness.▪ Road frontage to the corridor provides for improved management options, reduces edge effects and removes potential requirements for fire breaks within corridors.▪ Safe fauna crossing opportunities need to be provided at this location. The presence of several residences within the corridor adjacent to Kinross Road increases the difficulty of providing a safe fauna crossing. There is no habitat within the eastern parts of these properties and unless the properties are purchased and rehabilitated, their presence prevents the installation of adequate fencing to guide fauna to a safe crossing point on Kinross

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Issue Summary	Submission Reference No.	Submission Response
		<p>Road. If the existing residential land uses are allowed to continue within the corridor, there cannot be adequate control of domestic dogs, which is entirely incompatible with the proposed land use.</p> <ul style="list-style-type: none"> ▪ It should be understood that none of the fauna species in the local landscape are interior-dwelling species that require complete protection from edge effects. The fauna known or predicted to occur will effectively utilize the 80 metre wide corridor as most species would have travelled through smaller linkages and through greater impediments to reach this location and would not find an 80- metre wide corridor, or a safe fauna crossing form an impediment. ▪ The initial proposed structure plan showed this section of the corridor (adjacent west of Kinross Road) reduced in width to 80-100 metres. A reduced corridor in this location is considered an appropriate and effective option in that it allows for effective management responses to ensure safe fauna movement via a suitably designed fauna crossing across Kinross Road. ▪ The review recommends that the east-west corridor be amended as shown in Figure 2 to provide a reduced width on the western side of Kinross Road of 80 metres for a length of around 75 metres. The corridor also provides for the installation of a safe fauna crossing without the need to remove any of the vegetation directly east of Kinross Road. <p>Alternative use of land immediately west of Kinross Road</p> <ul style="list-style-type: none"> ▪ The revised primary east-west corridor provides opportunity to consider an alternative use of the land immediately west of

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Issue Summary	Submission Reference No.	Submission Response
		<p>Kinross Road that had been identified as part of the corridor in the draft Structure Plan.</p> <ul style="list-style-type: none"> ▪ A significant number of submission suggest that the land is inherently suited for medium density residential living on the following grounds: <ul style="list-style-type: none"> ▪ the land is unconstrained by natural hazards or bushland habitat values; ▪ to take advantage of close proximity of the land to future shops, community centre, local park and public transport; and ▪ medium density living in this location offers a high level of amenity with views over the future fauna corridor and vistas over the Bay and elsewhere; ▪ An equally significant number of submissions indicated concern with the scale and extent of development proposed by the draft Structure Plan on grounds of fauna protection (particularly koala conservation), quality of life impacts associated with a range of factors including traffic, greenspace provision. ▪ All submissions have been duly considered along with recent advice from the DLGP indicating infrastructure charging within Declared MPA's will be subject to the maximum charge imposed by the recently introduced State Planning Regulatory Instrument or Council has to impose infrastructure agreements. This causes a level of uncertainty regarding the level of funds to be collected and potentially significant financial implications for Council.

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		<p>This change in the development contribution framework requires a fundamental review of the transport network that can be provided to service the MPA (Refer to Submission Refer 1.1). With the removal of the Goddard Road deviation, the potential bus corridor has been maintained to ensure the MPA can in the future be serviced by an effective public transport network in the future.</p> <ul style="list-style-type: none"> ▪ To respond to reduced public transport servicing along with a significant number of public submissions that raised concerns with the overall scale and extent of development, medium density precincts have been removed from northern areas of the MPA and placed in the urban residential precinct. Consistent with this overall change the area no longer part of the east-west corridor should be similarly included within the urban residential precinct. ▪ As supported by the recommendations of the 2011 BAAM review, the location of the public collector street has been amended along with the amended corridor width, adjacent to the corridor. ▪ Refer to Figure 2 for details on the recommended amendment to Map 1 – Kinross Road Structure Plan Area – Land Use Precincts. <p>Other Matters</p> <ul style="list-style-type: none"> ▪ A range of more general matters have been raised in relation to the location of the east-west corridors. These are discussed and addressed below: ▪ Ground 1: <i>Engineering difficulties and costs associated with a fauna crossing is based on the topography of the identified</i>

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		<p><i>location along with the location being a high speed and traffic zone of Kinross Road.</i></p> <ul style="list-style-type: none"> ▪ Response: A detailed re-assessment of the proposed fauna crossing location has been undertaken in response to the submitted material. ▪ This re-assessment confirms that a purpose built fauna underpass to provide for grade separated fauna movements under Kinross Road can be cost-effectively engineered in the location identified in the draft Structure Plan. ▪ This fauna underpass concept has been assessed by BAAM. This assessment has re-confirmed that a safe crossing point is essential to support the long-term persistence of local fauna populations but that an overpass would provide for more effective fauna movements (especially for koalas and other arboreal fauna). However, an underpass will also provide for safe fauna movements provided it is of suitable size and is carefully planned, designed and maintained. ▪ A preferred concept design for the fauna underpass has been prepared and reviewed by BAAM (Refer to Figure 3). The conceptual design proposes an open span bridge structure that provides a twenty (20) metre wide underpass crossing with the road platform supported by piers with a break between the lanes provided for natural light. The 2011 BAAM review recommends a number of detailed design and management principles for the underpass to be effective. These can be readily incorporated into the design at the detailed design stage. <p>It is however identified that an underpass may be unsuitable for Gliders. To address this issue it is recommended that</p>

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		<p>Glider launching poles be installed at either side of the underpass.</p> <ul style="list-style-type: none"> ▪ It should also be noted that the financial costs associated with the construction of a purpose built fauna underpass under Kinross Road to support the local fauna population is warranted recognising the community has placed a high priority on protecting native fauna. For example, significant community support has been received to protect koala populations in the City's urban and bushland areas through the 2007 Koala Summit and more recently Redlands 2030 Community Plan. The Healthy Natural Environment outcome area of the Redlands 2030 includes the following goal and a target to halt the decline of koala numbers then increase to maintain a population of 5,000 koala by 2014: <p><i>'Thriving koala population</i></p> <p><i>Koala habitats are protected and new habitat areas established to support the dietary requirements and roaming nature of bushland and urban koalas.'</i></p> <ul style="list-style-type: none"> ▪ Ground 2 : <i>The central primary corridor traverses steep terrain on the west of Kinross Road that presents a challenge for fauna movements.</i> ▪ Response: BAAM have indicated that a slope is certainly not a problem for fauna including koalas (and other arboreal mammals that climb up trees) or for other fauna, and does not represent a barrier to fauna movement. ▪ It is important to note that the corridors and their location have been developed for all local fauna species, including but not limited to the Koala.

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Issue Summary	Submission Reference No.	Submission Response
		<ul style="list-style-type: none"> ▪ Nevertheless, to provide some context, the land identified as a barrier for fauna movements has been identified in the Landslide Hazard Overlay of the Redlands Planning Scheme as a low hazard area. The overlay also identifies land with medium, high and very high hazards. The identification of the area as low hazard indicates a relatively gentle slope of between 20-40% compared with other areas identified as medium, high or very high hazard. It should also be noted that the low hazard mapping extends through the area in a north-south alignment demonstrating that the alternative corridor options proposed to address this issue would also need to traverse similar lands. ▪ Ground 3 : <i>The primary corridor has limited rehabilitation value for koalas given koalas prefer vegetation with a high moisture content located in gullies and moist environments.</i> ▪ Response: The comments regarding koala preference for moister environments is incongruous with Koala habitats within South East Queensland. Although there is some evidence in some peer-reviewed articles that support the idea that moister areas tend to have a higher carrying capacity, these studies were conducted in central outback and south-western Queensland (Gordon <i>et al.</i> 1988, Melzer and Lamb 1994, Gordon <i>et al.</i> 2006). But more importantly, these studies do not support that Koalas prefer habitats associated with gullies and riparian corridors <i>per se</i>, but that there has been significantly less clearing along creeks and gully lines which has resulted in Koala distribution contracting along watercourses where there are still some food resources remaining. ▪ Sullivan <i>et al.</i> (2003) conducted a detailed study of Koala

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		<p>distribution in the mulgalands of south-west Queensland with extensive surveys, and “more than 50% of Koala records were obtained in non-riverine communities, indicating that Koalas are not restricted to riverine communities as has frequently been suggested”.</p> <ul style="list-style-type: none"> ▪ The SEQ Koala Habitat Values Mapping and Regional Ecosystem Mapping (pre-clearing) have also been reviewed. Both indicate the land in which the corridor is located is highly suitable for rehabilitation efforts for koalas with the area identified as of high rehabilitation value for koalas and pre-clearing ecosystem mapping indicating that prior to clearing the vegetation on the land would have been of high value for koalas. <p>As a result, this claim has no scientific justification, and is out of context for South East Queensland and specifically the subject area.</p> <ul style="list-style-type: none"> ▪ It should be noted that the inclusion of a broad range of landscapes within the east-west corridor, including land well above areas subject to inundation during prolonged rainfall events, has been an intentional strategy to provide higher and dryer habitats to accommodate fauna during prolonged flood events. ▪ Ground 4: <i>The primary corridor lacks existing vegetation in the corridor west of Kinross Road.</i> ▪ Response: It is acknowledged that extensive rehabilitation/revegetation works are required to create a continuous east-west corridor immediately to the west of Kinross Road.

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Issue Summary	Submission Reference No.	Submission Response
		<p>However, most fauna in the local landscape are capable of traversing open areas ensuring that the corridor will be effective for a range of fauna movements before the corridor is fully revegetated.</p> <p>It should also be noted that the corridor does include a number of vegetation patches that act as 'stepping stones' for fauna movement on both side of Kinross Road.</p> <ul style="list-style-type: none"> ▪ Ground 4: <i>the Planning and Environment Court Appeal no. 13030, 2009 based on expert advice and lengthy negotiations supported the establishment of a 30 metre north-eastern corridor and has set a corridor standard for the MPA.</i> ▪ Response: It should be noted the expert ecology and planning negotiations on the north-east corridor for Planning and Environment Court Appeal no. 13030, 2009 were undertaken on the understanding that a more significant primary east-west corridor would be provided elsewhere in the MPA. As such, the expert advice on the north-east corridor is not relevant in the context of determining a width for the primary east-west corridor. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That the draft Kinross Road Structure Plan be amended as follows: <ul style="list-style-type: none"> ▪ to reflect the amended primary east west corridor as depicted on Figure 2; ▪ to include all land within the east west corridor as depicted on Figure 2 within the Greenspace Precinct - Sub precinct 7b – East West Habitat and Fauna Corridor;

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Issue Summary	Submission Reference No.	Submission Response
		<ul style="list-style-type: none"> ▪ to include land immediately to the north of the primary east west corridor as depicted in Figure 2 within the Urban Residential Precinct – sub precinct 4a (multiple locations). Cross hatching over the residential area and including the following note: <i>Provision exists for the potential expansion of Sub-Precinct 7b to 200 metres in width immediately west of Kinross Road. The potential expansion area is marked indicatively on Diagram 11 – Land Use Precincts and will be subject to acquisition by the Department of Environment and Resource Management (DERM).</i> <p>3. That Council acknowledges the need to provide a safe fauna underpass to facilitate effective safe fauna movements under Kinross Road in accordance with Figure 3.</p> <p>Council Discussion</p> <ul style="list-style-type: none"> • Council discussed various options to achieve a 200 metre wide east-west fauna corridor immediately west of Kinross Road in public ownership. <p>The preferred option requires DERM acquiring three private properties and undertakes rehabilitation works. If DERM does not acquire the properties development opportunity is provided for low density housing with covenants on title, building envelopes and rehabilitation requirements.</p> <p>The E-W corridor is integral, and adequate data supports its retention in the proposed location.</p>

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		<p>Council policy requires that land functioning as a link over/under/across a road be brought into public ownership. Land intended for acquisition for this purpose is designated "greenspace".</p> <p>To leave in private ownership; or to reduce the width of the E-W corridor compromises the integrity of the corridor, yet Council has limited means of acquiring land.</p> <p>DERM, who support both the location and the width of the corridor are requested to fund the acquisition of these properties. By doing so, both the E-W and N-S corridors, this essential conservation cross-corridor which is arguably of regional significance, is secured.</p> <p>Special Meeting Resolution</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That the draft Kinross Road Structure Plan be amended as follows: <ul style="list-style-type: none"> ▪ to reflect the amended primary east west corridor as depicted on Figure 2; ▪ to include all land within the east west corridor as depicted on Figure 2 within the Greenspace Precinct - Sub precinct 7b – East West Habitat and Fauna Corridor; ▪ to include all land immediately north of the primary east west corridor as depicted in Figure 2 within the Low Density Residential Living sub precinct 5c (Fauna Sensitive); ▪ Cross hatching over the low density residential area and the greenspace network with inclusion of the following notation:

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Issue Summary	Submission Reference No.	Submission Response
		<p><i>Provision exists for the potential retaining of Sub-Precinct 7b to 200 metres in width immediately west of Kinross Road and bringing Sub-Precinct 7a and 7b into public ownership on lots 15 on RP73640 and lot 2 on RP156850. The potential retained area is marked indicatively on Diagram 11 – Land Use Precincts and will be subject to acquisition by the Department of Environment and Resource Management (DERM).</i></p> <p>3. That Council acknowledges the need to provide a safe fauna underpass to facilitate effective safe fauna movements under Kinross Road in accordance with Figure 3.</p>
<p>2.3.1. Option 1</p> <p>Option 1 re-locates the proposed primary east-west fauna movement corridor to the north at >200 metres, identifies habitat linkages in the south-west area of the MPA with local corridors identified east of Kinross Road to provide for fauna movements (see Figure 4) based on the following rationale:</p> <ul style="list-style-type: none"> ▪ re-located primary corridor free of barriers to koala movements; ▪ most efficient link between eastern and western arms of Hilliards Creek; ▪ more direct and shorter corridor linking of core habitat areas in the north; ▪ koala movement encouraged away from areas of high activity and urban development; 	322, 267	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ The planning and ecological merits of re-locating the primary east-west corridor along the northern boundary of the MPA are acknowledged. Key merits include: <ul style="list-style-type: none"> ▪ extensive rehabilitation, providing a viable connection between core habitats within the MPA along Hilliards Creek and in the Wellington Ponds area without the need for fauna crossing infrastructure; and ▪ opportunity to enhance habitat values and connections between the core habitat areas to the north and west associated with the state government reserve and Hilliards Creek respectively. ▪ This Option does however have a number of significant planning and ecological issues.

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<ul style="list-style-type: none"> ▪ fauna crossing infrastructure across Kinross Road is not required; ▪ provides scope to increase residential development within easy walking distance of the central mixed use centre; and ▪ medium density housing that increases threat to koalas and has edge effects is not proposed in this location. <p>It is commented that the 40m metre wide corridor proposed in the draft Structure Plan along the northern boundary of the MPA determined through a Planning and Environment Court appeal has compromised the intent of 'corridor/connectivity' and set the precedent for corridor widths in the MPA.</p> <p>It is acknowledged in the submitted material that current development applications and past Planning and Environment Court appeal settlements may make this option unfeasible.</p>		<ul style="list-style-type: none"> ▪ The ecological issues primarily relate to the following three matters: <ol style="list-style-type: none"> 1. the local fauna corridors that pass through the south-eastern urban area (including across a collector street) without detailing a method to ensure safe fauna movements along these corridors; 2. the habitat linkages identified in the south-west area along Boundary Road are fundamentally flawed given the existing land uses (poultry industry, market garden and dwelling houses) and lack of any mechanism to deliver the outcome other than significant acquisition costs; and 3. the lack of central fauna movement option reduces the overall permeability of the MPA for fauna movements. ▪ To provide for a primary east-west corridor in the north would require a significant expansion of the greenspace network with an equally significant reduction in the residential footprint identified by the draft Structure Plan on 104 Kinross Road (lot 2 on RP75742) and 100-102 Kinross Road (lots 21 and 22 on RP192692). ▪ Such amendments would be a significant change to the draft Structure Plan and raise significant conflicts with Planning and Environment Court negotiations relating to 104 Kinross Road and current development applications lodged on this land as well as 100-102 Kinross Road. <p>In particular, the land at 104 Kinross Road (lot 2 on RP75742) has been subject to Planning and Environment Court Appeal no. 1303 of 2009.</p>

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Issue Summary	Submission Reference No.	Submission Response
		<p>Through this appeal process joint experts on ecology and planning advising the Court reached an agreed position with respect to the provision of a secondary east-west fauna movement corridor of 40 metres in width on the subject property. This position was based on the understanding that a primary east-west corridor would be provided elsewhere in MPA.</p> <p>The draft Structure Plan reflects the agreed position on the east-west corridor on the subject land and the role of this corridor as a secondary east-west corridor.</p> <p>This agreed position places legal limitations on the ability to revisit this area for the provision of a significantly wider primary east-west corridor without risking legal challenge with a strong likelihood of an unfavourable determination by the Planning and Environment Court. The benefits offered by this Option are unlikely to be realised in this context and would involve significant legal expenses.</p> <ul style="list-style-type: none"> ▪ In addition, this Option is in conflict with the current development applications lodged on 104 Kinross Road (lot 2 on RP75742) which was part of the Planning and Environment Court negotiations. ▪ This Option would also increase the level of conflict with the development applications lodged on 100-102 Kinross Road (lots 21 and 22 on RP192692) for the Churches of Christ Queensland. ▪ It should be noted that the greenspace area proposed on 100-102 Kinross Road (lots 21 and 22 on RP192692) is primarily to manage bushfire risk associated with the bushland to the north and has not been subject to the

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Issue Summary	Submission Reference No.	Submission Response
		<p>Planning and Environment Appeal no. 1303 of 2009</p> <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.
<p>2.3.2. Option 2</p> <p>Option 2 proposes to re-locate the primary east-west fauna movement corridor just to the south with a fauna crossing under Kinross Road (see Figure 5). Option 2 is supported by a commissioned ecology report.</p> <p>The following grounds have been provided in support of this Option:</p> <ol style="list-style-type: none"> 1. the re-located corridor provides a more suitable location to construct fauna crossing infrastructure by raising Kinross Road at this dip or lower shallow saddle in the landscape. 2. Koalas prefer food trees that exist in cooler, moist areas like gullies and riparian corridors: 	241	<p>Officer Comments</p> <p>1. Safe fauna crossing</p> <ul style="list-style-type: none"> ▪ The re-located east-west corridor and associated alternative fauna crossing location provides some engineering benefits (cost or works required) than the current fauna crossing location proposed by the draft Structure Plan. It would however also rely on the construction of grade separated fauna crossing infrastructure to be constructed to provide for safe fauna movements across the road (combined with appropriate fencing to guide fauna to the structure). ▪ Re-locating the crossing to this dip or saddle in the landscape may also result in greater drainage engineering requirements to support fauna movements. Koalas and other fauna tend to

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<p>67-85 Kinross Road (lot 1 on RP97308) only has a few Koala food trees.</p> <p>3. the patch of vegetation on 67-85 Kinross Road (lot 1 on RP97308) is in poor condition and will continue to decline due to presence of <i>Phytophthora</i> dieback (i.e. root-rot fungus <i>Phytophthora cinnamomi</i>).</p> <p>4. The dam/water body mapped on 67-85 Kinross Road (lot 1 on RP97308) has been incorrectly identified as having habitat values and incorporated into the east-west corridor.</p> <p>For instance, the pond/dam was a <i>‘fundamental factor in determining the conservation significance of the southern portion of the subject land’</i>.</p> <p>In addition, rehabilitation of the waste water pond will require substantial earthworks by heavy machinery which will require clearing surrounding native vegetation.</p> <p>Other matters</p> <ul style="list-style-type: none"> ▪ The essential habitat mapping for the Wallum Froglet (<i>Crinia tinnula</i>) in the 2006 Ecological (Terrestrial Flora and Fauna) Investigation is incorrect; ▪ the Waterways, Wetlands and Moreton Bay Overlay mapping for 67-85 Kinross Road (lot 1 on RP97308) is incorrect as it does not consider that the pond is being used as a waste water facility 		<p>dislike crossings subject to ponding and associated weeds.</p> <ul style="list-style-type: none"> ▪ Accordingly, re-locating the primary east-west linkage as suggested would not provide engineering benefits in constructing a safe fauna movement crossing under Kinross Road over the current recommended location and may reduce the effectiveness of the structuring for fauna movements. It should be noted that the revised east-west corridor has also re-located the fauna crossing to the south by approximately 50 metres to avoid earthworks impacts on existing vegetation as this location is closer to the low point referenced by the submission. <p>2. Koala food trees</p> <ul style="list-style-type: none"> ▪ The subject site is in a strategic location: it is only an additional advantage that the site has some, even if few, Koala food trees as these will provide more mature trees that Koalas will be able to use as ‘stepping stones’ for feeding and shelter while revegetation works are under way. ▪ Moreover, the ecological report supporting this Option lists seven well-known Koala food tree species that are present on the subject land (<i>Eucalyptus racemosa</i>, <i>E. seeana</i>, <i>E. tereticornis</i>, <i>Lophostemon confertus</i>, <i>Corymbia intermedia</i>, <i>Melaleuca quinquenervia</i> and <i>L. suaveolens</i>). <p>All Koala trees are recognised as valuable in the local landscape and this Option would result in the retention of significantly less existing habitat values for Koalas.</p> <p>It is also important to understand that the primary east-west corridor is not designed or intended for Koalas only, but for all fauna in the local landscape.</p>

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		<p>3. Health of vegetation on 67-85 Kinross Road (lot 1 on RP97308)</p> <ul style="list-style-type: none"> ▪ The presence of <i>Phytophthora cinnamomi</i> within the subject patch of vegetation has not been scientifically proven. There is no evidence provided in the submitted material to support the presence of this pathogen, in fact it is assumed. There are numerous other possible reasons for Xanthorrhoea dieback (insect attack, increased nutrient levels, change in hydrology, extreme drought or rainfall events, etc.) and the submitted material does not identify that other potential causes have been eliminated or even considered. ▪ If the pathogen were present on the subject site, then there would be a good probability that it would also be an issue for this Option given the alternative corridor is proposed immediately south of the vegetation. ▪ Nevertheless, the presence of <i>Phytophthora cinnamomi</i> would not eliminate the potential for the patch of vegetation to be incorporated into the corridor for fauna movement. ▪ As this pathogen is known to be spread with human-related vectors, if confirmed to be present, the site should be subject to hygiene protocols and vehicular access should be restricted or even quarantined (see www.environment.gov.au/biodiversity/invasive/publications/pubs/appendix2.pdf). <p>4. Dam mapped on 67-85 Kinross Road (lot 1 on RP97308)</p> <ul style="list-style-type: none"> ▪ The identification of a dam on the site was not a key consideration in determining the conservation significance of the subject site or the location of the primary east-west corridor. The conservation significance relates to the vegetation on the site and the strategic position of the subject

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		<p>land to facilitating fauna movements between core habitats in the west and east that will significantly contribute to supporting fauna movements along a primary east-west corridor.</p> <ul style="list-style-type: none"> ▪ The current use of the dam is to a large extent irrelevant for planning purposes and was not given much weight in the BAAM ecological recommendations for this MPA. Indeed, a dam can be remediated (whether it is cleaned and retained, or filled). ▪ It should also be noted that until qualified professionals have tested the water and recommended a remediation strategy, it is unknown what level of rehabilitation of the dam would be required and/or if machinery is the only option. Regardless of future remediation actions, the strategic location of the subject land is more important in the long-term and any disturbance caused by remediation would not significantly reduce the potential for the corridor to function for fauna. <p>Other Matters</p> <p>Essential Habitat Mapping – Wallum froglet</p> <ul style="list-style-type: none"> ▪ The 2006 Ecological (Terrestrial Flora and Fauna) Investigation recognised that essential habitat mapping (Department of Environment and Resource Management) for the Wallum Froglet exists for the area and that this mapping was based on records of the species in nearby habitats rather than detailed investigation of the area. ▪ The field assessment undertaken for the 2006 investigation indicated that the environment mapped as Essential Habitat for the Wallum Froglet is not suited for the species which is confined to acid wallum environments. This finding supports

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Issue Summary	Submission Reference No.	Submission Response
		<p>the submission comment.</p> <p>Waterways, Wetlands and Moreton Bay Overlay (Redlands Planning Scheme)</p> <ul style="list-style-type: none"> ▪ The Redlands Planning Scheme (RPS) - Waterways, Wetlands and Moreton Bay Overlay has identified the pond as a natural drainage line since the commencement of the Planning Scheme in 2006. ▪ The RPS defines a natural drainage line as a natural or modified tributary of a waterway. Recognising that the dam is part of a modified tributary of a minor waterway identified to the east no change has been proposed by the draft Structure Plan to this designation of the dam. ▪ It should be noted that the east-west corridor values of the site relate to the vegetated patch that has been assessed as holding high habitat value and its strategic location. These values remain irrespective of the waterway/wetland mapping. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p>

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		<ul style="list-style-type: none"> Adopt the officers' recommendation.
<p>2.3.3. Option 3</p> <ul style="list-style-type: none"> Option 3 provides a >100 metre wide east-west fauna movement corridor just to the north of the preferred corridor with fauna crossing across Kinross Road along with an expanded secondary corridor in the north-west and placing greenspace over the south-west area (see Figure 6). This option identifies a similarly located and sized secondary fauna corridor to that proposed in the draft Structure Plan. The re-located corridor is proposed to incorporate an area of existing eucalypt (koala) trees on the west of Kinross Road and the bushland patch to the east providing a more direct and shorter corridor to link bushland habitat along Hilliards Creek with the habitat nodes to the east. It is acknowledged in the submitted material that this location still requires significant fauna crossing design to provide for safe fauna movements across Kinross Road. <p>Ecological Advice</p> <ul style="list-style-type: none"> This corridor option has been informed by ecological advice commissioned by the submitter. Key concerns raised by this advice include: <ol style="list-style-type: none"> <i>“Ecological studies (including recent personal investigations) suggest very little koala activity across the KRSP area, with most activity in the north east and west. Isolated “koala” trees within the KRSP area have little</i> 		<p>Officer Comments</p> <ul style="list-style-type: none"> The key ecological assessment provided to support this centrally located Option over the similarly located primary corridor in the draft Structure Plan is the significance placed on the existing vegetation west of Kinross Road. This Option places greater significance on an area that has scattered trees throughout to facilitate fauna movements whereas the preferred corridor places greater significance on existing vegetated patches with revegetation works to facilitate fauna movements. <p>The location and design of corridors is not solely based on where there is vegetation scattered throughout the corridor. The preferred corridor has been designed to link important habitats and vegetated patches in a way that would effectively choreograph fauna movements safely to, through and within what will become an increasingly fragmented landscape. Extensive revegetation works will be required within some portions of the corridor in order to provide vegetated linkages between the existing patches of vegetation. Such restoration is readily achievable.</p> <ul style="list-style-type: none"> The Planning Guidelines for Koala Conservation and Recovery defines habitat linking areas as ‘areas of modified vegetation (trees or clumps of trees) or cleared land that facilitate movement of koalas (e.g. natal dispersal and recruitment of sub-adults) between breeding populations or into areas of vacant preferred habitat.’ In accordance with this definition both this Option and the preferred corridor are valid approaches to provide for koala movement.

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<p><i>evidence of koala use.</i></p> <p>2. <i>“There is currently no adequate or safe access to and from the KRSP area (not including stormwater culverts) and without these, the value and intent of creating large green space areas (for fauna) within the KRSP Area is significantly diminished. This further demonstrates that there is limited value and no scientific justification for a comprehensive corridor network across (east-west) the KRSP area.”</i></p> <p>3. With regard to the proposed location of the 200m wide corridor across Kinross Road: <i>“This approach [...] is fundamentally flawed due primarily to the location, lack of any existing vegetation, major road barrier and fact that the habitat “nodes” that are the supposed destination for traversing fauna, are small and isolated.”</i></p>		<ul style="list-style-type: none"> ▪ The fauna crossing point that this Option proposes across Kinross Road does not provide any benefit in terms of habitat movement or engineering requirement to the crossing proposed by the preferred corridor. This is acknowledged in the submitted material. ▪ The ecological advice that has guided the development of this Option appears to indicate that the five existing dwelling houses on the west of Kinross Road would remain in private ownership and be included within the bushland living precinct. Such an approach would be in conflict with the intent of primary east-west fauna corridor. By allowing private houses to remain, fauna fencing cannot be provided across Kinross Road and domestic activities including domestic dogs will remain in the corridor. Consistent with ensuring the approach of the draft Structure Plan to exclude dwelling houses from the corridors, this option represents significant additional costs associated with negotiated acquisition of five existing dwelling houses to the preferred corridor. ▪ The identified greenspace in the south-west by this Option is fundamentally flawed given the existing land uses (poultry industry, market garden and dwelling houses) and lack of any mechanism to deliver the outcome other than significant acquisition costs. <p>Ecological Advice</p> <p>1. Koalas are well known to be present in the landscape. The current distribution of Koalas within the MPA is a direct result of past and current land uses. Council and the state government have policies and a duty to care to protect local Koala populations and to ensure Koala conservation measures are integrated into current and future planning.</p>

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		<p>In respect to the extant Koala population, this species is known to occur across the site and there is clear evidence of their presence where suitable habitats are retained. The restoration of proposed greenspace corridors within the MPA will see their presence increase and become more sustainable in the long term.</p> <p>2. The MPA has significant connections to the north and also connections to the west that are to be retained in the long term and enhanced providing clear justification for the provision of the proposed habitat corridors.</p> <p>The need to provide safe fauna crossing to the south across Boundary Road and west across Redland Bay is recognised by the draft Structure Plan. It is intended that a crossing will be provided on Boundary Road and the current fauna crossing on Redland Bay Road improved through future road upgrades. The 2011 Investigation by Biodiversity Assessment and Management provides interim measures to upgrade/modify both crossing points to allow Koalas and other fauna to move through the existing culvert structures. Provided appropriate maintenance regimes are in place, this will improve external linkages to bushland habitats within the local landscape until further works are undertaken to improve these crossings as part of future road upgrades.</p> <p>Contemporary ecological management responses and local and state government policies require that long term ecological considerations such as fauna movement are an integral component of structure planning processes for the Local Development Areas identified in the SEQ Regional Plan.</p> <p>3. The current lack of existing vegetation between the habitat</p>

Table 2: Ecological Sustainability		
Issue Summary	Submission Reference No.	Submission Response
		<p>nodes will require extensive revegetation works to provide vegetated linkages. Such restoration is effective and can be readily achieved for koalas and other fauna.</p> <p>With construction of a suitable fauna crossing, Kinross Road will not be a major road barrier. A fauna underpass is the preferred crossing infrastructure given the topography of the crossing location. Underpass fauna crossings have a proven record in providing for safe and effective fauna crossing movements below the road surface.</p> <p>The location for the proposed fauna underpass has been carefully planned based on the ecological potential of the lands and their strategic position in the landscape, whilst taking into consideration the various planning constraints and requirements and existing land uses.</p> <p>It is agreed that an 80m wide corridor would be sufficient for the intended purpose of providing fauna movement between core habitat areas in the MPA.</p> <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations.

Table 2: Ecological Sustainability		
Issue Summary	Submission Reference No.	Submission Response
		<p>Special Meeting Resolution</p> <ul style="list-style-type: none"> Adopt the officers' recommendation.
<p>2.3.4. Option 4</p> <p>Option 4 re-locates the proposed primary east-west fauna movement corridor to the south through the extension of the southern wetlands corridor over Kinross Road and through to the vegetation behind the poultry operation to link with vegetation that begins in the Wrightson Road reserve (see Figure 7). The following grounds have been provided in support of this option:</p> <ul style="list-style-type: none"> the southern corridor is a natural fauna movement corridor; consistent with koala movements shown by the Wildlife Preservation Society; southern wetland corridor provides the most appropriate and cost effective location to engineer a safe fauna crossing under Kinross Road; allows koala threats and barriers to movement to be minimised; provides urban development as a barrier to movement toward high threat areas such as Boundary Road. follows ridge, drainage lines, dams etc; uses existing vegetation to act as 'stepping stones' whilst enhancement vegetation is established; 	<p>5, 68, 82, 132, 163, 177, 202, 276, 322, 13, 206, 207, 208, 209, 210, 211, 212, 213, 214, 217, 218, 219, 220, 221, 222, 223, 224, 227, 236, 237, 242, 243, 244, 245, 246, 248, 249, 250, 251, 255, 256, 257, 258, 259, 260, 261, 265, 266, 268, 269, 271, 272, 273, 274, 275, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 315, 318, 320, 321, 322, 323, 324, 327, 328, 334, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 358, 359, 360,</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> Remnant habitat that remains in the MPA is concentrated along Hilliards Creek with fragmented patches existing elsewhere throughout the MPA including a core area of habitat in the east in the Goddard Road area. <p>Other than along Hilliards Creek, there are currently no continuous vegetated habitat corridors that form a natural corridor for the movement of native fauna within the MPA. Native fauna including koalas that move across the MPA in an east-west direction currently negotiate multiple impediments (e.g. housing, fencing, dogs, roads etc.) and follow the routes that are available.</p> <p>The structure plan provides for a central safe east-west fauna movement corridor to be established, managed and maintained. This corridor provides for the safe movement of native fauna within the MPA (east-west) and reconnects core habitat in the east within the core habitat along Hilliards Creek.</p> <p>The central east-west fauna movement corridor includes existing patches of vegetation providing habitat to support fauna movements. The draft structure plan proposes to reconnect these existing vegetated patches through rehabilitation to form a continuous east-west vegetated corridor for native fauna movements.</p> <p>Koalas are present within the MPA where existing food</p>

Table 2: Ecological Sustainability		
Issue Summary	Submission Reference No.	Submission Response
<ul style="list-style-type: none"> ▪ reduces loss of habitat in the area behind the poultry farm; ▪ provides greenspace in the south-east corner of the MPA; ▪ supports koala movements from non urban areas south and west; ▪ uses and protects existing natural corridor west of Kinross Road; ▪ reduces land acquisition costs – dedication of land through development assessment process; ▪ more fair and equitable distribution of development for landowners; ▪ provides a buffer to existing low density housing in Milner Place. <p>Note: This Option extends the southern corridor across Kinross Road to the east as generally proposed by Proforma Submission 1. Whilst it is acknowledged that the corridor width is greater than proposed by the Proforma it should be noted that the assessment of the Option would remain unchanged regardless of a reduced corridor width.</p>	361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501,	<p>resources are accessible. Koalas are also well known to utilise restored habitats. Recognising these points, koalas would readily use the proposed east-west corridor currently and in the future once rehabilitation works are in place and supported by a safe fauna crossing across Kinross Road.</p> <ul style="list-style-type: none"> ▪ It should also be noted that the figure presented of koala movements through southern areas in support of this Option is not based on any scientific study or involves the tracking of koalas to understand current movements. <p>The only koala tracking information available has been carried out in the Goddard Road area in the north-east (Amir, 2010). This tracking was undertaken over a short period of a few days. As a result, this tracking does not provide any data on seasonal movements and cannot be used to draw any conclusions of koala seasonal movements across the landscape.</p> <ul style="list-style-type: none"> ▪ It is acknowledged that there are some financial benefits associated with constructing a fauna crossing structure under Kinross Road located in a natural drainage line. However, the construction of effective fauna movement facilities within low-lying areas and waterways such as this location are inherently difficult to achieve due to the presence of regular or permanent water inundation (most ground-dwelling mammals will avoid getting wet) and weed infestations due to increased moisture and nutrients. <p>It should also be considered that the cost of making this location a safe and effective fauna crossing would be over and beyond cost of providing for stormwater alone. For example, the principles provided by BAAM for the fauna underpass identify a 20 metre minimum width is required. This width is in addition to land subject to inundation making</p>

Table 2: Ecological Sustainability		
Issue Summary	Submission Reference No.	Submission Response
	502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534	<p>the structure that would be required to provide for both effective fauna movements and stormwater significant and in the order of 30 metres in length.</p> <p>In addition, this Option requires additional safe fauna crossing infrastructure on the west and east of Kinross Road. To the west the development proposed by this Option along Boundary Road would require internal access across the southern wetlands (no access from Boundary Road is supported). To the east, the draft Structure Plan proposes a collector street that would also require a safe fauna crossing point. Other local access streets may also need to be provided in this area. This Option does not detail how either crossing would be achieved. The provision of these additional safe fauna crossing points would significantly reduce the cost effectiveness of this corridor compared to the single safe crossing required for centrally located primary corridor.</p> <ul style="list-style-type: none"> ▪ This Option is considered to provide for safe movements west of Kinross Road provided development is provided along Boundary Road to support public ownership of the wetland corridor and provide effective fencing along Boundary Road. This Option does not however provide for the safe movement of fauna east of Kinross Road corridor. Instead it provides an unsafe corridor for koalas and other fauna particularly where it passes through the south-eastern area of the MPA. A fauna corridor through this south-eastern area would expose koalas and other fauna to recognised threats (i.e. car strike and dog attack) recognising it is not considered feasible to erect efficient fauna exclusion fencing along the entire length of this corridor to mitigate urban threats to fauna. Without effective fencing, fauna would be directed towards the intersection of Panorama Drive/Boundary Road which represents a major threat to the safety of fauna. As such, the proposed corridor

Table 2: Ecological Sustainability		
Issue Summary	Submission Reference No.	Submission Response
		<p>could potentially result in increased fauna fatalities and seriously compromise the viability of the local Koala population.</p> <ul style="list-style-type: none"> ▪ There are few to no extant habitat values including habitat values for koalas in the corridor east of Kinross Road that would support establishment of a primary fauna corridor. The area of vegetation behind the poultry operation seems to be heavily relied upon to support this Option. Initial assessments of this vegetation by BAAM have identified the vegetation of this area as largely exotic and not core habitat. To confirm this vegetation has been re-assessed by Council environmental officer through a site inspection. This inspection has confirmed the initial assessment that this vegetation is predominately exotic or introduced species with limited ecological value. ▪ Some residents of Milner Place have raised privacy concerns with publicly owned land adjoining to the rear. This should be considered in relation to the supporting ground for this Option in that it provides a buffer to this low density residential housing area. ▪ It is acknowledged that this Option follows drainage lines and ridges. The elevation change between the two landforms should be noted with this Option traversing relatively steep land to the east of Kinross Road including the highest point in the MPA. Whilst the slope of the land is not considered to be a barrier to fauna and koala movements, this fact needs to be recognised given that the slope of land in the centrally located primary corridor has been raised as a ground to support this Option as an alternative. <p>Officers' Recommendations</p>

Table 2: Ecological Sustainability		
Issue Summary	Submission Reference No.	Submission Response
		<p>1. That the submitters note the officers' comments.</p> <p>2. That no changes be made to the draft Kinross Road Structure Plan.</p> <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt to the officers' recommendation.
<p>2.3.5. Option 5</p> <p>Option 5 provides a primary east-west fauna movement corridor to the south along the southern wetland corridor similar to Option 4 along with a centrally located secondary east-west corridor (see Figure 8). This Option is based on commissioned ecological advice and is proposed on the following grounds:</p> <ul style="list-style-type: none"> ▪ Provides a safe fauna crossing (underpass) at the creek corridor that is a less complicated engineering solution; ▪ Includes existing koala habitat trees; ▪ connects to the local park and wetland in the south east of the MPA; and ▪ Improved connections between bushland patches. <p>It is acknowledged in the submitted material that to provide this fauna corridor land to the east of Kinross Road is required to link to existing vegetation</p>	267	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ The primary corridor proposed by this Option is similar to that of Option 4 and as such has the same issues (Refer to comments made on Option 4 for details). ▪ In addition to the primary southern corridor, this Option proposes a centrally located secondary corridor. It should be noted that this requires an additional fauna crossing point. In total, this Option would require four safe fauna crossing points; three in the primary corridor (see comments on Option 4) along with a crossing across Kinross Road where the secondary corridor is proposed. This Option only proposes the one crossing points under Kinross Road at the southern wetlands. The cost and engineering required to establish four fauna crossings is in excess of the one crossing point required by the centrally located primary corridor proposed by the draft Structure Plan. ▪ The construction of the necessary fauna crossing across

Table 2: Ecological Sustainability		
Issue Summary	Submission Reference No.	Submission Response
		<p>Kinross Road to support the proposed secondary corridor would require the removal of existing vegetation including confirmed koala habitat directly east of Kinross Road. This is not a desirable outcome as one of the guiding principles is to maximise the retention of any existing koala habitat.</p> <ul style="list-style-type: none"> ▪ The ecological advice that has guided the development of this Option appears to indicate that the two existing dwelling houses on the west of Kinross Road within the secondary corridor would remain in private ownership and be included within the bushland living precinct. Such an approach would be in conflict with the intent of primary east-west fauna corridor. The approach adopted by the draft Structure Plan requires bringing the primary and secondary east-west corridors into public ownership to ensure threats to koalas and other fauna are not present. By allowing private houses to remain, fauna fencing cannot be provided across Kinross Road and domestic activities including domestic dogs will remain in the corridor. Consistent with ensuring the approach of the draft Structure Plan to exclude dwelling houses from the corridors, this option represents significant additional costs associated with negotiated acquisition of two existing dwelling houses to the preferred corridor. ▪ The wetland and local park in the south east of the MPA are intended to provide for local recreation and stormwater management. This area is not intended for to provide habitat for terrestrial fauna. It has relatively low extant habitat values and would not present any significant improvement on long term habitat values if linkages were provided. It would also be undesirable to encourage fauna movements into this dangerous environment (e.g. vehicle strike and dog attack). <p>Officers' Recommendations</p>

Table 2: Ecological Sustainability		
Issue Summary	Submission Reference No.	Submission Response
		<p>1. That the submitters note the officers' comments.</p> <p>2. That no changes be made to the draft Kinross Road Structure Plan.</p> <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

Table 2: Ecological Sustainability

Issue Summary

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Submission Response



Figure 1: Open Space Network

Table 2: Ecological Sustainability

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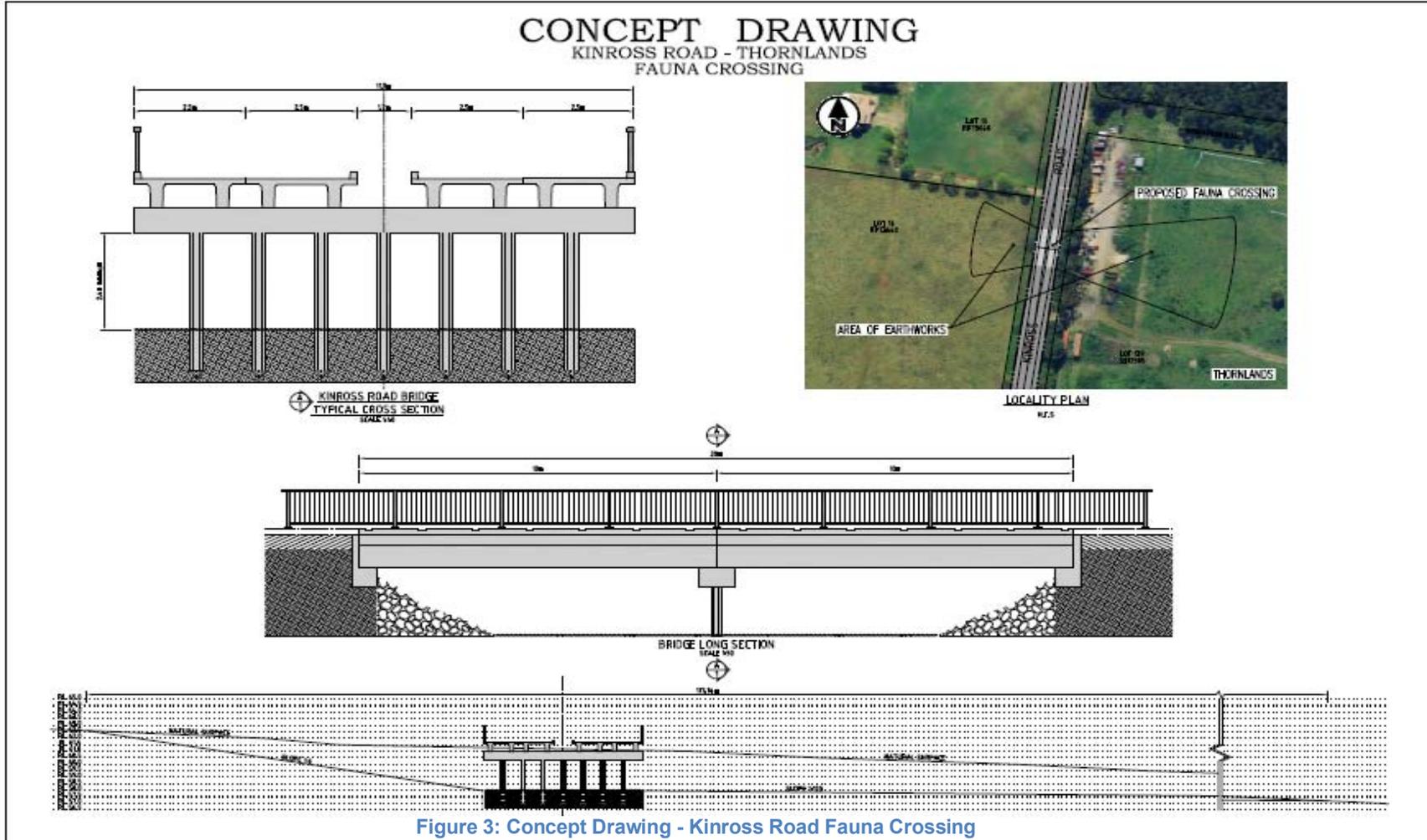
Figure 2: Preferred East West Corridor

Table 2: Ecological Sustainability

Issue Summary

Submission Reference No.

Submission Response



DRAWN BY: [] CHECKED BY: [] DATE: []		CITY INFRASTRUCTURE 		ZONE: KINROSS ROAD FAUNA CROSSING	SHEET SIZE: A1	DESIGN REFERENCE: []	REV: C1
PROJECT NO: [] DRAWING NO: []		CITY OF REDLAND		TITLE: CONCEPT LAYOUT PLAN	PLAN 1 OF 1	REVISION: []	

Table 2: Ecological Sustainability

Issue Summary

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Table 2: Ecological Sustainability

Issue Summary

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Figure 5: Option 2

Table 2: Ecological Sustainability

Issue Summary

Submission Reference No.

Submission Response



Table 2: Ecological Sustainability

Issue Summary

Submission Reference No.

Submission Response



Table 2: Ecological Sustainability

Issue Summary

Submission Reference No.

Submission Response



Table 2: Ecological Sustainability		
Issue Summary	Submission Reference No.	Submission Response
<p>2.4. Regional Park</p> <ul style="list-style-type: none"> A large regional park should be established in the area for the Redlands. 	<p>15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 44, 45, 46, 47, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 64, 65, 66, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 100, 101, 102, 104, 105, 106, 107, 108, 109, 110, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 130, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 151, 152, 153, 154, 155, 156, 157, 158, 159, 161, 162, 169, 170, 171, 172, 173, 174, 181, 182, 184, 185, 186, 187, 188, 189, 190, 195, 196, 197, 199, 200, 201,</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> Council acknowledges the need to provide for a public regional sporting park to serve the southern suburbs of the City (Thornlands, Victoria Point, Redland Bay, Sheldon and Mount Cotton). Investigations into the establishment of a regional sporting park are well advanced with a preferred site identified. The preferred site is located nearby to Kinross Road making it highly accessible for future residents. The details of this location remain confidential pending negotiations to secure the site. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> That the submitters note the officers' comments. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> Adopt the officers' recommendation.

Table 2: Ecological Sustainability		
Issue Summary	Submission Reference No.	Submission Response
	205, 215, 217, 225, 226, 228, 229, 234, 235, 239, 252, 262, 263, 264, 265, 266, 270, 278, 279, 280, 310, 311, 312, 313, 325, 329, 330, 335, 379, 380, 436, 437, 438, 232, 558	
<p>2.5. Public Ownership</p> <ul style="list-style-type: none"> ▪ Land is transferred to public ownership where it is part of a development site. What concessions have been given to developers to facilitate this transfer of private land mostly owned by developers, to public use? ▪ Property acquisition is clumsy and expensive solution – alternatives transferable rights, “back zoning” or transfers to public ownership ▪ How can Council declare greenspace over land which it does not own and have public accessibility? 	14, 238, 558, 63, 103, 178	<p>Officer Comments:</p> <ul style="list-style-type: none"> ▪ Land identified within the greenspace network will be progressively transferred into public ownership through a variety of mechanisms. These include: <ul style="list-style-type: none"> ▪ Inclusion of land required for local and district park within the Redlands Priority Infrastructure Plan and Infrastructure Charges Schedule. This mechanism will ensure that the cost to purchase the local and district parkland and embellishments is fairly apportioned; ▪ land included in the greenspace network that is affected by 1% AEP [Annual Exceedance Probability] inundation where part of a development proposal will be expected to be dedicated as part of the development application process for drainage purposes. Other land affected by 1% AEP inundation that is not part of a development proposal may be progressively acquired by Council through the proposed Stormwater Infrastructure Charge and land purchase as required; and

Table 2: Ecological Sustainability		
Issue Summary	Submission Reference No.	Submission Response
		<ul style="list-style-type: none"> ▪ land included in the greenspace network outside of the 1% AEP inundation will be progressively acquired by Council through conditions of development approval [requirement of the RPS for all land zoned Open Space to be dedicated] subject to the reasonable and relevant test. ▪ In addition, Open Space land that is not part of a development application will be voluntarily purchased with Council funds levied for this purpose. Council will also continue to lobby State Government to support the establishment of a dedicated koala habitat acquisition and regeneration fund and also continue to seek approval to be able to include koala habitat as 'green' infrastructure in Priority Infrastructure Plans and Infrastructure Charging. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

Table 2: Ecological Sustainability		
Issue Summary	Submission Reference No.	Submission Response
<p>2.6. Stormwater Management</p> <p>1. Development in the headwaters of Hilliards Creek catchment will lead to increase in flooding events further downstream.</p> <p>Sewer Main Alignment</p> <ul style="list-style-type: none"> Proposed sewer main identified along rear boundary of Milner Place. This is in conflict with the 5m vegetated buffer in the same area. 	<p>168, 254</p> <p>232, 317, 548, 558, 13</p>	<p>Officer Comments</p> <p>Stormwater Management</p> <ul style="list-style-type: none"> The draft Structure Plan aims to ensure that natural drainage lines are to protect the flood capacity and ecological function of Hilliards Creek and its tributaries. Future development must protect the water cycle and ecological values of the area by reducing overall water use, maximising rainwater harvesting, improving stormwater quality and reducing site run-off. The Structure Plan's stormwater management strategy incorporates stormwater management techniques that manage the quantity of overload flows entering Hilliards Creek, namely, water sensitive urban design (WSUD) features such as swales, sediment retention, bio-retention basins along with domestic rainwater tanks, rain gardens, porous paving, road design and street layout. <p>Collectively, these measures manage the detention, treatment and re-use of stormwater to ensure the natural drainage lines are protected and there is no increase in downstream flooding events.</p> <ul style="list-style-type: none"> Corridors of land along Hilliards Creek within the MPA have been included within the Greenspace Precinct to be retained free of development. This will aid in natural stormwater retention, natural filtration and the preservation of stormwater drainage lines. An Integrated Water Management Plan (IWMP) which details

Table 2: Ecological Sustainability

Issue Summary	Submission Reference No.	Submission Response
		<p>strategies, actions and the impacts of any development proposals is required, to address issues including downstream flooding events.</p> <ul style="list-style-type: none"> ▪ The structure plan requires stormwater treatment devices to be generally located outside the Greenspace Precinct except where indicated on Map 4 which identifies trunk stormwater infrastructure devices in the area. <p>Sewer Main Alignment</p> <ul style="list-style-type: none"> ▪ It is noted that the proposed alignment of the sewer main follows the rear boundary of Milner Place in Map 4 Strategic Integrated Water Management Plan. ▪ This strategic map only indicates the general alignment of the sewer main with the precise location subject to detailed design work. Nevertheless, it is recommended that the alignment show on map 4 be amended to align with the water main network. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That the draft Kinross Road Structure Plan be amended as follows: <ul style="list-style-type: none"> ▪ Map 4 - Strategic Integrated Water Management Plan be amended to align the sewer main adjacent to Milner Place with the proposed water main located within the proposed road reserve.

Table 2: Ecological Sustainability		
Issue Summary	Submission Reference No.	Submission Response
		<p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

Table 3: Strategic Planning and Urban Design		
Issue Summary	Submission Reference No.	Submission Response
<p>3.1. SEQ Regional Plan</p> <ul style="list-style-type: none"> To meet the SEQ Regional Plan greenfield dwelling requirements for the City the population and dwelling numbers provided by the draft Structure Plan need to be increased. The Council has scope to request that the state government reduce the dwelling targets for the City in the SEQ Regional Plan. 	<p>15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 44, 45, 46, 47, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 64, 65, 66, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 100, 101, 102, 104, 105, 106, 107, 108, 109, 110, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 130, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 151, 152, 153, 154, 155, 156, 157, 158, 159, 161, 162, 169, 170, 171, 172, 173, 174, 181, 182, 184, 185, 186, 187, 188, 189, 190, 195, 196, 197, 199, 200, 201,</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> The population of SEQ is expected to increase from 2.8 million in 2006 to 4.4 million in 2031. Changing household demographics, including an ageing population and more diverse households, are increasing the demand for wider housing choice in SEQ to 2031. To plan for this level of regional population growth and changes to household demographics, the SEQ Regional Plan promotes a balanced regional settlement pattern and more compact urban development within the Urban Footprint. Across the region, sufficient land has been provided within the Urban Footprint to accommodate an additional 754,000 new dwellings by 2031. Within the Redlands, the SEQ Regional Plan identifies the need to plan for 21,000 new dwellings by 2031 to meet local population growth and demographic change. The SEQ Regional Plan promotes a compact urban form with new dwellings to be predominately accommodated through infill and redevelopment of existing urban areas. A minimum of 15,000 new dwellings is identified to be provided through infill and the redevelopment of existing urban areas of the City. <p>The balance 6,000 new dwellings are to largely be provided through the establishment of new communities in the Local Development Areas (LDA) in the City. These include:</p> <ul style="list-style-type: none"> Kinross Road - LDA; South East Thornlands - LDA; and

Table 3: Strategic Planning and Urban Design

Issue Summary	Submission Reference No.	Submission Response
	<p>205, 215, 217, 225, 226, 228, 229, 234, 235, 239, 252, 262, 263, 264, 265, 266, 270, 278, 279, 280, 310, 311, 312, 313, 325, 329, 330, 335, 379, 380, 322, 216</p>	<ul style="list-style-type: none"> ▪ Victoria Point - LDA. ▪ The SEQ Growth Management Program has been recently established to regularly monitor rates of development in infill and greenfield areas and the availability of land stocks. <p>The SEQ Growth Management Program Annual Report (2010) confirmed the City has sufficient planned and emerging land supply to meet its SEQ Regional Plan 2009-2031 dwelling targets.</p> <p>This finding is based on the City's LDA providing the following number of new dwellings:</p> <ul style="list-style-type: none"> ▪ Kinross Road – 1,600 dwellings; ▪ South East Thornlands – 1,500 dwellings; and ▪ Victoria Point – 1,400 dwellings. <ul style="list-style-type: none"> ▪ The publicly notified draft Structure Plan meets the 1,600 dwellings identified in the 2010 Growth Management Annual Report with provision for around 1,860 new dwellings provided. ▪ Since public notification revisions have been made to the draft Structure Plan to respond to public submissions and changes to infrastructure charging frameworks. The revised Plan provides for approximately 1700 new dwellings which meet the dwelling number considered in the 2010 Growth Management Annual Report. ▪ In 2008, Council undertook a major review and revision of the Redlands LGMS that had been submitted to the state government. The review was undertaken to respond to community concerns and impacts associated with the rate of

Table 3: Strategic Planning and Urban Design

Issue Summary	Submission Reference No.	Submission Response
		<p>population growth and development occurring.</p> <p>The revised LGMS significantly reduced population planning figure and dwelling estimates for 2026 from the previous version. In particular, the population figure for planning purposes was reduced from 188,000 to 176,000 and the dwelling numbers reduced from 24,800 new dwellings to 19,750 new dwellings.</p> <p>The revised LGMS was submitted to the state government as key input to inform and influence the SEQ Regional Plan Review being undertaken at the time.</p> <ul style="list-style-type: none"> ▪ It is acknowledged that Council in the future may further seek to have the dwelling targets identified for the City revised through the regular review of the SEQ Regional Plan. The next formal review of the SEQ Regional Plan will be undertaken by July 2014. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

Table 3: Strategic Planning and Urban Design		
Issue Summary	Submission Reference No.	Submission Response
<p>3.2. City Population Growth</p> <ul style="list-style-type: none"> The Redlands is already experiencing overpopulation as is evidenced by a number of indicators such as waterway health, koala population decline, traffic congestion. Surveys of social attitudes at the national and state levels show that majority of people do not want more population growth. 	<p>15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 44, 45, 46, 47, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 64, 65, 66, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 100, 101, 102, 104, 105, 106, 107, 108, 109, 110, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 130, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 151, 152, 153, 154, 155, 156, 157, 158, 159, 161, 162, 169, 170, 171, 172, 173, 174, 181, 182, 184, 185, 186, 187, 188, 189, 190, 195, 196, 197, 199, 200, 201,</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> In response to community concerns and impacts associated with the rate of population growth and development in the City, Council submitted a revised LGMS to the state government as a submission to the review of the SEQ Regional Plan in 2008. The revised LGMS included a reduction in the anticipated dwelling numbers and population growth to be planned and managed within the City by 2026. For instance, the expected future population was reduced from around 188,000 persons by 2026 to 176,000 persons with new dwelling numbers similarly revised downwards from 24,800 to 19,750. A key revision to the LGMS involved the removal of the Southern Redland Bay Investigation Area from the LGMS population estimates and request the State Government include the Investigation Area within the Regional Landscape and Rural Production Area of the new SEQ Regional Plan. It should be noted that the revised LGMS continued to recognise the need to plan and manage population growth within the City through establishing a well planned new community in the Kinross Road area. An indicative planning population and dwelling figure for the Kinross Road area of 3,500 persons and 1,600 new dwellings was identified for planning purposes. In 2009, the state government released a revised SEQ Regional Plan with an extended planning horizon of 2031 compared to the previous 2026 horizon. The revised SEQ Regional Plan considered the reduced population and dwelling expectations for the City as submitted in the revised

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	205, 215, 217, 225, 226, 228, 229, 234, 235, 239, 252, 262, 263, 264, 265, 266, 270, 278, 279, 280, 310, 311, 312, 313, 325, 329, 330, 335, 379, 380, 436, 437, 438, 3, 167, 256	<p>LGMS along with the need to continue to manage population growth in the City through the establishment of a new community in the Kinross Road area.</p> <p>For instance, the revised Regional Plan identifies:</p> <ul style="list-style-type: none"> ▪ Identified a 2031 dwelling target for the City of 21,000 new dwellings which is generally consistent with the revised LGMS (1,250 new dwellings identified between 2026-2031); ▪ Included the 290 hectare Southern Redland Bay Investigation Area within the Regional Landscape and Rural Production Area precluding its development for urban purposes; and ▪ Recognised the Kinross Road area as a LDA for the establishment of a well planned new urban community. <p>In addition, the revised SEQ Regional Plan further significantly increased Regional Landscape and Rural Production Area in the City by adding an additional 550 hectares of land south of Boundary Road that had previously been included within the Urban Footprint. This change removed the potential for this area to be developed for urban purposes.</p> <ul style="list-style-type: none"> ▪ The draft Structure Plan for Kinross Road has been prepared consistent with the revised LGMS and SEQ Regional Plan 2009-2031. Once finalised, the structure plan will provide a statutory basis to manage future population growth whilst supporting the natural environment and supporting the Redlands quality of life. It is based on a recognition that population growth and change will occur in the City

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		<p>regardless of whether change is planned. Council as the responsible planning authority for the City needs to plan for this change in manner that benefits the City and advances ecological sustainability through balancing economic, environmental and social outcomes in the planning for the development and conservation of the area.</p> <ul style="list-style-type: none"> ▪ The impact on the natural environment and Redlands quality of life from the future population of this new residential community will be mitigated through a number of sustainability measures. For example: <ul style="list-style-type: none"> ▪ balancing urban development with koala conservation with 57% of the area included in the greenspace/bushland living precincts and 43% urban residential housing precincts; ▪ landscaped buffers to key arterial networks; ▪ protecting existing koala habitats and the connection of these habitats within the area and to habitats to the north, south and west; ▪ reducing car dependency through providing a local commercial precinct and active transport networks that link to City wide networks; ▪ providing opportunity for increased residential densities within walking distance of high order public transport corridors; ▪ mandatory requirements for energy efficiency and water conservation enforced through state and national building codes; and

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		<ul style="list-style-type: none"> ▪ provision of a network of water quality treatment devices to capture and treat stormwater run-off before it enters Hilliards Creek and Wellington Ponds; ▪ In addition, Council through the Redlands 2030 has made a strong commitment to balance population growth with the Redlands lifestyle and the natural environment. The Sustainable Redlands is a project that has resulted from the Redlands 2030 and aims to identify and measure the impacts of population growth in the Redlands by identifying key environmental, social and economic indicators that reflect the effects of this growth. The findings of this project will provide an invaluable understanding to ensuring population growth is managed sustainably and ensure it makes a positive contribution to the future of the City. It will also be a useful advocacy tool to identify limits to further growth and for Council to request upgrades to urban infrastructure such as public transport and education infrastructure from other levels of government. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. As a result of all changes to the draft Structure Plan the number of new dwellings has been reduced to approximately 1700 new dwellings (a reduction of 160 dwellings from the public consultation version of the draft Structure Plan). <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and

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		<p>recommendations.</p> <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> Adopt the officers' recommendation.
<p>3.3. Neighbourhood Design</p> <p>A significant number of submitters raised concern with the extent and scale of development proposed by the draft Structure Plan.</p> <p>An equally significant number of submitters have proposed additional residential development.</p> <p>Some submitters expressed concern that the central location of the east-west fauna corridor compromises the design of the future community. For example:</p> <ul style="list-style-type: none"> the central fauna corridor reduces medium density living opportunities within walking distance (five minute walk or 400m) of the proposed mixed use centre; and the central fauna corridor prevents providing an interconnected street, cycling and walking network with direct access to the mixed use centre. 	<p>15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 44, 45, 46, 47, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 64, 65, 66, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 100, 101, 102, 104, 105, 106, 107, 108, 109, 110, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 130, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 151, 152, 153, 154, 155, 156, 157, 158,</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> The draft Structure Plan seeks to balance koala conservation with urban development in accordance with State Planning Policy 02/10: Koala Conservation in SEQ and the Ministerial declaration of the Kinross Road Master Planned Area pursuant to the <i>Sustainable Planning Act 2009</i>. Key neighbourhood design principles that have informed the development of the draft Structure Plan include: <ul style="list-style-type: none"> a focus on designing a walkable community with an interconnected street network characterised by street trees that provide a safe and attractive walking and bicycling environment; providing a central focus for the new community through a community hub (local centre, community facilities, local park and bus stop); focusing higher densities in walkable distance of the public transport node to be provided as part of the central community hub; ensuring a range of housing diversity and densities is provided to support changing community housing needs, provide housing choice and affordability and support

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	159, 161, 162, 169, 170, 171, 172, 173, 174, 181, 182, 184, 185, 186, 187, 188, 189, 190, 195, 196, 197, 199, 200, 201, 205, 215, 217, 225, 226, 228, 229, 234, 235, 239, 252, 262, 263, 264, 265, 266, 270, 278, 279, 280, 310, 311, 312, 313, 325, 329, 330, 335, 379, 380, 436, 437, 438, 232, 322, 48, 8, 9, 10, 11, 206, 207, 208, 209, 210, 211, 212, 213, 214, 217, 218, 219, 220, 221, 222, 223, 224, 227, 236, 237, 242, 243, 244, 245, 246, 248, 249, 250, 251, 255, 256, 257, 258, 259, 260, 261, 265, 266, 268, 269, 271, 272, 273, 274, 275, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 296, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 315, 318,	public transport; <ul style="list-style-type: none"> ▪ providing a safe, attractive and low speed collector road network adjoining the greenspace network to ensure a high quality interface treatment, manage bushfire risk and minimise edge effects; ▪ protecting and enhancing the natural environment including reconnecting fragmented habitats to support and enhance local fauna; ▪ responding to the local context by supporting the local koala population through protecting, rehabilitating and reconnecting koala habitats; ▪ providing an extensive public open space network connected by pedestrian and bicycle paths to promote healthy lifestyles; ▪ supporting place making and fostering a sense of community through for instance proposing a unique combination of central neighbourhood design elements (east-west corridor, community hub and medium density living); ▪ breaking up the urban form through the use of the central east-west corridor and taking advantage of the high amenity environment this corridor provides to support increased residential densities centrally; ▪ These neighbourhood design principles are consistent with the principles and policies of the SEQ Regional Plan 2009-2031 and contemporary neighbourhood design guidelines such as the Next Generation Planning and Residential 30.

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	320, 321, 323, 324, 327, 328, 334, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470,	<ul style="list-style-type: none"> ▪ To respond to submissions a review of the neighbourhood design has been undertaken. This review has also taken account of the revision of the transport network (refer to Submission Review Report 1.1 Second Trunk Collector/Goddard Road Deviation). Importantly, the revised transport network no longer provides certainty that the new community can be serviced with high quality public transport service to support medium density living. ▪ Key revisions included in the revised neighbourhood design include: <ul style="list-style-type: none"> ▪ removing medium density residential housing precincts from land not within easy walking distance to the public transport corridor along Boundary Road (i.e. north of the central east-west corridor); ▪ providing for residential development (low density and urban residential) on unconstrained land west of Kinross Road and nearby to Boundary Road; ▪ revising the central east-west fauna movement corridor immediately west of Kinross Road by reducing the width from 200 metres to 80 metres. The land previously identified as part of the corridor is included in an urban residential precinct; ▪ including land adjacent to Milner Place within the Low Density Residential Housing Precinct. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments.

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	471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 322, 48	<p>2. That the draft Kinross Road Structure Plan be amended as follows:</p> <ul style="list-style-type: none"> ▪ remove Precinct 3 – Medium Density Residential Housing - Sub Precinct Kinross Road from all land north of the revised Precinct 7 Greenspace - East West Habitat and Fauna Corridor and include in Precinct 4 - Urban Residential Housing - Sub Precinct 4 – Urban Housing; ▪ remove Precinct 3 - Medium Density Residential Housing sub precinct Kinross Road from the area of land directly adjoining the south eastern boundary of the revised Precinct 7 Greenspace – East West Habitat and Fauna corridor and include in Precinct 4 – Urban Residential Housing; ▪ that submitters also refer to Submission Review Reports 1.1, 2.3, 3.5, 4.1 and 5.2. <p>Council Discussion</p> <p>That the Medium Density Residential (MDR) be removed from the western side of Kinross Road. The reasons are as follows:</p> <ol style="list-style-type: none"> 1. Consistency with the zoning and intent of other land on the western side of Kinross Road (Urban Residential; Greenspace with significant environmental values) 2. Proximity of land to the East-West Fauna Link (surrounding land use plays an important role in the

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		<p>success of East-West Fauna Link – BAAM Report 2011).</p> <ol style="list-style-type: none"> 3. More closely aligned to community expectations for the KRSP area 4. More closely aligned to the demand for housing choice in locations of this nature 5. To compete within, and not exceed, indicative figures of the LGMS and the SEQRP 6. To lessen demand on infrastructure which is not yet certain and already in arrears <p>Special Meeting Resolution</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That the draft Kinross Road Structure Plan be amended as follows: <ul style="list-style-type: none"> ▪ remove Precinct 3 – Medium Density Residential Housing - Sub Precinct Kinross Road from all land north of the revised Precinct 7 Greenspace - East West Habitat and Fauna Corridor and include in Precinct 4 - Urban Residential Housing - Sub Precinct 4 – Urban Housing; ▪ remove Precinct 3 - Medium Density Residential Housing sub precinct Kinross Road from the area of land directly adjoining the south eastern boundary of the revised Precinct 7 Greenspace – East West Habitat and Fauna corridor and include in Precinct 4 – Urban Residential

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		<p>Housing;</p> <ul style="list-style-type: none"> remove Precinct 3a – Medium Density Residential Housing from the land directly to the west of Kinross Road and include in Precinct 4 – Urban Residential Housing; that submitters also refer to Submission Review Reports 1.1, 2.3, 3.5, 4.1 and 5.2.
<p>3.4. Housing Density, Diversity and Height</p> <p>A range of views in support and opposition to the housing density, diversity and height proposed for the MPA were provided by submitters.</p> <p>Key comments on housing density and diversity include:</p> <ul style="list-style-type: none"> medium density is suited for Cleveland or Capalaba rather than Kinross Road; medium density housing is needed to meet changing community housing needs (i.e. baby boomers who are downsizing); and small lot housing, terrace housing and multi-storey buildings should not be provided for in this part of the Redlands; and to meet current and future housing needs the rate of small dwelling houses provided in the area should be increased to 65%. the two main residential precincts stymie the delivery of a range of housing types; and 	<p>1, 103, 19, 43, 58, 68, 82, 128, 177, 180, 319, 103, 232, 238, 326, 558, 317, 322, 216</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> The SEQ Regional Plan [2006-2026] requires that the Kinross Road - Local Development Area promote a compact settlement pattern by making the most efficient use of land allocated for urban development. The SEQ Regional Plan supports provision of a range of housing types to meet changing community and household demographics, improve housing affordability with higher densities focused around public transport nodes and corridors. A minimum dwelling yield of 15 dwellings per hectare net for residential development within Local Development Areas is identified in the SEQ Regional Plan. <p>(Net residential density: a measure of housing density expressed as dwellings or lots per hectare. It is calculated by adding the area of residential lots to the area of local roads and parks, and then dividing by the number of dwellings or residential lots created).</p> <ul style="list-style-type: none"> Providing for a range of dwelling densities and types in new

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<ul style="list-style-type: none"> ▪ urban residential and medium density zoning are very similar and would be uniform in outcome – both achieve 20-23 dwelling/ha through small lot housing, terrace housing etc. ▪ dwelling yields could be increased by more flexible planning provisions such as the Residential 30 guidelines. <p>Key comments on building height include:</p> <ul style="list-style-type: none"> ▪ object to building heights greater than 8.5m to avoid overshadowing except for Boundary Road to take advantage of views to Mount Cotton and Moreton Bay; ▪ 3-4 storey buildings are not suitable for the area; ▪ increase maximum building heights above two storeys – there is limited justification to limit development to two storeys; ▪ medium density allows buildings at 14m in height which is four storeys; and <ul style="list-style-type: none"> ▪ the location of the medium density zone on the highest points in the landscape will dominate the landscape. <p>A few other matters were also raised in relation to dwelling diversity, density and height. These include:</p> <ul style="list-style-type: none"> ▪ density assumptions of 15 dwellings/hectare for urban residential precincts and 40-50 dwellings/hectare for medium density precincts are unlikely to be achieved; and 		<p>communities is also recognised best practice in contemporary design guidelines such as the Next Generation Planning and Residential 30.</p> <ul style="list-style-type: none"> ▪ The draft Structure Plan has also been prepared in line with the 2008 revised LGMS. The LGMS included recognition that an increase in the provision of small housing forms (1 and 2 bedroom) within the City is required to meet changing housing needs. <p>The LGMS identified a city wide strategy to increase the provision of small housing forms that focused on the key centres (Cleveland and Capalaba) and greenfield areas (Kinross Road and South East Thornlands).</p> <ul style="list-style-type: none"> ▪ Council is also finalising the Redlands Housing Strategy 2011-2031 as a key input into the major review of the RPS commencing in 2012. The findings of Housing Strategy will be implemented in the MPA through any amendments made to the Planning Scheme through the major review process. <p>Housing Diversity and Density</p> <ul style="list-style-type: none"> ▪ The draft Structure Plan supports the provision of a range of housing densities. Higher densities are generally focused around the proposed central community hub which includes the a future public transport node and along the public transport corridor on Boundary Road to: <ul style="list-style-type: none"> ▪ provide a compact settlement pattern by efficiently using land allocated for urban development; ▪ support the public transport corridor along Boundary Road; and

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<ul style="list-style-type: none"> on-street parking should be provided for visitors to more densely populated areas. 		<ul style="list-style-type: none"> support the vitality and viability of the community hub. The Urban Residential Housing Precincts 4a and 4b promote a diverse range and mix of housing types. These include: <ul style="list-style-type: none"> detached dwellings on standard and small allotments for single family or group dwellings; relatives apartment associated with a dwelling; dual occupancy; town or terrace housing; and special needs and aged care housing. <p>It is proposed to include areas identified in the Urban Residential Housing Precincts predominantly within the Urban Residential Sub-Area UR1 Zone of the Redlands Planning Scheme.</p> <p>The Urban Residential Zone Sub-Area UR1 includes provisions that support residential development at a density of 15 dwellings per hectare. For example, residential development is supported as a density of 1 dwelling unit per 400m² whilst for aged care and special needs housing the density supported is based on the accommodation being proposed (i.e. independent units: 1 unit per 400 m² - semi-independent units 1 unit per 200 m²).</p> <ul style="list-style-type: none"> The Medium Density Residential Precincts provide opportunity for a range and mix of medium density housing types including town and terrace houses, apartment units and

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Issue Summary	Submission Reference No.	Submission Response
		<p>aged care and special needs housing.</p> <ul style="list-style-type: none"> ▪ It is proposed that the Medium Density Housing Precincts be included within the Medium Density Zone of the RPS. ▪ The Medium Density Zone includes provisions that support a medium density dwelling density of 40 to 50 dwellings per hectare. For example, residential development is supported as a density of 1 dwelling unit per 200m² of site area whilst for aged care and special needs housing the density supported is based on the accommodation being proposed. <ul style="list-style-type: none"> ▪ The publicly notified draft structure plan provided for an overall average net dwelling density for new dwellings across urban and medium density residential precincts of between 21 to 23 dwellings per hectare. This dwelling density met the minimum requirements of the SEQ Regional Plan for a LDA. ▪ To respond to submissions and changes to the transport network a revised Structure Plan has been prepared. The revised Structure Plan provides for a net residential density of 15 to 16 dwellings per hectare. This density also meets the minimum requirements of the SEQ Regional Plan. <p>Allotment size</p> <ul style="list-style-type: none"> ▪ The draft Structure Plan promotes a variety of lot sizes to meet the density and diversity of housing to be provided. This is achieved through application of the Planning Scheme reconfiguration (subdivision) provisions to the MPA. ▪ The reconfiguration provisions of the RPS provides for a range and mix of lot sizes subject to compliance with a range

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		<p>of performance measures.</p> <p>The range of lot sizes supported include:</p> <ul style="list-style-type: none"> ▪ low density lots at > 1600 m²; ▪ standard lots at 500m² to 700m²; ▪ small lots at 350m² to 499m²; and ▪ corner lots at 800m². <p>The mix on lots supported is as follows:</p> <ul style="list-style-type: none"> ▪ 30 percent of lots as small lots with a maximum of four small lots in a row; ▪ small lots are located to front or adjoin public open space and not directly adjoining other small lots in an access place; and ▪ 50 percent of corner lots at a size and width to support dual occupancy. <ul style="list-style-type: none"> ▪ In addition, the draft Structure Plan contains provisions to ensure lot layout and built form: <ul style="list-style-type: none"> ▪ respects the existing landform and systems including the existing drainage paths by minimizing the extent of excavation and fill in designing streets and lots; ▪ avoids the greatest practicable benching of new lots; ▪ ensures no new lots with an area of less than 500m² are created where the existing slope exceeds: <ol style="list-style-type: none"> a. 10% side existing slope; b. 5% length existing slope; or c. Where both side and length existing slope approach 10% and 5% respectively. ▪ ensures cut and fill on new lots over 500m² with an

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		<p>existing slope greater than 10% is avoided with dwelling design restricted to non slab on ground techniques;</p> <ul style="list-style-type: none"> ▪ ensures in circumstances where retaining walls or structures cannot be avoided they are stepped or terraced by 0.75m for every 1.5m in height; ▪ ensures where practicable grade variation(s) are addressed through road corridors and within the built form by the use of multiple slabs or pier construction; and ▪ ensures any retaining structures are minimised and designed to be sensitive to the high amenity of the location and incorporate landscape treatments and screening to prevent adverse visual impacts from public roads and land in the Greenspace Precinct. <ul style="list-style-type: none"> ▪ The Residential 30 Guidelines produced by the Urban Land Development Authority (ULDA) and having no minimum lot size were identified as an 'other matter' in the Ministerial declaration of the area as a MPA in December 2010. ▪ In preparing the draft Structure Plan, the Residential 30 Guidelines that promote regular lot sizes and standard dimensions rather than identifying minimum lot sizes was given due consideration. ▪ This consideration raises concerns regarding providing for no minimum lot size and incorporation of the Residential 30 Guidelines on the following grounds: <ul style="list-style-type: none"> ▪ The draft Structure Plan has adopted a similar approach to the Residential 30 Guidelines in terms of providing a variety and mix of lot sizes; ▪ The Guidelines provide examples of lot sizes between 640m² and 125m². Adoption of this range of lot sizes

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		<p>would substantially increase the density and related number of dwellings of the future community. Such an increase would raise and/or exacerbate a number of issues including infrastructure servicing issues particularly with road infrastructure recognising the existing difficulties in providing an integrated road network, and potentially compromise koala conservation measures by increasing vehicle movements and associated road infrastructure;</p> <ul style="list-style-type: none"> ▪ The density and dwelling targets of the SEQ Regional Plan are met by the draft Structure Plan; ▪ The ULDA is a public planning authority established with wide ranging statutory powers to deliver affordable housing outcomes that include having a role in land ownership and on the final price of housing. The development of the Kinross Road MPA will however be undertaken by the private sector with the price set by the market. There is no evidence to suggest that the ULDA approach would deliver more affordable outcomes in such a different development framework. ▪ The draft structure plan proposes to address this matter by ensuring the structure plan overlay code supports a range of lot sizes and dwelling types within the urban residential precinct. These areas will also be included in the Urban Residential sub-area 1 zone. As discussed above this zone in combination with other provisions of the Scheme including the reconfiguration code incorporates specific outcomes and probable solutions addressing lot sizes and lot mix. Applicants, through the development assessment process, will have the opportunity utilise these provisions. Variation to these provisions will be assessed on a performance basis and

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		<p>may trigger impact assessment.</p> <p>Building Height</p> <ul style="list-style-type: none"> ▪ The draft Structure Plan supports a range of building heights including low-rise dwellings and townhouses (2 storeys) across the Urban Residential Housing Precincts and mid-rise medium density apartment buildings (3 storeys) within Medium Density Housing Precincts in central locations. The draft Structure Plan also supports mid-rise development within Mixed Use Local Centre precinct. ▪ In the central Medium Density Precincts three storey buildings are supported to encourage the vitality and viability of the proposed community hub along with providing opportunity for medium density living in areas with views to Brisbane City, Moreton Bay and Mount Cotton and the high amenity provided by the central east-west greenspace corridor. ▪ To assist in providing a transition between the Urban Footprint and Regional Landscape areas of the SEQ Regional Plan it is recommended building heights within the Medium Density Residential precinct adjacent to Boundary Road be reduced to two storeys. This matter is further considered in submission review report 3.7. ▪ It is proposed to include areas identified within the Medium Density Housing Precincts in the Medium Density Zone of the RPS. ▪ The Medium Density Residential zone identifies a maximum building height of 13 metres with a highest habitable floor level of 7 metres. Medium density development proposals

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		<p>that do not meet both height provisions of the Medium Density Zone Code are Impact Assessable requiring public notification. Accordingly, provision is provided for community comment and appeal rights in line with the <i>Sustainable Planning Act 2009</i> where development proposals are above three storeys in height. (The proposed reduction to a two storey building height within the Medium Density Residential precinct adjoining Boundary Road will override the Medium Density Residential zone).</p> <ul style="list-style-type: none"> ▪ In addition to building height, development proposals for medium density development must satisfy all relevant codes in the RPS. These include provisions related to: <ul style="list-style-type: none"> ▪ Built form and density – site layout, setbacks and design; ▪ Amenity – privacy, open space, landscaping, lighting and noise; ▪ Environment – minimising negative impacts, excavation and fill and landscaping; ▪ Infrastructure – reticulated urban infrastructure, stormwater management, waste and recycling, vehicle access, parking and manoeuvring, cycling and pedestrian facilities and community infrastructure. <p>Many of these provisions minimise the visual impact of buildings on the landscape and minimise impacts on neighbouring properties such as overshadowing. It should also be noted that the extensive greenspace network along with retained vegetation on development sites and street trees will collectively assist in reducing the visual impact of mid-rise buildings on the landscape.</p> <ul style="list-style-type: none"> ▪ Maintaining medium density housing forms as code assessable subject to compliance with the RPS should be

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		<p>maintained in the Kinross Road Master Plan Area to ensure consistency across the City. There would be no rationale to increase the level of assessment within the Kinross Road Master Plan Area.</p> <ul style="list-style-type: none"> ▪ Within the Mixed Use Local Centre Precinct mid-rise buildings (three storeys) are supported up to 14 metres in height. A new provision has been added to the structure plan to more clearly identify that three storeys is the maximum number of storeys supported within the precinct. <p>Other matters</p> <ul style="list-style-type: none"> ▪ The development assumptions used in this population estimate are consistent with the LGMS and provisions of the existing scheme ▪ The draft Structure Plan requires that on-street parking be provided for visitors in all medium density precincts. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p>

Table 3: Strategic Planning and Urban Design		
Issue Summary	Submission Reference No.	Submission Response
		<ul style="list-style-type: none"> Adopt the officers' recommendation.
<p>3.5. Residential Amenity</p> <ul style="list-style-type: none"> A significant number of submissions expressed concern with the impact of the development proposed by the draft Structure Plan on the residential amenity of adjoining residential estates. The key solution provided involves provision of a 50 metre wide greenspace buffer and/or low density residential lots between future urban development and existing residential estates (Milner Place, Carlingford Court, Lorikeet Street, Flamingo Crescent and the housing located at the southern end of Kinross Road). 	<p>15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 44, 45, 46, 47, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 64, 65, 66, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 100, 101, 102, 104, 105, 106, 107, 108, 109, 110, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 130, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 151, 152, 153, 154, 155, 156, 157, 158, 159, 161, 162, 169, 170, 171, 172, 173, 174, 181, 182, 184,</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> The draft Structure Plan proposes a number of measures to protect the residential amenity of existing communities including transitional residential areas, the provision of buffers, limiting through traffic to key trunk collector and collector routes and limiting future development within existing residential areas that are within the declared MPA. The specific measures are outlined below. <p><i>Milner Place</i></p> <ul style="list-style-type: none"> The draft Structure Plan proposes a transitional residential development form of larger allotments with vegetated buffer areas to protect the residential amenity of the existing low density residential area on Milner Place. In addition, the existing low density lot size (2,000m²) within Milner Place is maintained and no through traffic is proposed. Traffic noise impacts associated within the new road that provides access/egress to Panorama Drive to the south of Milner Place will be addressed through acoustic, landscaping and road treatments. Refer to the Submission Review Report on Urban Residential Precinct 4c (Submission Review Report 3.6) for further details on the transitional residential area proposed and amendments to this area to further protect the residential amenity of adjacent residents.

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Issue Summary	Submission Reference No.	Submission Response
	185, 186, 187, 188, 189, 190, 195, 196, 197, 199, 200, 201, 205, 215, 217, 225, 226, 228, 229, 234, 235, 239, 252, 262, 263, 264, 265, 266, 270, 278, 279, 280, 310, 311, 312, 313, 325, 329, 330, 335, 379, 380, 436, 437, 438, 43, 176, 177, 180, 317	<p><i>Rushwood Estate</i></p> <ul style="list-style-type: none"> ▪ The public greenspace network proposed by the draft Structure Plan provides a buffer to many of the existing dwellings in Rushwood estate (Carlingford Court). Where existing residences adjoin future residential areas, development is of a similar residential form limiting impacts to amenity. The proposed medium density precinct located to the west of Rushwood that fronted the Wrightson Road reserve has been removed and replaced with an urban residential precinct to avoid any potential amenity impacts associated with this higher density development on nearby residences. ▪ In addition, the existing residential density within Rushwood estate is maintained and no through traffic is proposed. ▪ In addition an existing easement may provide a buffer between existing residences in the Rushwood Estate which directly adjoin land included in the proposed Urban Residential Housing precinct. <p><i>Lorikeet Street and Flamingo Crescent</i></p> <ul style="list-style-type: none"> ▪ The public greenspace network proposed by the draft Structure Plan provides a 30 metre publicly owned buffer supplemented by a 15-18 metres esplanade road treatment between the existing residential community on Flamingo Crescent and Lorikeet Street and future residential development within the structure plan area. <p><i>Southern Kinross Road</i></p> <ul style="list-style-type: none"> ▪ Refer to the Submission Review Report on the intersection of

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Issue Summary	Submission Reference No.	Submission Response
		<p>Kinross and Boundary Road for details on existing dwelling houses located at this intersection (Submission Review Report 1.3).</p> <p>Other Matters</p> <ul style="list-style-type: none"> ▪ In addition to the above points, it should also be recognised that the draft Structure Plan proposes a range of community infrastructure that the wider community, including adjacent residential estates, will benefit from. For example, protection and enhancement of an extensive public greenspace network (including a new district park) with low-key recreational access along shared pedestrian and bicycle pathways. Active transport access to a new local centre and community centre. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

Table 3: Strategic Planning and Urban Design		
Issue Summary	Submission Reference No.	Submission Response
<p>3.6. Low Density Transitional Area – Milner Place</p> <ul style="list-style-type: none"> A number of submitters from Milner Place supported the transitional Urban Residential Housing Precinct 4c that adjoins Milner Place to protect the existing low density residential amenity. Some concern was however raised that the 5 metre vegetated buffer proposed to adjoin properties on Milner Place would provide for public access and that future dwellings constructed on lots that adjoin this boundary may be located close to the boundary. 	<p>4, 43, 176, 180, 317</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> The support for transitional Urban Residential Housing Precinct 4c is noted. To more clearly reflect the intent of this precinct as a transitional residential area to the existing low density residences in Milner Place the precinct will be amended to Low Density Residential Housing Precinct 5a. The application of a low density residential housing precinct will strengthen the transitional nature of this area. For example, it will more clearly identify that the precinct is to provide for single dwelling houses on similar sized allotments to the adjoining low density Milner Place with other housing forms restricted (i.e. dual occupancy, terrace housing, multiple dwellings and aged care and special needs housing). The amendment will also reduce the maximum site coverage of new houses and associated non-habitable structures from 50 percent to 30 percent. This reduction in site coverage provides greater opportunity for increased set-backs to existing houses and vegetation retention to assist in maintaining privacy. The five (5) metre vegetated buffer is to be provided across the back of all newly created lots that directly adjoin lots on Milner Place. This buffer is to be located on private land not public land. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> That the submitters note the officers' comments.

Table 3: Strategic Planning and Urban Design		
Issue Summary	Submission Reference No.	Submission Response
		<p>2. That the draft Kinross Road Structure Plan be amended as follows:</p> <ul style="list-style-type: none"> ▪ remove land directly adjoining Milner Place from the Urban Residential – Sub Precinct 4c – Detached Dwellings precinct and include the land within the Low Density Residential – Sub Precinct 5a. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council considered this matter and expressed a desire in protecting the landscape amenity provided by the existing vegetation and considered that the vegetated buffer should be increased to 10 metres based on tree plot of significant vegetation but shall not be less than 5 metres. <p>Special Meeting Resolution</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That the draft Kinross Road Structure Plan be amended as follows: <ul style="list-style-type: none"> ▪ remove land directly adjoining Milner Place from the Urban Residential – Sub Precinct 4c – Detached Dwellings precinct and include the land within the Low Density Residential – Sub Precinct 5a. ▪ To provide for an increased buffer area up to 10 metres based on tree plot of significant vegetation but shall not be less than 5 metres.

Table 3: Strategic Planning and Urban Design		
Issue Summary	Submission Reference No.	Submission Response
<p>3.7. Interface Treatment – Boundary Road East of Kinross Road</p> <p>A number of submitters provided support for a high quality landscaped treatment along Boundary Road as a transitional area to rural areas south of Boundary Road. Some concern has also been raised that the urban development proposed along Boundary Road will impact on an inter-urban transition to rural areas to the south.</p> <p>Submitters raised objection and support for mid-rise (3storey) development on the corner of Panorama Drive and Boundary Road:</p> <ul style="list-style-type: none"> ▪ Object strongly to any building heights in excess of 8.5m as it will overshadow nearby urban housing. ▪ Strongly object to any mid-rise built form except for complexes facing Boundary Road and southern end of Panorama Drive. 	<p>238, 103, 203, 68, 231, 177</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ Boundary Road forms the border between rural lands to the south area included within Regional Landscape and Rural Production Area and the Kinross Road Master Plan Area located within the Urban Footprint of the SEQ Regional Plan 2009-2031. ▪ The draft Structure Plan included a high quality landscaped treatment along Boundary Road that would provide a transition between the Master Plan Area and the rural lands to the south along with providing road noise attenuation treatments. The treatment identified a ten (10) metre wide strip of land be provided to incorporate landscaping and acoustic treatments. <p>It should be noted that the ten (10) metre landscaped treatment is in addition to any further Boundary Road widening requirements of the Department Transport and Main Roads.</p> <ul style="list-style-type: none"> ▪ A low-rise (2 storey) medium density housing precinct along Boundary Road was proposed in the draft Structure Plan provided to the state government for the purposes of 1st state interest review to: <ul style="list-style-type: none"> ▪ ensure setback distances are maximised and provided in a consistent manner to the landscaped strip; ▪ provide a high quality building façade along Boundary Road; ▪ provide for a higher density for dwellings in close proximity to the line haul public transport corridor along Boundary Road;

Table 3: Strategic Planning and Urban Design

Issue Summary	Submission Reference No.	Submission Response
		<ul style="list-style-type: none"> ▪ In response, the Department of Local Government and Planning advised that the building heights along Boundary Road should be increased from low-rise (2 storeys) to mid-rise (3 storeys). ▪ To respond to public submissions, the proposed landscaped treatment and mid-rise medium density housing precinct has been reviewed against other potential transitional treatments. ▪ This review confirmed that the proposed treatment is most suited to provide a consistent high quality treatment as a transition to the rural lands to the south whilst supporting the line haul public transport corridor along Boundary Road. This review has however recommended that building height along Boundary Road be consistently provided at low-rise (2 storeys) to ensure a transition to the rural lands can be achieved. ▪ The review also recommends that the decision on whether the ten (10) metre strip of land be provided in public or private ownership be determined through the development application process. If provided in private ownership, a medium density development is best placed to provide and manage the landscaped treatment. ▪ Refer to the Submission Review Report 5.2 on 26-28, 36, 38-48, 50, 52-58, 60-66, 68, 72-74 Boundary Road, Thornlands for changes proposed to the area along Boundary Road west of Kinross Road. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments.

Table 3: Strategic Planning and Urban Design

Issue Summary	Submission Reference No.	Submission Response
		<p>2. That the draft Kinross Road Structure Plan be amended as follows:</p> <ul style="list-style-type: none"> ▪ retain the area within the Medium Density Residential – sub precinct 3b, however overall building height to be reduced to low-rise (maximum of two storeys); and ▪ retain the requirement for a 10m strip of land adjacent to Boundary Road to be to be set aside for landscaping and acoustic treatments. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers’ comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers’ recommendation.

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Issue Summary	Submission Reference No.	Submission Response
<p>4.1. Local Centre – Location, Role and Function</p> <ul style="list-style-type: none"> ▪ Placement of local centre is ill-advised and will not generate sufficient support to survive. Should be placed on the main arterial road. ▪ Shopping and service hub should be located at the southern gateway. ▪ Strong objection to the designation of local centre and community purposes being located on property – would be more sensible to be placed at a major road intersection. ▪ Not feasible in its current location – not accessible to passing trade. ▪ Local centre does not provide good access to residents in Milner Place. It should be relocated to either the corner of Boundary/Kinross Roads or Panorama Drive/Boundary Road where it would be accessible for everybody. Pedestrian and cycle paths should connect Milner Place to either of these centre locations. ▪ Mixed use zone with 0.45ha for a local centre supplied and 1600m² for all shop centre uses and maximum 400m² GFA for each shop is not viable. ▪ Relocation to the corner of Boundary and Kinross Road, Panorama and Boundary Road or Boundary and Redland Bay Road. ▪ Small shopping complex near Medium Density development is good planning. 	<p>13, 103, 131, 231, 232, 317, 319, 548, 558, 68, 111,</p>	<p>Officer Comments</p> <p>Local Centre function</p> <ul style="list-style-type: none"> ▪ Local centres typically perform convenience retail functions to meet the day-to-day needs of local residents. These centres provide a gross floor area of 1,000 to 2,000 square metres for local centre uses. They can comprise a mix of specialty stores (such as bakeries, milk bars, newsagents, etc.) and in some cases a limited line local supermarket. It is recommended that the role and function of Local Centres as stated in the RPS be maintained. ▪ The 2010 Centres and Employment Review confirmed a district centre was not required in the area and consistent with previous studies indicated a local centre of the size and function proposed in the draft Structure Plan would sufficiently serve the new residential growth area of Kinross Road. ▪ The proposed local centre would also serve as an appropriate location for a child care facility. <p>Proposed local centre locations</p> <ul style="list-style-type: none"> ▪ A number of alternative locations have been proposed for the local centre – refer to Figure 1. ▪ The proposal for a centre at the northern end of Kinross Road would mean that a large proportion of the residential areas in the MPA would be outside the walkable catchment of the centre (Refer to Submission Review Report 5.12).

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Issue Summary	Submission Reference No.	Submission Response
<ul style="list-style-type: none"> ▪ Provision of a child care centre would serve the local residential area. 		<ul style="list-style-type: none"> ▪ The proposal for a centre on the corner of Boundary Road and Redland Bay Road is inconsistent with Council's centre planning and hierarchy which seeks to actively protect the primacy of the City's centres by discouraging out of centre development. The proposal would compromise the proposed local centre included in the draft structure plan. The site is located on the intersection of two of the City's busiest arterial roads and would be reliant on high exposure rather than direct and convenient access and is likely to create conflict on arterial traffic routes. An intensive urban form on the lot is inconsistent with adjoining land uses included in the Greenspace Precinct and, Park Residential and Rural Non Urban Zone areas to the west and south of the Kinross Road MPA. Alternative access to the site via adjoining land to the east is not supported as it would involve additional crossing of Hilliards Creek and areas identified by ecological investigations as core habitat (Refer to Submission Review Report 5.15). ▪ A current application has been lodged for a local centre located on the corner of Boundary and Panorama Drive. This application is on a site zoned Local Centre and Urban Residential in the RPS. The subject land was not included in the area designated Major Development Area in the Regional Plan but has been included in the declared MPA. The current application is contrary to the proposed precinct designation in the draft structure plan, however if this application is approved it is considered the centre would rely on passing commuter traffic, rather than serve a walkable catchment and therefore provide a different purpose to the local centre proposed as part of the draft structure plan (Refer to Submission Review Report 5.16). ▪ The proposal to locate a local centre on the corner of

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Issue Summary	Submission Reference No.	Submission Response
		<p>Boundary Road and Kinross Road is inconsistent with the intent of the draft structure plan which is to provide a centre to meet the convenience needs of the surrounding residents. A centre at this location would mainly rely on passing commuter traffic and is not within a walkable distance from development envisaged at the northern end of the Structure Plan. In addition this location is one of the key vehicular access points for the MPA and therefore would create unnecessary vehicular and pedestrian conflicts.</p> <ul style="list-style-type: none"> ▪ Several submissions propose relocating the local centre in various locations adjacent to the central corridor area. The draft structure plan proposes the current location as it is centrally located adjacent to the Kinross Road trunk collector and Greenspace network ensuring high levels of accessibility to future residents of the MPA, by car, walkway, bicycle and public transport. This location means the centre can provide, in association with the adjoining Community Facilities Precinct, a focal point for the surrounding Housing Precincts. This location also provides views to the adjacent Greenspace Precinct and provides passive surveillance of the public open space. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations.

Table 4: Economic and Social		
Issue Summary	Submission Reference No.	Submission Response
		<p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

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Figure 1 – Alternative Locations for Local Centre



Source: Kinross Road Public Consultation Land Use Precinct Plan

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Issue Summary	Submission Reference No.	Submission Response
<p>4.2. Employment</p> <ul style="list-style-type: none"> ▪ Employment opportunities within the Redlands are expected to focus around retail and commercial functions and community services, including health and education. The LDA is capable of accommodating urban development in the short term with the capacity to support a residential community alongside additional employment opportunities. ▪ Integration of housing and employment/jobs and career opportunities; would actively serve to prevent Kinross Road Structure Plan Area becoming ghettoised. ▪ Utility of Mixed Use Local Centre and Community Facilities Precinct is compromised by little provision for local employment opportunities. ▪ Best planning provisions moves away from dormitory suburbs of the past and focuses on a more holistic approach to create local integrated employment solutions. These promote small, clean knowledge based business intertwined within the urban form. ▪ Takes no account of development of Woodlands/Boundary/Taylor Road Major Employment Area that will be more than likely be required within the next five years, if only to provide employment opportunities for the Kinross Road Structure Plan Area. 	<p>203, 216, 238, 316, 2, 232, 558, 319</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ The SEQ Regional Plan was amended in 2009, with one of the critical changes for the City being the removal of the future Thornlands Integrated Employment Area from the Urban Footprint. In response to this change the suitability of the Kinross Road area to potentially accommodate compatible integrated employment was investigated as part of the Redland City Centres and Employment Strategy 2010. The Strategy confirmed the Kinross Road area as unsuitable due to topography, access constraints and fragmented land ownership. The Employment Strategy however recognised however sufficient capacity within the City's Principal and Major Activity Centres (Capalaba, Cleveland and Victoria Point) to accommodate any potential long term employment shortfall associated with the removal of the land to the south of the Kinross Road MPA from the urban footprint. ▪ Kinross Road is located in close proximity to a range of other existing employment and economic activity centres within the City including the Principal Regional Activity Centres of Cleveland and Capalaba, the Major Centre of Victoria Point, the Cleveland Industrial Estate, the Redland Hospital and Mater Private Hospital, and the RCC administration centre and depot. Line haul bus routes along Boundary Road also provide connections to employment centres outside the City. ▪ Within the Kinross Road Structure Plan area, the Local Centre would provide some employment opportunities including retail, childcare, community services and professional services such as real estate, medical and financial services.

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Issue Summary	Submission Reference No.	Submission Response
		<ul style="list-style-type: none"> ▪ In addition the Urban Residential Housing Precinct 4a provides for employment generating uses such as Aged Care and Special needs housing. For example, Churches of Christ Queensland's concept proposal for an aged care facility will generate approximately 200 full time jobs. Opportunities for low-key tourism are also provided for, particularly within the Bushland Living precinct. ▪ The draft Structure Plan also supports the establishment of home based business where it is compatible with surrounding residential character. The provision of high-speed internet connections is seen as a key strategy to facilitate home based businesses within Redland City. ▪ The draft Structure Plan also supports an extensive network of Greenspace providing opportunities for a network of trails consistent with Council's Seven C's strategy. In addition a large number of properties adjoining the Greenspace Precinct are privately owned and included in the Bushland Living Precinct. Opportunities exist on these properties for low key eco-tourism activities. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations.

Table 4: Economic and Social		
Issue Summary	Submission Reference No.	Submission Response
		<p>Special Meeting Resolution</p> <ul style="list-style-type: none"> Adopt the officers' recommendation.
<p>4.3. Protection of the Poultry Industry</p> <ul style="list-style-type: none"> The proposed amendments to the Poultry Buffer Overlay supporting the proposed structure plan should be amended to also include a 500m buffer from the existing poultry sheds located on Boundary Road. The existence of two viable poultry farms will potentially hinder development in the short and medium term causing a nuisance for a significant part of the Kinross Road Structure Plan area. Land use rights (poultry farming) will continue on the farming properties as there is no viable exit strategy for the landowners from their industries due to no development rights on their land. Submissions have also been received requesting the removal of the poultry overlay on specific sites, in particular – <ul style="list-style-type: none"> Lot 14 on RP73650; and Lot 109 on SP154935. 	<p>4, 8, 9, 11, 177, 203, 277, 111, 319, 232, 558, 150, 129</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> The Kinross Road Structure Plan is located within the urban footprint of the Regional Plan and has recently been declared a MPA. Prior to the declaration, the State had previously designated the area as a Major Development Area (MDA) and identified the area as a priority in the Queensland Housing Affordability Strategy. Both the MPA and MDA designations recognise the suitability of the area for urban purposes subject to structure plan processes being undertaken. A similar position is reflected in the RPS which recognises the potential suitability of the area subject to structure planning with the inclusion of the area in the Emerging Urban Community zone. The 2008 Redlands LGMS similarly recognised the need in the short term to establish a new Structure Plan Community in Kinross Road to meet local dwelling house targets. Currently the Redlands Planning Scheme through its Desired Environmental Outcomes states that – <p><i>'The City's viable, high value poultry industry is generally provided with long-term protection throughout the City (except where situated within the Emerging Urban Community Zone), from incompatible uses or encroaching development through the general inclusion of such areas within the Rural Non-Urban Zone and application of buffer controls' (Part 3,</i></p>

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Issue Summary	Submission Reference No.	Submission Response
		<p><i>Division 2 (5)(b).</i></p> <ul style="list-style-type: none"> ▪ The draft plan consistently reflects this position with regards to the existing poultry operation located at 35-51 Kinross Road. In particular it identifies preferred future urban land uses within the area providing opportunities for the existing poultry operation to ultimately relocate to more suitable land within the Regional Landscape and Rural Production designation of the South East Queensland Regional Plan. However the draft plan ensures through the Protection of the Poultry Industry Overlay buffer and specific outcomes in the Kinross Road Structure Plan Code Clause 5.4.1 that – <p><i>‘Existing buffers will be maintained ensuring the ongoing operations of the existing poultry farms are not compromised from incompatible development until such time as the business determines to relocate.’</i></p> ▪ This position is considered consistent with the work currently being undertaken by the Poultry Round Table. ▪ The Redlands Planning Scheme also currently includes the poultry farm at 38-48 Boundary Road in the Protection of the Poultry Industry Overlay. The draft structure plan proposed the removal of the Protection of the Poultry Industry Overlay from this property on the basis that this poultry farm had ceased operation. This position is incorrect and the buffer should continue to be recognised within the Protection of the Poultry Buffer Overlay (Refer to Submission Review Report 5.2). ▪ The proposed structure plan provides the necessary protection for the existing uses to continue but also provides viable exit strategies for the existing operators to relocate and

Table 4: Economic and Social		
Issue Summary	Submission Reference No.	Submission Response
		<p>take up the urban opportunities presented by the draft Structure Plan. However until this occurs future development within the southern section of the proposed structure plan will be significantly constrained.</p> <ul style="list-style-type: none"> ▪ Two submitters have specifically requested the removal of the Protection of the Poultry Buffer Overlay from Lot 14 on RP73650 and Lot 109 on SP154935. This position is not supported and the overlay will remain until such time as the businesses determine to relocate (Refer to Submission Review Reports 5.5 and 5.17). <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That the draft Kinross Road Structure Plan be amended to reinsert the existing poultry buffer surrounding the existing poultry sheds located at 38-48 Boundary Road as indicated in Figure 2. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

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Issue Summary	Submission Reference No.	Submission Response
<p>4.4. Education Facilities</p> <ul style="list-style-type: none"> ▪ With Thornlands (including Bayview School), Victoria Point, Capalaba and Cleveland State Schools at capacity, there is a need for a P-6 State school within the MPA. ▪ First priority for this community would be the acquisition of land for a centrally located Education Queensland facility, which would be accessed safely within walking distance or cycling distance of all residents. ▪ It is probable that there will be large increase in junior school students who will live in the Kinross Road MPA. Currently the only real option is for parents to drive their children to schools outside of the Kinross Road MPA. 	<p>42, 103, 319, 134</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ The planning of state education facilities including the identification of suitable school sites is a state interest with the Department of Education and Training (DET) having planning responsibility. ▪ The Ministerial designation of Kinross Road as a Master Plan Area identified the DET as a participating state agency in the review of state interests for the draft Structure Plan. In particular the designation identified the DET as responsible for the planning and management of development to meet the education needs of the community as provided under the Education (General Provisions) Act 2006. ▪ The First State Interest Review received by Council in February 2011 did not include any comments by the DET regarding the provision for education facilities in the draft Structure Plan. ▪ As part of the Second State Interest Review process DET will be provided with a copy of the Submission Review Report and may provide further comment. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p>

Table 4: Economic and Social		
Issue Summary	Submission Reference No.	Submission Response
		<ul style="list-style-type: none"> ▪ Seek advice from the Department of Education in relation to future educational facilities. <p>Special Meeting Resolution</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. Council will seek advice from the Department of Education and Training in relation to their future educational planning for the City.
<p>4.5. Community Facilities</p> <ul style="list-style-type: none"> ▪ A community hall, indoor aquatic centre and multi-purpose sports complex are proposed to meet the needs of the new urban community. 	103, 319	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ Community Purpose land has been designated adjoining the Local Centre to accommodate community needs in the structure plan area and surrounding catchment into the future. This need was highlighted in <i>Building Strong Communities: Redlands Social Infrastructure Strategy 2009</i>: ▪ <i>Kinross Road Community Hub, Thornlands (LP14) – a multi-purpose facility for community meetings, outreach and programming.</i> ▪ Current Redland City Council desired standards of service for a community swimming pool are 1:80,000 (1 per # population) (<i>RCC Priority Infrastructure Plan</i>). Investigations have commenced for a community swimming pool (aquatic facility), but as part of an integrated community, health and recreation precinct in the Southern Redlands (Community Wellbeing Hub). Hydrotherapies are a component of this proposed facility. ▪ Council is addressing the current and future shortfall of

Table 4: Economic and Social		
Issue Summary	Submission Reference No.	Submission Response
		<p>sporting and recreation land through the development of a regional sporting and recreation precinct with a potential site identified. Multiple sports and recreation activities will be catered for and the project is planned for delivery over a 15 year timeframe in partnership with State and Federal governments and the private sector. The proposed location for the facility is not within the Kinross Road Structure Plan Area.</p> <ul style="list-style-type: none"> ▪ That the proposed community facility precinct is sufficient to meet future needs for community meeting and activity space. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.
<p>4.6. Expansion of the Master Planning Area</p> <p>Council should recommend to the state government that the area of the Kinross Road Structure Plan be increased to include the area to the south bounded by Taylor Road, Woodlands</p>	2, 203	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ The SEQ Regional Plan 2009-2031 has recognised there is no planning need for the development of the area for urban purposes through its inclusion within the Regional Landscape

Table 4: Economic and Social		
Issue Summary	Submission Reference No.	Submission Response
<p>Drive and Boundary Road on the following grounds:</p> <ul style="list-style-type: none"> ▪ the area had been included in the Urban Footprint of the previous SEQ Regional Plan; ▪ the area was removed from the Urban Footprint without adequate consultation or compensation for a loss in market value experienced; ▪ the area is required for as a integrated employment area to provide employment for the City; ▪ koala habitat mapping of the area is flawed; ▪ the land is suited for urban development; and ▪ the successful development of the Kinross Road area is dependent on the inclusion of this area. 		<p>and Rural Production designation of the SEQ Regional Plan 2009-2031.</p> <ul style="list-style-type: none"> ▪ The Redlands 2030 Community Plan has been strongly endorsed by the community and provides the overarching long-term planning framework for the City. This plan does not provide support for the expansion of the Urban Footprint within the City. ▪ The Redlands Centres and Employment Strategy (2010) confirms there is sufficient capacity particularly within the City's Principal and Major Activity Centres (Capalaba, Cleveland and Victoria Point) to accommodate any potential long term employment shortfall associated with the removal of the land to the south of the MPA from the urban footprint. The Redlands Centres and Employment Strategy is available for viewing on Council's website. Development of the Kinross is not dependent on the inclusion of land to the south of Boundary Road. ▪ Other grounds raised in terms of consultation on the SEQ Regional Plan review in 2009, SEQ koala habitat mapping and compensation for loss of market value due to a change in the SEQ Regional Plan are matters for the State Government to respond to. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan.

Table 4: Economic and Social		
Issue Summary	Submission Reference No.	Submission Response
		<p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

Table 5: Site specific

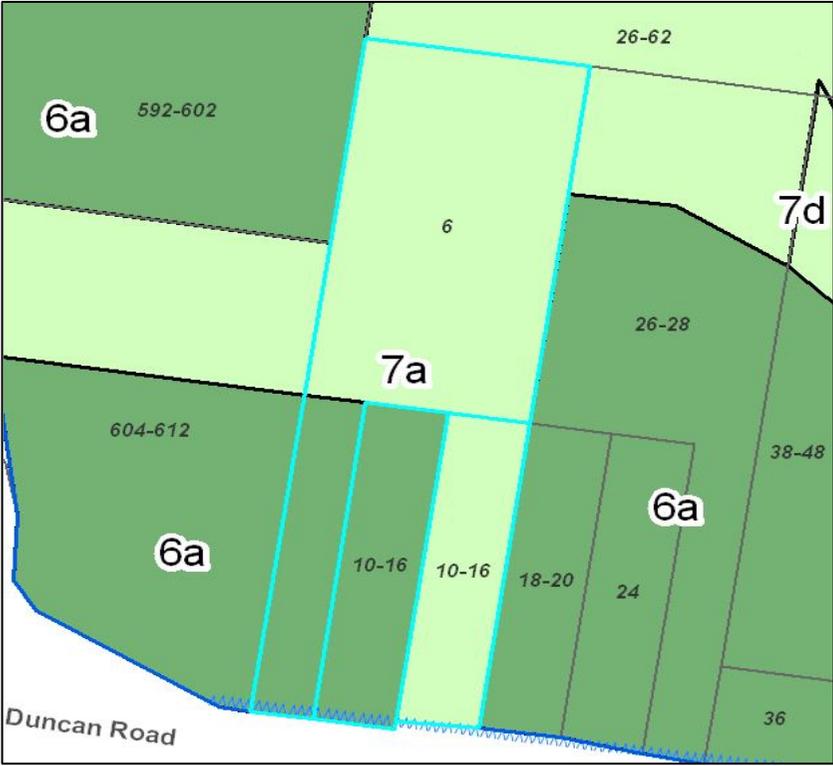
Issue Summary	Submission Reference No.	Submission Response
<p>5.1. 8, 10-16 Boundary Road, Thornlands</p>  <ul style="list-style-type: none"> ▪ General support for proposed draft plan and acquisition of land subject to fair compensation which recognises the loss of the use of the land which will impact on lifestyle and would result in having to move to pursue interest in horses. ▪ Further details on the acquisition process and when purchase would occur is required. 	<p>63, 178</p>	<p>Officer Comments</p>  <p>Source: Kinross Road Public Consultation Land Use Precinct Plan</p> <ul style="list-style-type: none"> ▪ The draft plan currently includes all of Lot 3 on SP118217 and part of Lot 1 on RP849715 within the Greenspace precinct 7a – Hilliards Creek Core Habitat and Corridor. ▪ The intent of the precinct is to provide a connected network of natural areas and accessible open spaces in public ownership comprised of waterways, wetlands, drainage lines,

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
<ul style="list-style-type: none"> ▪ Koala conservation should be the management focus for the acquired land with additional measures put in place to address koalas trying to cross adjoining DTMR roads. ▪ Current participation in Redland City Councils Waterway Land Management Program (8 Boundary Road). ▪ If purchase price cannot be agreed – request remain in private ownership with a conservation zoning (Lot 3 SP118217). ▪ Request Council also consider purchase of northern part of Lot 2 RP849715. ▪ Indicative bike track – ensure access from existing lots, fencing of private lots to ensure privacy, security and koala safety, motorbikes are prevented from using the track, track can be used by horses. 		<p>parklands, bushland habitats, fauna corridors, and landscape values. Degraded habitats within the Greenspace area are proposed to be rehabilitated to increase native vegetation cover and re-establish fauna corridors.</p> <ul style="list-style-type: none"> ▪ All land proposed for inclusion within the Greenspace Precinct is proposed for inclusion within the Open Space zone of the RPS. ▪ As noted above all land within the Greenspace Precinct is intended to be progressively brought into public ownership through a variety of mechanisms including reasonable and relevant conditions of development approval, infrastructure agreements, and purchase through negotiation and in limited circumstances resumption using revenue sources such as the environment levy (Refer to Submission Review Report 2.5 for more information on Public Ownership). ▪ Existing uses would be expected to continue until such a time as the land is brought into public ownership. Once in public ownership the land will be used predominately for conservation purposes with limited passive recreational uses such as footpaths and bikeways. ▪ Recognising the whole of one lot and a significant portion of the other lot are proposed for inclusion in the Greenspace Precinct and Public Open Space zone under the current plan it is expected the land would in this case be brought into public ownership through negotiated purchase. It should be noted funding for such acquisitions are likely to be sourced from the environmental levy. ▪ Investigations are currently underway to determine acquisition priorities using the Environmental Levy within the

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<p>Kinross Road Area. It is expected that both properties because of their significant strategic location in the Greenspace network will be identified as high priorities for acquisition. Once this process is completed Council will be in a position to provide further information regarding potential acquisition and options</p> <ul style="list-style-type: none"> ▪ Council is also continuing to lobby the State Government to support the establishment of a dedicated Koala habitat acquisition and regeneration fund which will allow Council to include Koala habitat as green infrastructure in Priority Infrastructure Plans and infrastructure charges ▪ Council recognises Koala movement to the west and south of the Kinross Road Structure Plan must be directed towards safe crossing points on boundary road and Redland Bay Road. Currently the road dips at the western end of Boundary Road and there is an existing culvert at this location, however it is a wet culvert and the installation of dry ledges would be required until the road can be upgraded. Council will continue to seek commitment from both the DTMR and DERM to provide: <ul style="list-style-type: none"> ▪ installation of dry ledges to provide use of crossing point in the short term and the provision of Koala proof fencing; ▪ provision of a new crossing point in the proposed DTMR panning upgrades of Boundary Road; and ▪ Work with RCC in pursuing options to improve Koala safety and movement on the southern side of the proposed crossing of Boundary Road. <p>Officers' Recommendations</p>

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<p>1. That the submitters note the officers' comments.</p> <p>2. That no changes be made to the draft Kinross Road Structure Plan.</p> <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.
<p>5.2. 26-28, 36, 38-48, 50, 52-58, 60-66, 68, 72-74 Boundary Road, Thornlands</p> <ul style="list-style-type: none"> ▪ Individual and joint submissions have been received from the owners of the above listed properties. In addition Proforma 1 (272 submissions) indicated support to allow residential development on properties 40, 50 and 58 Boundary Road. <p>Grounds of Submission</p> <ul style="list-style-type: none"> ▪ Existing lots are extensively cleared and currently support a chicken farm, plant nursery, market garden, dwelling houses and associated access. ▪ Existing uses including poultry, market gardening etc will continue to operate compromising the amenity of existing dwellings and the development of adjoining residential 	<p>8, 9, 10, 11, 206, 207, 208, 209, 210, 211, 212, 213, 214, 217, 218, 219, 220, 221, 222, 223, 224, 227, 236, 237, 242, 243, 244, 245, 246, 248, 249, 250, 251, 255, 256, 257, 258, 259, 260, 261, 265, 266, 268, 269, 271, 272, 273, 274, 275, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 296, 298, 299, 300, 301, 302, 303, 304, 305, 306,</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ 26-58 are predominantly cleared and currently support a chicken farm, plant nursery, market garden, dwelling houses and associated access tracks and cleared and disturbed areas. Significant vegetation is located predominantly on 60-74 Boundary Road while the rear of 26-28, 38-48 and 52-58 Boundary Road incorporates a waterway, existing vegetation and opportunities for rehabilitation. ▪ The draft Structure Plan placed on public exhibition included the land predominantly within the Bushland Living and Greenspace Precincts. This decision was made by Council at its Special Meeting in February 2011 based upon comments received from DERM who recommended the area be designated as a Greenspace Precinct and not a housing precinct. Council in part resolved to accept DERM's recommendations.

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
<p>development prejudicing the achievement of the draft Structure Plan.</p> <ul style="list-style-type: none"> ▪ Facilitating urban use will provide an exit strategy for existing agriculture/horticultural uses and will address amenity interface issues, improve water quality and enhance environmental outcome through the provisions of the wildlife corridors. ▪ Limited numbers of overlays and constraints affect the subject lots. ▪ Previous iterations of the draft Structure Plan considered the area suitable for urban development but this was removed last minute replaced with Bushland Living Precinct. ▪ Providing an alternative use will provide better access to the land which is becoming increasingly difficult as traffic volumes increase along Boundary Road. ▪ Options for land development include: residential, community title, tourism, low density housing and aged care facility. 	<p>307, 308, 309, 315, 318, 320, 321, 323, 324, 327, 328, 334, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465,</p>	<p>While DERM's intent to enhance habitat and create viable Koala habitat and corridor is supported, it is highly doubtful this would be achieved with the continuation of some of the existing land uses in this area.</p> <ul style="list-style-type: none"> ▪ Continued operation of the existing poultry sheds, market gardening and landscaping business would continue to impact on the amenity of adjoining dwellings, impact on the existing waterway, not facilitate habitat rehabilitation and prejudice the implementation of the Structure Plan. <p>Similarly, no options to bring the proposed Greenspace Corridor development would be available other than through purchase.</p> <ul style="list-style-type: none"> ▪ Facilitating opportunities for housing while also enhancing and protecting areas of habitat value will: ▪ encourage removal of the poultry sheds, market gardens and landscape business, addressing existing amenity conflicts with existing adjoining dwellings and allow development of other parts of the Structure Plan within 500m of the sheds; ▪ a reduction in the number of access points onto Boundary Road improving traffic safety and movements; ▪ opportunities for the transfer of environmentally constrained flood affected land to Council as part of the development assessment process; ▪ improvement in water quality of the drainage land; and

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
	466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534	<ul style="list-style-type: none"> ▪ enhanced Koala links and habitat through the rehabilitation of the Greenspace Corridor and provision of koala proof fencing to reduce koala access to Boundary Road. ▪ The attached plan (figure 1) indicates a recommended pattern for the area. Key features include: <ul style="list-style-type: none"> ▪ Lots included in a Residential Low Density Precinct abutting Boundary Road frontage and 26-28 Boundary Road; ▪ A requirement for a 10m strip of land to be utilised for landscaping and acoustic purposes along Boundary Road frontage. Koala proof fence also to be included; ▪ The creation of any additional residential low density lots along Boundary Road conditional upon removal of existing access/driveways from Boundary Road and all new and existing lots being provided with a vehicular connection to the proposed internal road network. The creation of additional residential low density lots on 64-72 Boundary Road will require the creation of an easement along the southern boundary of 68 Boundary Road. The easement will provide access to the proposed public road to the west and shall be designed to minimise impacts on existing vegetation; ▪ Maximum site coverage for new houses and associated non habitable structure is reduced from 50% to 30% consistent with the outcomes of the residential low density zone; ▪ Urban residential uses located on disturbed cleared land

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<p>to the north of the land included within the Residential Low Density Precinct and designed to maximise views across the southern wetlands corridor and district park;</p> <ul style="list-style-type: none"> ▪ Greenspace sub area 7D Southern Wetland Corridor is brought into public ownership as part of the development assessment process; ▪ The internal road network including the crossing of the Southern Wetland Corridor is fixed in location. Road widths increased to a minimum of 20m along the boundary of 26-28 Boundary Road and 38-48 Boundary Road to facilitate the retention of a row of significant trees; ▪ A pedestrian/bike connection approximately 10m in width is provided to Boundary Road, which can also function as an emergency ingress/egress if necessary. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That the draft Kinross Road Structure Plan be amended to reflect the land use precincts as depicted in Figure 1 and the planning principles highlighted in the officer comments. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p>

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

Table 5: Site specific

Issue Summary

Submission Reference No.

Submission Response

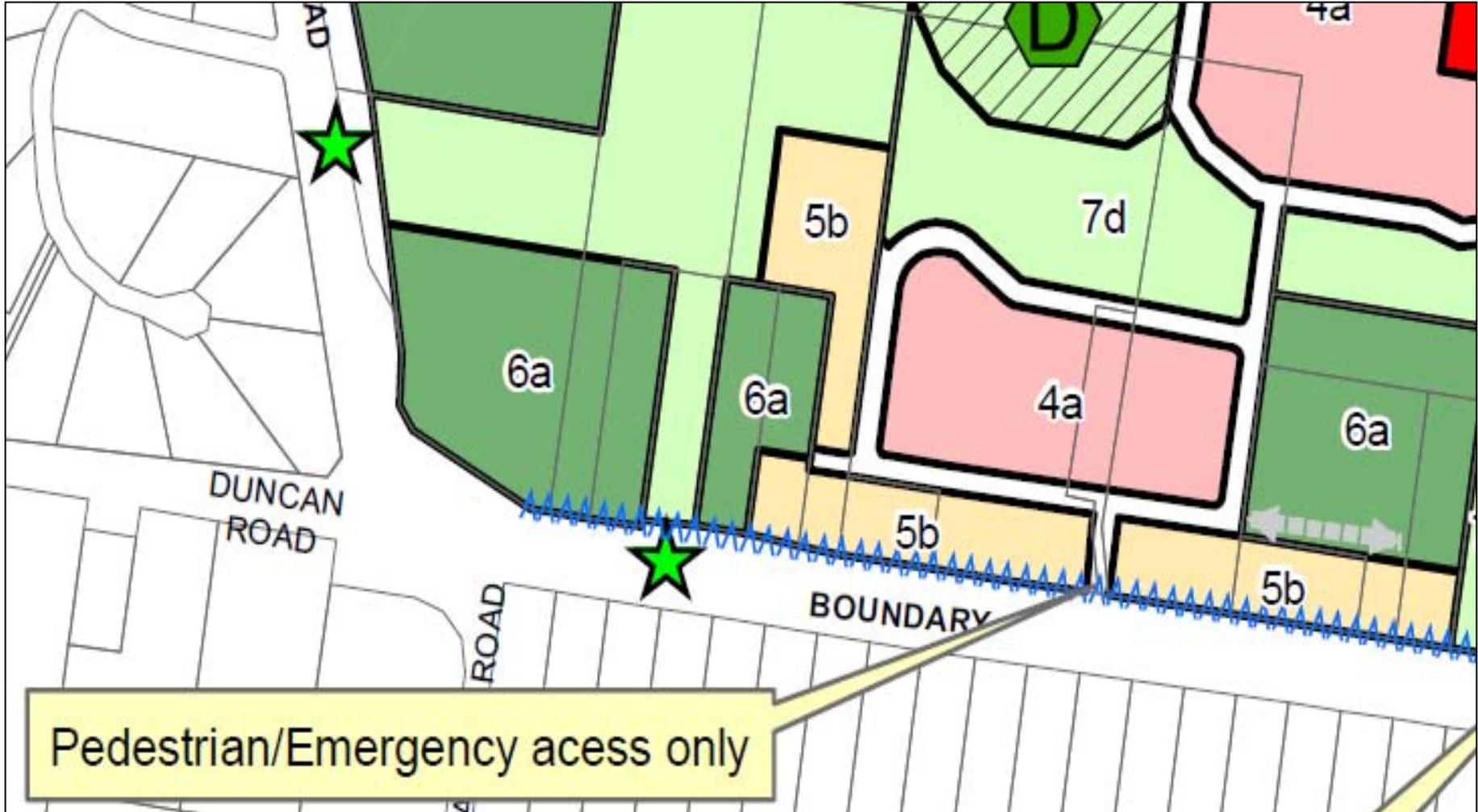


Figure 1: Recommended Land Use Pattern

Table 5: Site specific

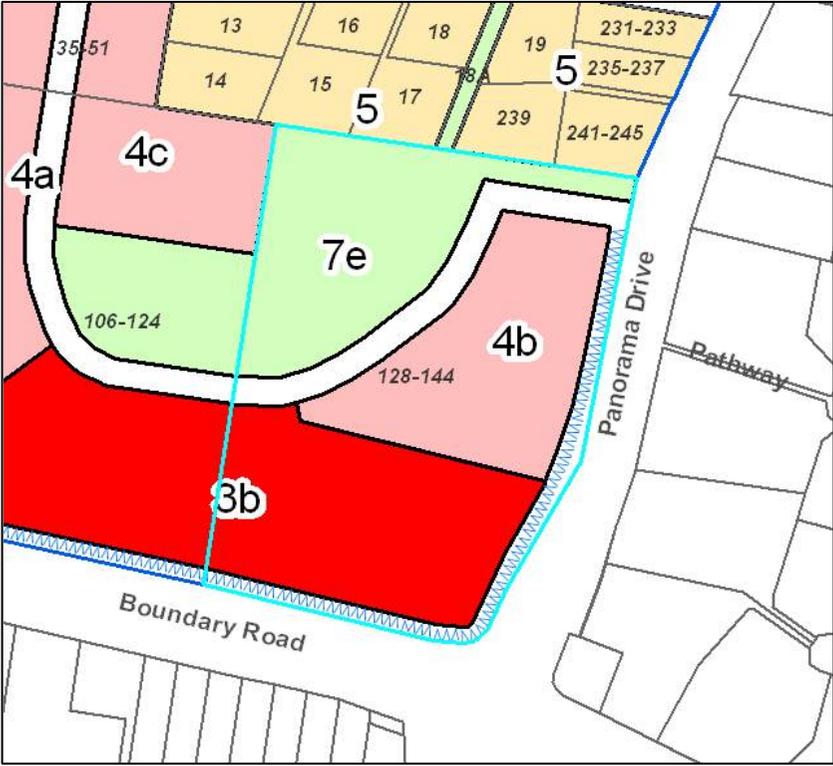
Issue Summary	Submission Reference No.	Submission Response
<p>5.3. 128 Boundary Road, Thornlands</p>  <ul style="list-style-type: none"> ▪ The overall layout of the proposed structure plan does not take advantage of the existing environmental constraints, major road system and access to public transport available to the area. ▪ Current layout is likely to create issues with traffic as the proposed local centre has been placed in an area that is not 	<p>131</p>	<p>Officer Comments</p>  <p>Source: Kinross Road Public Consultation Land Use Precinct Plan</p> <ul style="list-style-type: none"> ▪ The development of the proposed structure plan is supported by a range of technical studies addressing the environmental and ecological constraints, traffic analysis and provision of public transport. The draft plan duly reflects the environmental constraints of the area, the existing major road system and accessibility to existing and planned public transport.

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
<p>well serviced by existing roads.</p> <ul style="list-style-type: none"> ▪ The site is currently zoned for Local Centre, however this zoning is not retained in the proposed structure plan. ▪ Current code assessable development application over the site is for a shop, commercial office, refreshment establishment and health care centre. Proposed medium density precinct does not reflect the current application. ▪ Medium density housing should be extended across the whole site and the existing residential low density area to the north ▪ Access to the Kinross Road Structure Plan Area should be via Kinross Road and the extension of Carlingford Road. 		<ul style="list-style-type: none"> ▪ The proposed location of the local centre is to encourage a walkable catchment that meets the convenience needs of the surrounding residents. This location will also allow the integration of land uses and create a central area with the Community Facilities Precinct. It is located on Kinross Road and therefore would also serve residents in private vehicles. ▪ The current application will mostly rely on passing commuter traffic and is not within the walking catchment of much of the Kinross road area. If this application is approved it is considered the centre would provide a different purpose to the local centre proposed as part of the draft structure plan (Refer to Submission Review Report 4.1). ▪ A review of the interface treatment and mid-rise medium density precinct along Boundary Road (east of Kinross Road) has been undertaken in response to submissions. The review recommends that the medium density precinct be retained but consistently provided through a low-rise (2 storeys) built form rather providing opportunity for a mid-rise (3 Storeys) built form. <p>This review also recommends that the ten (10) metre strip along Boundary Road for landscaping and acoustic treatments be retained but that the decision on whether this is private or public land be determined through the development application process (Refer to Submission Review Report 3.7).</p> <ul style="list-style-type: none"> ▪ A review of the existing landscaping and acoustic treatments along Panorama Drive has also been undertaken. This review found that a two (2) metre strip of land for landscaping and acoustic treatments have been provided by recent development on the western side of Panorama Drive. To

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<p>provide a consistent approach for landscaping and acoustic treatments along Panorama Drive it is recommended that the proposed ten (10) metre strip identified on the property for landscaping and acoustic treatments to Panorama Drive be reduced to two (2) metres. This approach complies with Council standards contained within the Redlands Planning Scheme.</p> <p>It should be noted that road widening requirements for the future upgrade of Panorama to four lanes have been maintained and identified in the Community Purposes Sub-Area CP7.</p> <ul style="list-style-type: none"> ▪ The removal of the Goddard road deviation (Refer to Submission Review Report 1.1) necessitates an increase in the traffic function of the proposed road on the property. A trunk collector road is now identified on the property in the amended Structure Plan (Refer to Submission Review Report 1.4). It should be noted that due to the Greenspace Precinct adjoining the trunk collector road no additional road widening requirements have been identified. ▪ Refer to Submission Review Report 3.3: Neighbourhood Design for details on changes to medium density residential precincts. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That the draft Kinross Road Structure Plan be amended as follows: <ul style="list-style-type: none"> ▪ that the Medium Density Sub-Area MDR5 be identified for

Table 5: Site specific

Issue Summary	Submission Reference No.	Submission Response
		<p>a low-rise (2 storeys) built form on the property; and</p> <ul style="list-style-type: none">▪ the Community Purposes Sub-Area CP7 zone be amended on the property to only show road widening requirements. <p>Council Discussion</p> <ul style="list-style-type: none">▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none">▪ Adopt the officers' recommendation.

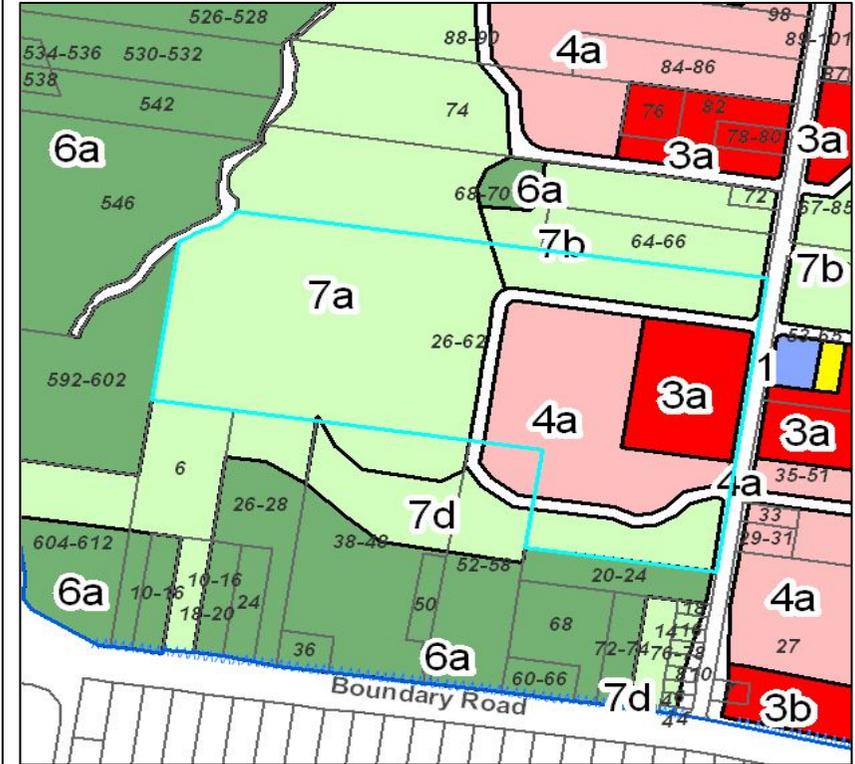
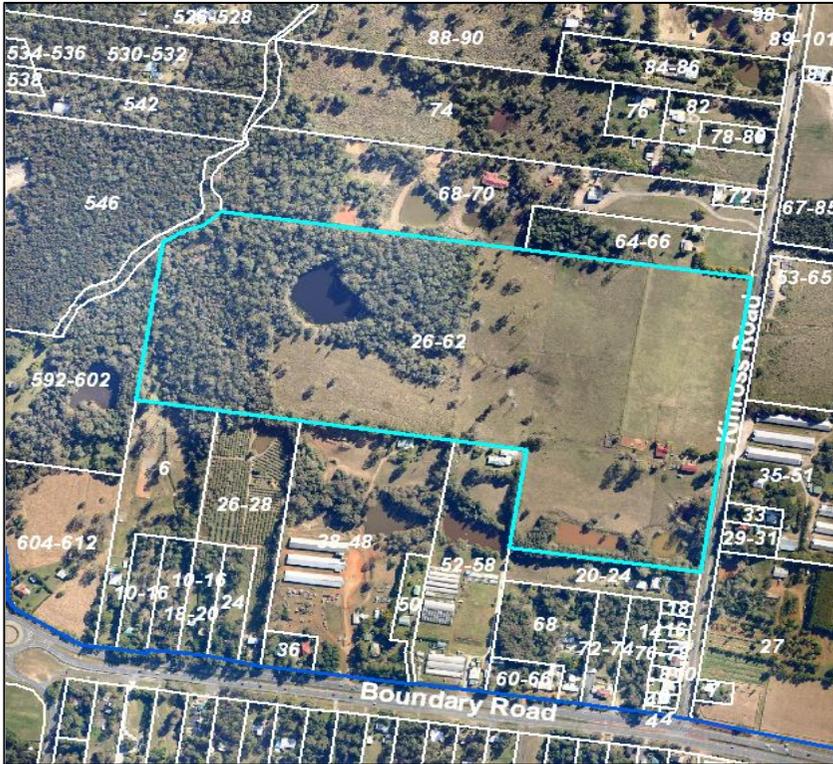
Table 5: Site specific

Issue Summary	Submission Reference No.	Submission Response
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5.4. 26-62 Kinross Road, Thornlands

202

Officer Comments



Source: Kinross Road Public Consultation Land Use Precinct Plan

Fauna Corridor –

- Relocation of fauna corridor will result in changes to land available for urban development.

District Park –

Fauna Corridor –

- Refer to Submission Review Report 2.3 regarding the size and location of the proposed east-west corridor

District Park –

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
<ul style="list-style-type: none"> ▪ The proposed District Park is suitable for urban development and should be reflected in a manner consistent with South East Thornlands Structure Plan. Specific issues with the District Park include: <ul style="list-style-type: none"> ▪ Underlying precinct designation should be residential; ▪ Size of the park; ▪ Future acquisition of District Park; ▪ Overall outcomes and strategic outcomes which relate to the park; and ▪ Amendments to bushfire and bushland habitat overlays over the District Park <p>Mapping –</p> <ul style="list-style-type: none"> ▪ Amend Map 4 Strategic Integrated Water Management Plan. ▪ Request for removal of poultry buffer overlay from site. <p>Changes to Written Clauses –</p> <ul style="list-style-type: none"> ▪ Suggested changes to specific clauses in the Strategic Framework and Structure Plan Overlay Code. 		<ul style="list-style-type: none"> ▪ Based on the 2004 RCC Open Space Study Thornlands will experience a shortfall of approximately 8 ha in the next decade. It is also based on 2.4ha of district parkland being available to every 1000 people and the proximity to other district recreation parks (i.e. those within the 2.5km catchment). A component of this shortfall has recently been accommodated through the acquisition of land for District Park in South East Thornlands. To address the remaining shortfall allocation for a district park has been provided within the Kinross Road area. The site identified exhibits the following characteristics – <ul style="list-style-type: none"> ▪ sufficient size for district recreational purposes; ▪ good accessibility to the community; ▪ ability to be a fully embellished district park with high service standards including a large street frontage; ▪ opportunity for multiple recreation activities including ball sports (kick about spaces); ▪ above land subject to 1%AEP flood inundation; and ▪ not subject to significant environmental constraints. <p>Precinct Designation –</p> <ul style="list-style-type: none"> ▪ It is acknowledged that the site is relatively unconstrained however any urban use of the land would need to address the bushfire risk from the adjoining vegetation. In particular adjoining land to the west and north is heavily vegetated and is currently identified as a medium bushfire hazard. Recognising Council’s intent to protect and retain this adjoining vegetation and without any additional bushfire management report there is no rationale to further amend the bushfire overlay. <ul style="list-style-type: none"> ▪ The size and location of the proposed district park is

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<p>accurately depicted on map 1 – Kinross Rod Structure Plan Areas – Land Use Precincts. The area of the district park in total including constrained and unconstrained land is 3.268 ha. The Planning Study and Kinross Road Structure Plan will be amended to reflect this figure.</p> <p>Function and Future Acquisition –</p> <ul style="list-style-type: none"> ▪ The proposed District Park will be acquired through funds collected predominantly through infrastructure charges. Further discussions will need to take place between the landowners and Council regarding timing of the proposed acquisition. ▪ Recognising Council's planning intent to acquire and utilise land for a district park purposes it is irrelevant whether the land is included within the Greenspace precinct or Urban Residential precinct. ▪ No changes are considered necessary to the land use precinct. ▪ No additional information has been provided to support further changes to the habitat protection overlay or bushfire hazard overlay. <p>Other Mapping Changes</p> <ul style="list-style-type: none"> ▪ For comments on the Poultry Overlay please refer to Submission Review Report 4.3. ▪ Map 4 illustrates Council's preferred infrastructure layouts for the Kinross Road area for portable water supply, wastewater disposal systems and trunk stormwater management

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<p>infrastructure. The map is only referenced in a note in the Structure Plan to assist applicants address a specific outcome of the Kinross Road Structure Plan code. It is expected, as detailed design progressively occurs throughout the development process, minor changes to Map 4 will occur. No changes to the map are necessary at this time.</p> <ul style="list-style-type: none"> ▪ Each of the proposed changes to specific clauses in the Strategic Framework and Structure Plan overlay code have been assessed. No changes are recommended in response to the majority of the comments. Minor changes or comments are raised in response to the following specific clause;- <p>Strategic Framework</p> <ul style="list-style-type: none"> (a) Section 3.2.4 (g)(ii)(f) dot point 4 relates to car park areas and design of these spaces. Agree that this statement is too specific to be included in this higher order level of the document. It is recommended section (g)(ii)(f) be amended to state “car parking areas are not a dominant visual element” (deleting the words “and are screened from public roads and public and communal open space). (b) All references to the size of the district park in the Planning Study, Strategic Framework, and Kinross Road Structure Plan Overlay Code be amended to consistently indicate a required size of 3.268 ha for the district recreational park. (c) Section 3.2.4 strategy (r) relates to development sequencing and refers to the provision of infrastructure. The submitter believes it is unclear from the Structure Plan what infrastructure will be funded

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<p>by development and what will be funded by Council. To address this matter it is recommended a new shaded text box be inserted stating trunk infrastructure will be funded in accordance with the identified Priority Infrastructure Plan. All other infrastructure will be predominately funded by development.</p> <p>(d) Section 3.2.4 strategy (s) relates to land use conflict mitigation and touches on mitigating impacts on residential amenity from rural and agriculture uses. The submitter believes the Structure Plan should encourage urban development rather than seeking to protect existing non-preferred rural activities. This change is not supported. Refer to submission review report 4.3 for further information.</p> <p>Division 15 – Kinross Road Structure Plan Area Overlay</p> <p>(a) The submitter notes that the proposed Structure Plan and Overlay will not function without changes to the zonings. In response the submitter should note a key component of the proposed Structure Plan is amendments to existing zonings within the area.</p> <p>(b) The submitter notes that overall outcome 5.15.8 (2)(a)(ii)c relating to Medium Density Residential Housing precinct only refers to this precinct being located to take advantage of views and amenity of the Greenspace precinct. Land in this precinct is also ‘surrounding’ the Mixed Use Local Centre to create a ‘node’. This should also be recognised in the overall outcomes. The submitters comments are noted and minor changes will be made to the Specific Outcomes</p>

Table 5: Site specific

Issue Summary	Submission Reference No.	Submission Response
		<p>to address this matter.</p> <p>(c) The submitter recommends specific outcomes S1.4(2) be amended to – include “(a) provide medium density living options around the mixed use local centre OR and change (a) to (b) and amend as follows “where possible, maximise views and outlook providing a passive surveillance of land in the Greenspace precinct.” The submitters comments are noted and minor changes will be made to the Specific Outcomes to address this matter.</p> <p>(d) The submitter requests a new shaded text box which states – “Note – provision exists for a potential district park with an area of 3.268 hectares to be located in an area marked indicatively on the Structure Plan and will be subject to Council acquisition.” Agree to include additional text box be inserted after Clause S1.9(2).</p> <p>(e) Specific clauses seek to ensure development includes measures to integrate water supply, wastewater and stormwater to ensure the protection of the water cycle and ecological values by –</p> <ul style="list-style-type: none"> (a) Reducing overall water use; (b) Use alternative water sources and substitutes for potable (drinking) water; (c) Minimising wastewater production; (d) Incorporating water reuse infrastructure to maximise recycling opportunities; (e) Protecting waterway health by improving stormwater quality and reducing site run off;

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<p>(f) Minimising impacts on water cycle; (g) Locating to the greatest extent practicable all water, wastewater and stormwater infrastructure outside the Greenspace network (Precinct 7) except where identified in Map 4 – Integrated Water Management.</p> <p>The submitter contends that while this maybe a desirable outcome, these water management strategies are not currently achievable either practically or within the legislative framework. While this concern is noted the clause should be retained. Council will pursue the highest standards achievable under the legislative framework.</p> <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That the draft Kinross Road Structure Plan be amended to reflect minor changes to clauses in the draft Strategic Framework and Kinross Road Structure Plan Overlay Code as referenced in the Officer Comments. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

Table 5: Site specific

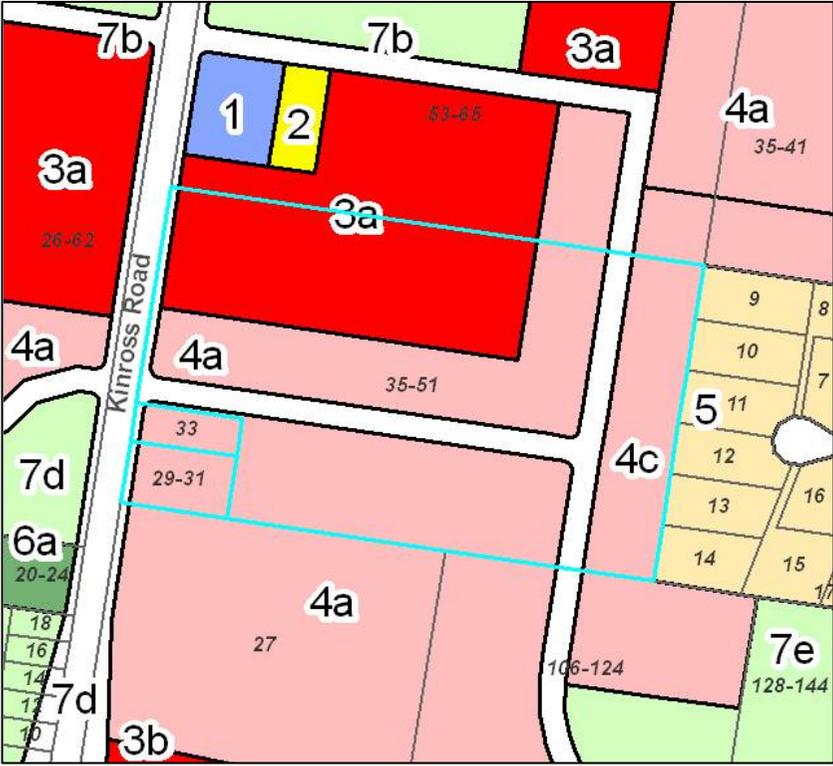
Issue Summary	Submission Reference No.	Submission Response
<p>5.5. 35-51 Kinross Road, Thornlands</p>  <ul style="list-style-type: none"> ▪ Landowner objection to the draft Structure Plan on the grounds that it will impact the ability to continue poultry farming operations on the property. ▪ The landowner has planted over 2,000 trees on the property with many being suitable for koala food. 	<p>4</p>	<p>Officer Comments</p>  <p>Source: Kinross Road Public Consultation Land Use Precinct Plan</p> <ul style="list-style-type: none"> ▪ The existing lawful use of the property for poultry farming is protected by the <i>Sustainable Planning Act 2009</i>. In addition the retention of the Poultry buffer identified in the Protection of the Poultry Industry Overlay will ensure existing use can continue to operate unimpeded until such time as it determines to relocate. (Refer to Submission Review Report 4.3 regarding the poultry buffer)

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
<ul style="list-style-type: none"> ▪ Residents of Milner Place feel that they have a park on their back boundary and it cannot be built out. 		<ul style="list-style-type: none"> ▪ The area of vegetation on the site has not been identified as having habitat value or containing native vegetation that requires protection by either the ecological assessment undertaken for the draft Structure Plan or the SEQ Koala Habitat Values Mapping. To further investigate the values of this area, an inspection of the vegetation on the property by officers from the then Environmental Management Group occurred. This indicated that the vegetation has limited ecological value and does not contain native vegetation that requires protection on the following grounds: <ul style="list-style-type: none"> ▪ The vegetation is predominately exotic or introduced species (approximately 85%); ▪ The vegetation is not remnant vegetation with only a few trees representative of the remnant vegetation that would have been at this location; ▪ The vegetation does not have high value for koalas but is currently being used by koalas; and ▪ The biodiversity value of the vegetation is generally low due to the vegetation on the property being predominately exotic and the lack on vegetated connections to the property. (Refer to Submission Review Report 2.1 and 2.3 for further information regarding ecological/greenspace corridors within the structure plan area). ▪ The revised Structure Plan ensures larger lots greater than 1600m abutting the existing dwellings in Milner Place. A 5m buffer incorporating existing vegetation is also proposed along the rear of the boundary of the new lots adjoining existing lots in Milner Place. <p>Officers' Recommendations</p>

Table 5: Site specific

Issue Summary	Submission Reference No.	Submission Response
		<ol style="list-style-type: none">1. That the submitters note the officers' comments.2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none">▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none">▪ Adopt the officers' recommendation.

Table 5: Site specific

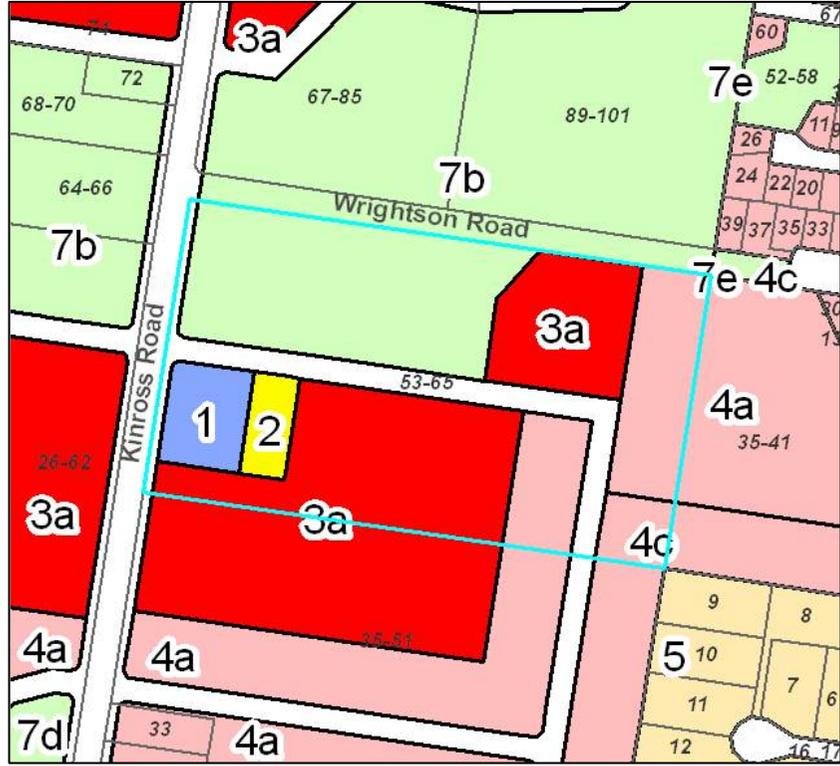
Issue Summary	Submission Reference No.	Submission Response
<p>5.6. 53 Kinross Road, Thornlands</p>  <ul style="list-style-type: none"> ▪ 65% of site allocated to Open Space with only approximately 35% for development resulting in a heavily reduced yield. ▪ Medium density should be located on major roads close to public transport and major amenities not in the middle of the overall plan. 	<p>231</p>	<p>Officer Comments</p>  <p>Source: Kinross Road Public Consultation Land Use Precinct Plan</p> <ul style="list-style-type: none"> ▪ The draft Structure Plan currently includes the subject land within the following land use precincts. They are: <ul style="list-style-type: none"> ▪ Medium density – Residential housing 3a Kinross Road; ▪ Mixed Use; ▪ Local Centre; ▪ Community Facilities; and

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
<ul style="list-style-type: none"> ▪ Potential yield reduced from 100 residential lots to approximately 30 lots. ▪ Local centre and community purposes should be placed at a major road intersection – Boundary Road / Kinross Road. ▪ Should a local centre be necessary it should be located on Goddard Road. ▪ Land is cleared and there are no koalas. 		<ul style="list-style-type: none"> ▪ Urban residential housing ▪ Approximately 75% of the site has development potential with 25% included in the Greenspace / Local Park ▪ The draft plan currently proposes to locate the centre in a central location within the MPA adjacent to the Kinross Road trunk collector and Greenspace network ensuring high levels of accessibility to future residents of the MPA, by car, walkway, bicycle and public transport. Locating the centre adjacent to Boundary Road is likely to change the function of the centre as it could have the potential to attract commuter traffic using the arterial road network as well as the local catchment. This is contrary to Council’s centre strategy and will impact on the functionality of the arterial road network. Locating the centre in this location would also mean a significant proportion of the MPA is located outside the walkable catchment. This would also be the case if the Local Centre were to be located to Goddard Road (Refer to Submission Review Report 4.1 for more information). ▪ Locating the proposed Community Facility Precinct adjacent to the Local Centre with adjoining medium density residential housing and local park in a central location with good accessibility will assist in creating a vibrant multi purpose hub of Centre and Community activities. ▪ Land identified for local park and community facilities will be identified in Council’s draft Priority Infrastructure Plan and is expected to be acquired predominantly from funds collected through infrastructure charges. ▪ The proposed medium density residential precinct provides significant development opportunities facilitating up to 50

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<p>dwelling units per hectare and three storeys in height.</p> <ul style="list-style-type: none"> ▪ The area of medium density directly adjoining the Greenspace in the north east corner of the property has been removed and replaced with Urban Residential Precinct 4 – Sub Precinct 4a – Urban Housing. (Refer to Submission Review Report 3.3 for more information). ▪ The extent of the Greenspace corridor reflects ecological investigations and drainage considerations. Significant koala populations currently move through Hilliards Creek system to the west and areas of bushland to the north west of the subject land. Currently it is possible for koalas to move relatively unimpeded between these two habitat areas throughout the Kinross Road area. With the proposed development of the Kinross Road area it is essential that viable links and corridors are established and secured to ensure koala movements can be enhanced and sustained (Refer to Submission Review Report 2.3 for more information). <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p>

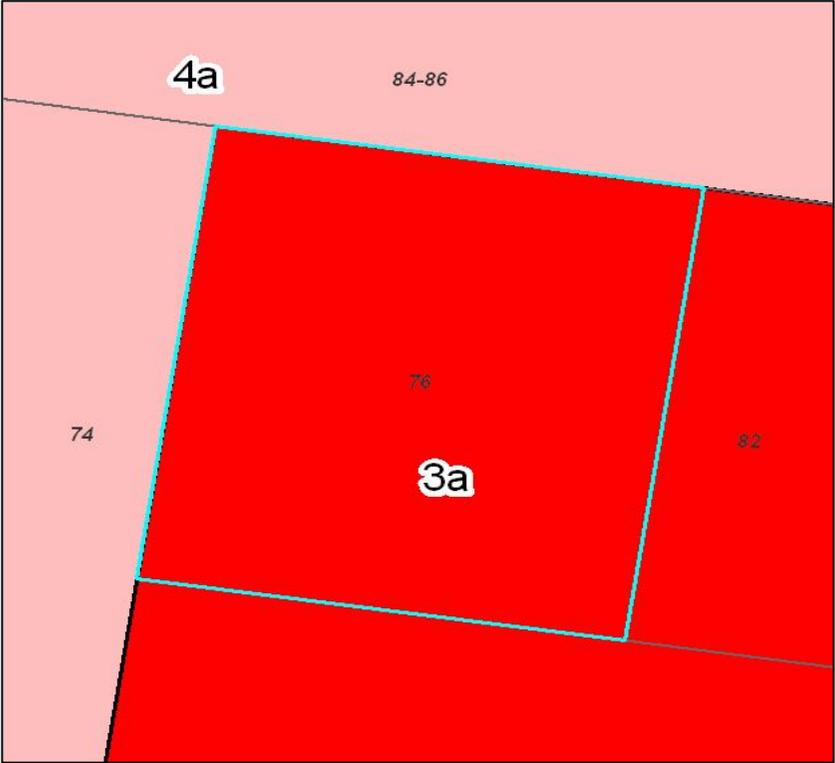
Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<ul style="list-style-type: none"> Adopt the officers' recommendation.
<p>5.7. 76 Kinross Road, Thornlands</p>  <ul style="list-style-type: none"> The submitter supports the draft Structure Plan. 	1	<p>Officer Comments</p>  <p>Source: Kinross Road Public Consultation Land Use Precinct Plan</p> <ul style="list-style-type: none"> The comments in support are noted. Refer to Submission Review Report 3.3: Neighbourhood Design Principles for details on changes to medium density

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<p>precincts north of the proposed east-west fauna corridor.</p> <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitter notes the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
<p>5.8. 87 Kinross Road, Thornlands</p> <ul style="list-style-type: none"> ▪ Likely resumption of six meters of road frontage land. This would diminish the value of the property by a considerable amount. ▪ Suggestion for possible rezoning to the 3a category (medium density as in the land to the south of the property). ▪ Request for consideration for subdivision of block, for two separate access provisions or one joint provision which would come most likely from the land south of the block. 	316	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ Refer to Submission Review Report 1.5: Kinross Road Widening for details on reduced future road widening requirements. ▪ Refer to Submission Review Report 3.3: Neighbourhood Design Principles for details on changes to medium density precincts north of the proposed east-west fauna corridor. ▪ To ensure future development provides internal access to properties that currently have access to Kinross Road the Structure Plan will be amended to include the following provision: <ul style="list-style-type: none"> Specific Outcome S2.1 (3) Access streets and access places are designed and located to – (k) ensure alternative vehicular access is available for existing dwelling houses that currently access onto Boundary Road and Kinross Road. ▪ It is noted that the publicly notified development application for 89-101 Kinross Road does not make provision for access to the submitter's property. Internal access arrangements through the proposed development to the submitter's lots will be considered through the assessment of this application. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitter notes the officers' comments. 2. That Specific Outcome S2.1 (3) of the Structure Plan be

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<p>amended as follows:</p> <p>(3) Access streets and access places are designed and located to –</p> <p>(k) ensure alternative vehicular access is available for existing dwelling houses that currently access onto Boundary Road and Kinross Road.</p> <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

Table 5: Site specific

Issue Summary	Submission Reference No.	Submission Response
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5.9. 67-85 Wrightson Road, Thornlands

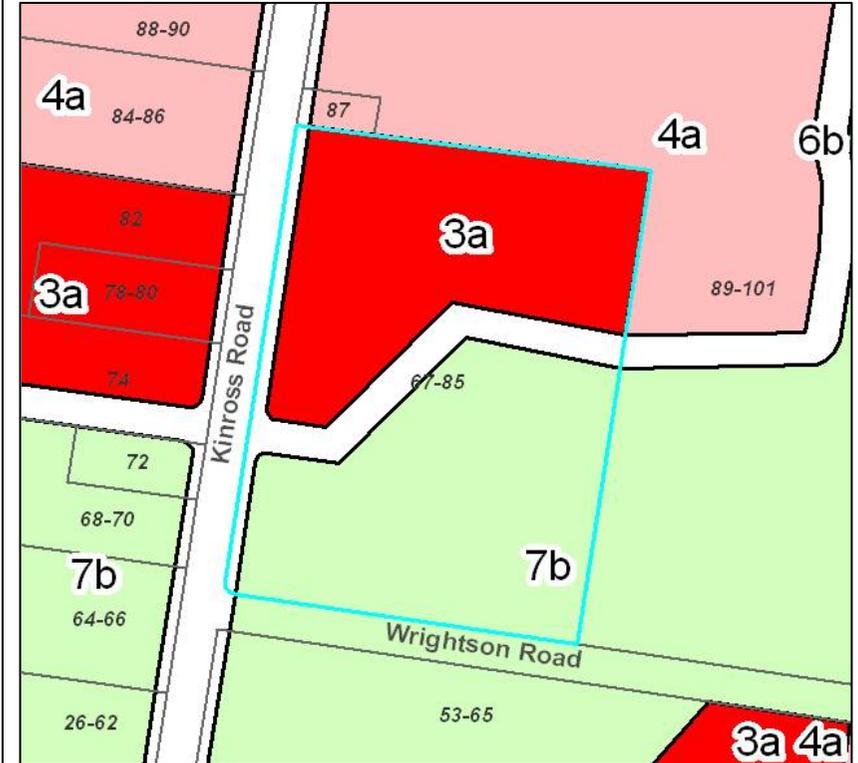


- The proposed east west corridor is inappropriately located on the subject land and should be relocated further to the south.

Submission Reference No.

Submission Response

Officer Comments



Source: Kinross Road Public Consultation Land Use Precinct Plan

- Refer to Submission Review Report 2.3 for further information on the size and location of the proposed ecological corridors within the Kinross Road Structure Plan Area.
- Refer to Submission Review Report 3.3 for further information regarding the removal of the Medium Density Precinct from the northern section of the lot and the inclusion of this area

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<p>within the Urban Residential Housing Precinct 4 – Sub Precinct 4a – Urban Housing.</p> <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

Table 5: Site specific

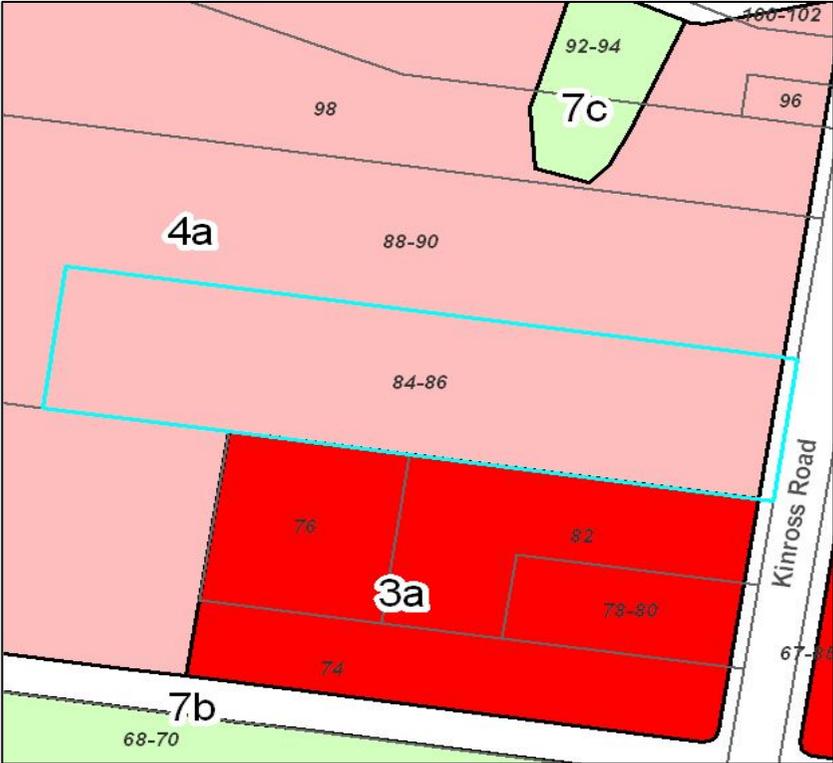
Issue Summary	Submission Reference No.	Submission Response
<p>5.10. 84-86 Kinross Road, Thornlands</p>  <ul style="list-style-type: none"> ▪ Inclusion of the subject site within the Urban Residential Housing Precinct is supported for the following reasons: <ul style="list-style-type: none"> ▪ The site will contribute to meeting dwelling targets expressed in the SEQ Regional Plan. ▪ The location of the subject site is well situated and 	<p>48</p>	<p>Officer Comments</p>  <p>Source: Kinross Road Public Consultation Land Use Precinct Plan</p> <ul style="list-style-type: none"> ▪ The subject land is appropriately within the Urban Residential Housing Precinct - Sub Precinct 4a – Urban Housing. No changes are proposed to the draft Structure Plan. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments.

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
<p>suitable to deliver the identified outcomes for the 'Urban Residential Housing Precinct.'</p> <ul style="list-style-type: none"> ▪ The site's location and proposed designation is broadly consistent with the objective of providing a balance between koala habitat and protection of urban development. 		<p>2. That no changes be made to the draft Kinross Road Structure Plan.</p> <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
<ul style="list-style-type: none"> ▪ Map 4 – Minor inconsistencies with the Infrastructure Agreement with Allconnex. ▪ It should not be the intent, the Structure Planning process to effectively prohibit all development until a Structure plan has been finalised and adopted. ▪ Precinct 6b – Bushland Living, Special Housing, Koala Sensitive must be removed. 		<p>1303 of 2009. Subsequent applications wholly consistent with the Court Approval within this sub area will be supported. No further changes are required to the draft Structure plan.</p> <ul style="list-style-type: none"> ▪ Map 4 provides an illustrative guide of Council’s preferred infrastructure layouts for the Kinross Road area for portable water supply, wastewater disposal systems and trunk stormwater management infrastructure. The Map is referenced in a note in the Structure plan to assist applicants addressing specific outcome 3.1. <p>3.1 (1) uses and other development are serviced by infrastructure including –</p> <ul style="list-style-type: none"> (a) reticulated water (b) reticulated sewerage (c) stormwater management systems <p>It is recognised that the existing Infrastructure Agreement between the landowner and Allconnex indicates minor changes to Map 4. Recognising Map 4 only provides an illustrative guide of Council’s preferred infrastructure layout, no further changes are necessary.</p> <p>When and how current development applications within the draft Kinross Road Structure Plan are determined is a matter which will be determined through the development assessment process.</p> <p>A number of potential changes are proposed to the road network in this area. These changes are discussed in Submission Review Report 1.1. In response to these changes, it is likely the existing infrastructure agreement may need to be renegotiated.</p>

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

Table 5: Site specific

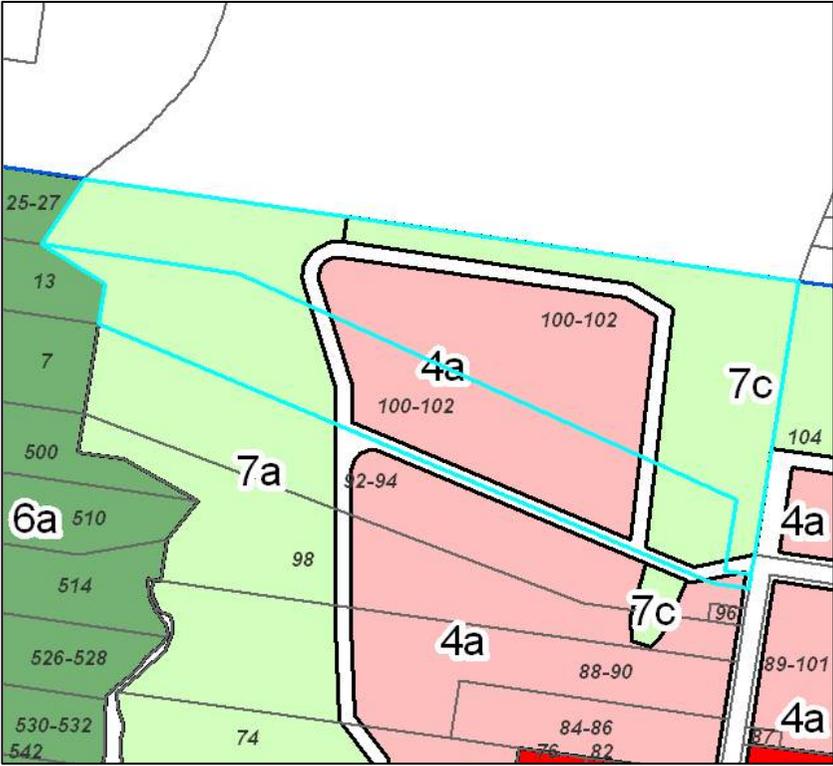
Issue Summary	Submission Reference No.	Submission Response
<p>5.12. 100-102 Kinross Road, Thornlands</p>  <ul style="list-style-type: none"> ▪ Comment received from the Koala Action Group does not support the development of this site. The site directly adjoins a contiguous area of recognised high value bushland for koalas (State Planning Policy 02/10 Koala Conservation in SEQ and Redlands Planning Scheme). The site is designated as a Koala Sustainability Area. 	<p>216, 326</p>	<p>Officer Comments</p>  <p>Source: Kinross Road Public Consultation Land Use Precinct Plan</p> <ul style="list-style-type: none"> ▪ The 21 hectare subject site is located adjacent to the northern boundary of the Mater Planned Area. The draft Structure Plan includes the site within the following land use precincts: <ul style="list-style-type: none"> ▪ Urban Residential Housing Precinct 4a; and ▪ Greenspace Network Precincts 7a and 7c.

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
<ul style="list-style-type: none"> ▪ Detailed strategic submission lodged by Track Consultants on behalf of the landowner: Churches of Christ Queensland (CofCQ). ▪ The CofCQ is generally supportive of the intent and content of the draft Structure Plan. ▪ CofCQ are a not for profit organization that provides care and social housing to families, the elderly and people in need operating 137 facilities across Queensland employing 2,300 special staff. ▪ The CofCQ intend to develop the site to provide long-term housing targeted at the aged on low incomes that are in housing stress. There is a demonstrated community need for this facility. ▪ Two development applications currently lodged over the site seeking approval for: <ul style="list-style-type: none"> ▪ Aged Care Facility of 192 rooms; ▪ Retirement Village comprising 305 independent living units and ancillary services and facilities; ▪ 1000m² GFA local centre; ▪ 75 place child care centre; and ▪ 20 affordable housing units in a multiple dwelling ▪ The CofCQ owns the site and is committed to the development proposals for the site with funding support secured from other levels of government. It is not a speculative development proposal. ▪ Refinements to draft Structure Plan are suggested to better 		<p>A future local park is also located on the site.</p> <p>Residential Precinct Footprint</p> <p>1. Koala Conservation (western edge of urban residential footprint)</p> <ul style="list-style-type: none"> ▪ It is acknowledged that the bushland habitat immediately to the north of the site is one of the most significant area of core habitat within the Urban Footprint (SEQ Regional Plan 2009-2031) of the City. This extensive bushland habitat is a publicly owned and managed conservation reserve that supports a range of native fauna (including koalas) to survive in the north of the City despite the urbanisation that has occurred. The koala conservation values of this area are recognised by both State Planning Policy 02/10 Koala Conservation in SEQ and the Redlands Planning Scheme. ▪ The importance of the habitat and the movement opportunities along Hilliards Creek for koala conservation has been highlighted by research by the Department of Environment and Resource Management in 2008. This research found that the protection and enhancement of habitat that provides for the movement of koalas between urban and rural habitats is critical to reverse the declines and ensure the survival of the koala population in the Koala Coast. ▪ The Hilliards Creek habitat and movement corridor is critical for linking urban habitat to the north of the site with the large bushland habitats to the south, west and south-west towards Sheldon and Mount Cotton that are protected within the Regional Landscape and Rural Production Area (SEQ Regional Plan 2009-2031). It should be noted that this

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
<p>balance the delivery of ‘community creation’, environmental habitat protection and enhancement, population growth management and employment generation. These refinements include:</p> <ul style="list-style-type: none"> ▪ Establish a new aged care and community housing precinct for the site with specific planning provisions that support this use; and ▪ the residential footprint for the site should be extended to the west and the north. <p>Other comments made include:</p> <ul style="list-style-type: none"> ▪ the inclusion of the poultry farm on Boundary Road within the Bushland Living Precinct will result in the poultry operation remaining. The buffer area to the operation will also remain and prevent the development of urban and medium residential area within the buffer. This provides an opportunity to refine the location of the district park and re-allocate affected residential areas to other parts of the structure plan area such as the subject land; ▪ a secondary access/egress is essential for the safety of future residents of the area; <ul style="list-style-type: none"> ▪ the proposed bus link through the site could be accommodated but a clear direction/decision needs to be made – it is misleading and ambiguous to annotate a ‘potential’ trunk collector and bus link; ▪ the residential collector perimeter road is questioned on need and its potential impact of pedestrian and fauna friendly design outcomes; 		<p>landscape to the south includes a large area of 550 hectares removed from the Urban Footprint for koala conservation purposes through the review of the SEQ Regional Plan in 2009.</p> <ul style="list-style-type: none"> ▪ A key consideration of the draft Structure Plan has been the long-term protection and enhancement (rehabilitation) of this critical area of bushland along Hilliard’s Creek for native fauna movements between urban and bushland habitats. ▪ Ecological investigations undertaken for the draft Structure Plan have identified the need to protect and enhance (rehabilitate) the habitat values in the western portions of the site along Hilliards Creek. This western area includes areas of identified High Value Koala Bushland and High Value Rehabilitation in the SEQ Koala Habitat Mapping (State Planning Policy 02/10 Koala Conservation in SEQ). ▪ In line with ecological investigations undertaken for the draft Structure Plan, the extent of the western edge of Urban Residential Precinct 4a has been determined to provide opportunity to protect existing high value bushland but also rehabilitate an area of identified high rehabilitation value to strengthen the habitat and fauna movement values of Hilliards Creek. ▪ To deliver this outcome, the Greenspace Network of the draft Structure Plan has been applied to the western area to be protected and rehabilitated. It is intended that this area be transferred to public ownership through the development assessment process. ▪ The submission provided on behalf of CofCQ does not provide an ecological assessment to support the western

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
<ul style="list-style-type: none"> ▪ habitat protection - The need for greenspace is recognised however this should be refined to deliver other essential community services; ▪ the local centre is not located appropriately to provide long-term viability; ▪ there is an overall short fall in the provision of housing within the area to provide for a target of 1,825 dwellings; and ▪ the two main residential precincts stymie the delivery of a range of housing types. 		<p>extension of the urban residential precinct. The submission relies heavily on the demonstrated need for the project. This need is acknowledged in a general sense but is not considered sufficient planning grounds to justify the need to develop the western area of the site. The extension of the urban residential precinct to the west and north cannot be supported in the absence of such supporting information.</p> <ul style="list-style-type: none"> ▪ An analysis of the development proposal provided as part of the submission against the draft Structure Plan indicates that around fifty (50) of the three hundred (300) proposed independent living units are located in the western portion of the site and included in the Greenspace Network. The fifty (50) proposed units are either one or two storey in height and either dual occupancy (duplex) or terrace housing units. ▪ It should be noted that the development proposal in this area has not made any provision for bushfire management requirements to adequately manage the bushfire risk associated with the adjoining large bushland areas. As a minimum, a residential collector road and esplanade treatment would be needed to manage the risk on the western edge. However, based on the assessment of bushfire risk on the northern edge of the site it is more likely that a buffer of at least 50 metres may be required to manage bushfire risk. Such an approach is consistent with the existing State Planning Policy addressing bushfire risk. This existing northern buffer along with a further western buffer would reduce the proposed development of this extension area significantly from the fifty (50) units proposed to around twenty (20) units. ▪ It is questionable whether the small number of independent units affected by the western extent of the Greenspace

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<p>Network (twenty units or around 6% of the three hundred independent living units) would have a significant impact on the viability of the project.</p> <ul style="list-style-type: none"> ▪ It should be noted that the submission included a 2011 Preliminary Environmental Assessment of the site undertaken by Litoria Consulting on behalf of CofCQ. The Assessment also identifies the need to undertake a detailed ecological assessment in accordance with the Redlands Planning Scheme Policy 4: Ecological Impacts and a koala habitat assessment and management plan. <p>2. Bushfire Management (northern edge of residential footprint)</p> <ul style="list-style-type: none"> ▪ The current bushfire hazard mapping for the City prepared in consultation with the Queensland Rural Fire Services includes the entire site within the medium bushfire category of the Bushfire Hazard Overlay (Redlands Planning Scheme). ▪ The extent of bushfire hazard mapping on the site has been reviewed as part of a review of the bushfire hazard mapping for the entire structure plan area. Through this review the bushfire hazard mapping has been significantly reduced to better reflect the extent of bushland and associated bushfire risk expected to remain following development of the site and the wider structure plan area. ▪ In most cases, the review of bushfire hazard mapping found that the buffer and fire fighting access provided by a residential collector road and esplanade road treatment addressed medium bushfire risk to new residential areas. This approach was considered for the subject site but found to be inadequate to manage the bushfire risk associated with

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<p>the large public conservation area directly adjoining to the north. In addition to the esplanade road treatment, a buffer area is required to manage the bushfire risk.</p> <ul style="list-style-type: none"> ▪ A 30 metre buffer area required to manage the bushfire risk has been included within Greenspace Precinct 7c and represents the northern extent of Urban Residential Precinct 4a on the site. It should be noted that consideration has been given to the cleared trail area that adjoins the site to the north that provides 15-20 metres of the required overall buffer of around 50 metres. ▪ The submission has not provided an alternative assessment of bushfire hazard for the site to support the northern extension of the urban residential precinct into the remaining areas of identified medium bushfire hazard. The extension of the urban residential precinct to the north cannot be supported in the absence of such supporting information. ▪ It should be noted that the submission included a 2011 Preliminary Environmental Assessment of the site undertaken by Litoria Consulting on behalf of CofCQ. This Assessment indicated that where risks cannot be adequately managed, a buffer or fire break of 50 metres or greater may be required. The Assessment also identifies the need to undertake a further bushfire hazard assessment and management plan in accordance with State Planning Policy 01/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide and Redlands Planning Scheme Policy 1: Bushfire Hazard. <p>Use of the Site</p> <p>1. Aged Care and Special Needs Housing</p>

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<ul style="list-style-type: none"> ▪ An amendment to the draft Structure Plan to establish a new aged care and community housing precinct for the site is not considered necessary to support the proposed aged care and special needs housing use of the site. ▪ The draft Structure Plan proposes an amendment to the Redlands Planning Scheme to include all, land within urban residential precinct on the site within the Urban Residential Sub-Area UR1 zone. The Urban Residential Sub-Area UR1 zone supports the use of the site for aged care and special needs housing as a code assessable use. It also supports the provision of services that cater for the convenience needs of residents and other ancillary uses that support the primary use of the site such as a community health facilities and a child care centre. ▪ Aged Care and Special Needs Housing is defined by the Redlands Planning Scheme as 'residential accommodation that caters for persons having special or age related needs and do not have children living permanently with them. The term includes: <ul style="list-style-type: none"> ▪ Retirement villages, nursing homes, respite centres, hostel, group home, or uses of a like nature; ▪ Any ancillary facilities, such as medical, nursing, and personal care services to meet the needs of the residents, dining and recreation facilities, administrative offices, laundries, kitchens, and residential accommodation for persons associated with the operation of the use. ▪ It should be noted that uses such as retail and child care are to serve the residents and staff and not the wider community.

Table 5: Site specific

Issue Summary	Submission Reference No.	Submission Response
		<p>2. Local Centre</p> <ul style="list-style-type: none"> ▪ The development proposal contained within the submission includes a 1,000m² GFA local centre located within the Greenspace Network on the eastern boundary of the site. This local centre is located on a strip of land between land subject to flood inundation and a future residential collector road. It should be noted that the local centre is in addition to a central community hub to directly service the needs of residents of the facility. ▪ The land is identified by the SEQ Koala Habitat Values mapping as of high value rehabilitation value. The draft Structure Plan intent for the land is transfer to public ownership and rehabilitation through inclusion within the Greenspace Network. ▪ The draft Structure Plan has already made provision for a local centre to provide a range of community, retail and commercial services to the future community within the Mixed Use Local Centre and Community Facilities precincts. These precincts are co-located centrally to provide easy walking and bicycle access for most of the future community and supported by a local recreation park, pedestrian and bicycle networks and a bus stop to provide a focal point for the new and existing community to assist in place making and creating a sense of community. ▪ Planning analysis indicates that the future community will support a single local centre up to 2,000m² of GFA. The establishment of a similar precinct within the subject site meeting 50% of the future community need for a local centre would negatively impact on the viability and vitality of the proposed central community hub and the range of outcomes

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
		<p>this hub seeks to achieve (Refer to Submission Review Report 4.1 which further addresses the provision of a local centre within the Structure Plan area).</p> <p>3. Urban Design and Building Height</p> <ul style="list-style-type: none"> ▪ The draft Structure Plan will be integrated into the Redlands Planning Scheme through the introduction of a new overlay – Kinross Road Structure Plan Overlay Code and through a number of amendments to existing zones and overlays. The urban design provisions of the relevant zone, use and other codes will then be called up by development on the site for assessment purposes. ▪ The urban design provisions contained in the amendment to the draft Structure Plan to establish a new aged care and community housing precinct are adequately addressed through Urban Residential zone and Aged Care and Special Needs Housing use codes of the Redlands Planning Scheme. ▪ The draft Structure Plan supports accommodating the intended uses of the site within a low-rise built form (1 to 2 storeys in height). ▪ The submission supports a low-rise built form for the site. This support is however inconsistent with the current development applications and the material provided with the submission that include four apartment buildings at three storey in height. For the purposes of responding to this submission it is assumed that the definition of low-rise provided by the submission has the meaning of up to three storeys in height. ▪ Whilst it is recognised that the proposed three storey

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		<p>apartments provide for a demonstrated community housing need and support a compact development footprint with limited impact to the residential amenity of nearby existing and future residential uses, the density it contains is inconsistent with the planning intent of the site. This is based on consideration of the adjoining areas of high value bushland and the role the site has in facilitating fauna movements along Hilliards Creek.</p> <ul style="list-style-type: none"> ▪ A revision of the proposed development to align with the finalised Structure Plan on the site needs to be undertaken. This revision should consider the mix of dwelling units to be provided and whether a greater emphasis on apartment type housing is required. The revision should be informed by the range of assessments identified in the Preliminary Environmental Assessment provided with the submission (ecological assessment, koala management plan, bushfire hazard assessment etc.). Should this revision consider it necessary to propose three storey apartment housing to meet community housing needs, the <i>Sustainable Planning Act 2009</i> will provide the scope to consider this through an impact development assessment process. <p>Other Comments</p> <ul style="list-style-type: none"> ▪ It should be noted that the development proposal for the site appears to contain further conflicts with the draft Structure Plan in terms of the residential footprint. For example, the child care centre, and parts of the aged care facility and affordable housing appear to be located within the Greenspace Network. ▪ Refer to Submission Review Report 5.2 for comments and Recommendations on the Bushland Living Precinct proposed

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Issue Summary	Submission Reference No.	Submission Response
		<p>adjoining Boundary Road.</p> <ul style="list-style-type: none"> ▪ Refer to Submission Review Report 1.1 for comments and Recommendations on the second trunk collector access/egress. ▪ Refer to Submission Review Report 1.2 for comments and Recommendations on the potential bus link. ▪ Residential collector streets with esplanade treatments where adjoining greenspace areas have been used consistently and widely throughout the structure plan area as an urban design treatment to manage the interface of urban and greenspace areas. Collector streets are intended as low speed environments that provide shared pathways for walking and bicycles along with on-street parking. Pedestrian and fauna friendly designs are considered an integral element of the design of collector roads. <p>Collector roads also assist in the management of bushfire risk associated with adjoining greenspace area and provide access for fire fighting vehicles.</p> <ul style="list-style-type: none"> ▪ Refer to Submission Review Reports 3.2 and 3.5 for comments and Recommendations on housing and population. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan.

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Issue Summary	Submission Reference No.	Submission Response
		<p>Council Discussion</p> <ul style="list-style-type: none">▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none">▪ Adopt the officers' recommendation.

Table 5: Site specific

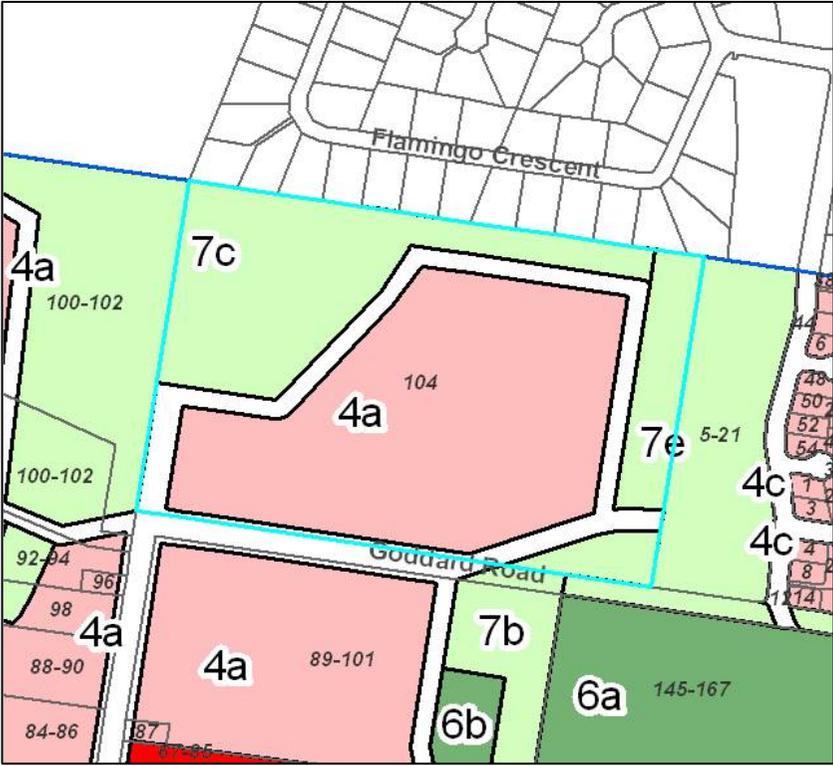
Issue Summary	Submission Reference No.	Submission Response
<p>5.13. 104 Kinross Road, Thornlands</p>  <ul style="list-style-type: none"> ▪ Land subject to an appeal in 2009 (Court No. 1303 of 2009). ▪ Draft plan generally consistent with Court Approval. ▪ Concern provisions in the draft plan in the strategic framework and overall outcomes of the draft code are too prescriptive in restricting no new lots or dwelling units within 	<p>332, 322, 2</p>	<p>Officer Comments</p>  <p>Source: Kinross Road Public Consultation Land Use Precinct Plan</p> <ul style="list-style-type: none"> ▪ It is recognised both the strategic framework and overall outcomes recognise urban development should not directly adjoin land in the Greenspace but be separated by the provision of an esplanade road. However the specific outcomes and probable solutions of the code, which form the basis for the assessment of a development recognises “to the greatest extent practicable” no new lots or dwelling units

Table 5: Site specific		
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<p>a community title directly adjoining land in Greenspace precinct but are separated by the provision of an esplanade road.</p> <ul style="list-style-type: none"> ▪ Further clarification is required regarding a local park located in Sub Precinct 7e – Eastern Wetlands Corridor and Sub Precinct 7c – Northern Wetlands Habitat within the subject land. ▪ The proposed road movement network as shown on map 2 and also on Diagram 11 and Map 1 does not accord with the vehicular access points shown on the concept masterplan approval as part of the final orders. In particular the draft plan proposes a residential collector along the western boundary of the Ausbuild land leaving from Kinross within the existing electricity easement. ▪ Map 4 – Minor inconsistencies with the Infrastructure Agreement with Allconnex ▪ It should not be the intent for the Structure Planning process to effectively prohibit all development until a Structure plan has been finalised and adopted. 		<p>within a community title directly adjoin land within the Greenspace Precinct but are instead separated by the provision of an esplanade road. This allows sufficient flexibility for the specific attributes of the particular development site to be considered necessary.</p> <ul style="list-style-type: none"> ▪ Map 1 Kinross Road Structure Plan Area – Land Use Precincts identifies the proposed land use pattern for the Kinross Road Area. The plan identifies the locations of both local and district recreation parks. The map clearly indicates no local recreation park is to be provided within the subject land. No changes are necessary. ▪ The draft plan indicates Council’s preferred layout to access the subject land from a proposed roundabout located on the corner of Goddard Road and Kinross Road. This is also consistent with advice received from Energex that it generally prefers to co-locate its transmission lines within road reserves wherever practicable. ▪ Map 4 provides an illustrative guide of Council’s preferred infrastructure layouts for the Kinross Road area for portable water supply, wastewater disposal systems and trunk stormwater management infrastructure. The map is referenced in a note in the Structure Plan to assist applicants addressing specific outcomes 3.1 <p>3.1 (1) Uses and other development are serviced by infrastructure including –</p> <ul style="list-style-type: none"> (a) reticulated water (b) reticulated sewerage (c) stormwater management systems.

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		<p>Recognising Map 4 only provides an illustrative guide of Council's preferred infrastructure layout, no further changes are necessary.</p> <ul style="list-style-type: none"> ▪ When and how current development applications within the draft Kinross Road Structure Plan are determined is a matter which will be determined through the development assessment process. ▪ A number of potential changes are proposed to the road network in this area. These changes are discussed in Submission Review Report 1.1. In response to these changes, it is likely the existing infrastructure agreement may need to be renegotiated. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. ▪ <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
<ul style="list-style-type: none"> ▪ Locking away large sections of land for greenspace and animal corridors is poor utilisation due to need for dwellings. ▪ Review all properties between Teesdale and Hoya Garden Centre which border Redland Bay Road, with a view to allowing those properties to be subdivided into allotments not smaller than 0.45 hectares. ▪ No Koalas seen in the area. ▪ Inadequate consultation and require more time. 		<ul style="list-style-type: none"> ▪ The 2006 zoning and overlay, reflected the inclusion of the area in the Koala Sustainability Area of the South East Queensland Regional Plan 'Interim Guideline Koala and Development' and the findings of the Environmental Inventory stage 4 review. In particular the Koala Guideline stated: <ul style="list-style-type: none"> ▪ Koala Sustainability Areas located within the urban footprint or rural living areas must have a non urban planning intent in the relevant local government planning scheme; and ▪ Development in a Koala Sustainability Area must be compatible with the conservation of Koalas except where there are existing development commitments. ▪ Land to the east of Hilliards Creek was included in the Emerging Urban Community (EUC Zone) and designated a Major Development Area by the State Government in 2006. The EUC zone area has been the subject of detailed planning investigations over the last couple of years. In 2010 Council submitted a draft structure plan to the State and at the same time requested the Minister designate the area included within the EUC zone a Declared Master Plan Area. <p>In December 2010 the Minister responded by designating a substantially larger area a declared Master Plan Area including not only the existing EUC zone but also additional land to the east and west. The Minister advised the additional area to the west and east of Hilliards Creek included within the declared Master Plan had been included to better protect Koala and Bushland habitat.</p> <p>As part of the declaration provided the Minister also imposed</p>

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		<p>timelines published in the Government Gazette in which key steps involved in the preparation of a structure plan must be completed. Council is bound by these timelines.</p> <p>The draft plan is consistent with the 2006 Planning Scheme, State Planning Policy (2/10): Koala Conservation in South East Queensland and the Minister's declaration of the area as a Master Plan Area.</p> <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

Table 5: Site specific

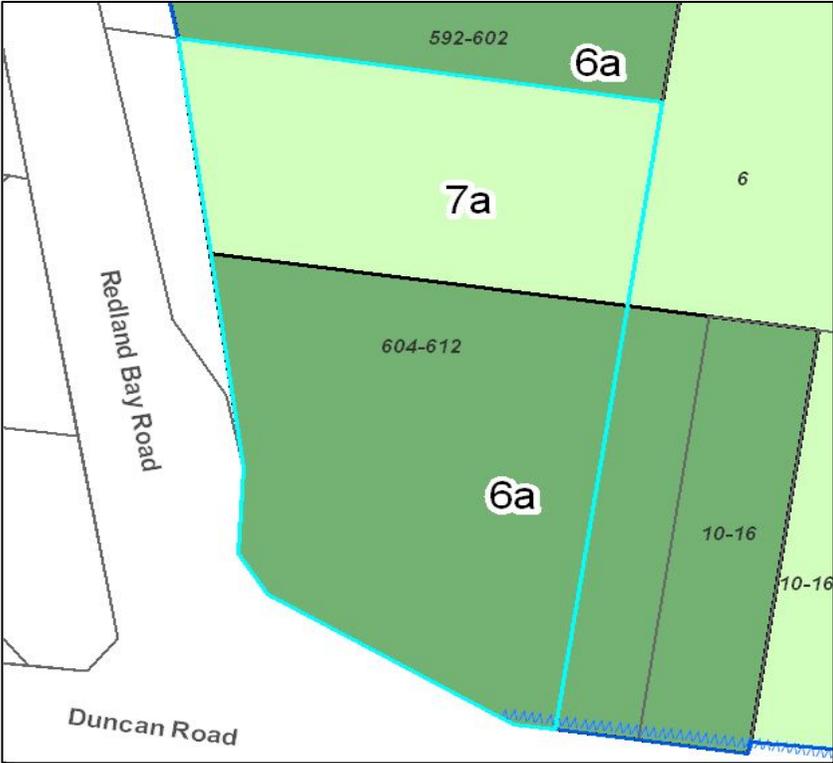
Issue Summary	Submission Reference No.	Submission Response
<p>5.15. 604 Redland Bay Road, Alexandra Hills</p>  <ul style="list-style-type: none"> ▪ Site purchased with intent to develop a service centre type development. ▪ Development would only occupy portion of the site with the remainder being able to be rehabilitated to promote and support environment. 	<p>240</p>	<p>Officer Comments</p>  <p>Source: Kinross Road Public Consultation Land Use Precinct Plan</p> <ul style="list-style-type: none"> ▪ The 35,220m² site is located at 604 Redland Bay Road at the intersection of Redland Bay Road and Boundary Road ▪ Land to both the east and north of the subject land is proposed for inclusion in the Greenspace and Bushland Living Precinct. Land immediately to the west of the site across Capalaba Redland Bay Road is included in the Park

Table 5: Site specific		
Issue Summary	Submission Reference No.	Submission Response
<ul style="list-style-type: none"> ▪ Request structure plan be amended to facilitate the establishment of proposed service centre. ▪ Site is cleared and has no significant constraints. ▪ Ideally located on two major roads for service station / local centre. ▪ No similar centre exists in the immediate area to support the future population of Kinross Road. ▪ Zoning and land use designation of the KRSP be amended to facilitate a Local Centre designation. 		<p>Residential Zone, Land to the south of the lot and Boundary Road is predominantly included in the Rural Non Urban and Regional Landscape and Rural Production area of the South East Queensland Regional Plan.</p> <ul style="list-style-type: none"> ▪ The lot is predominantly cleared but is affected by a number of overlays including the Bushland Habitat Overlay, Flood Stormwater and Drainage Combined Land Overlay, Landscape Overlay, Road and Rail Noise Overlay etc. ▪ Currently the draft Structure Plan includes the northern part of the subject land within the Bushland Living Precinct (Environmental Protection Zone) with the southern section of the lot proposed for inclusion in the Greenspace Precinct (Open Space Zone). ▪ The consultant submission lodged on behalf of the landowner proposes a service centre on the south west corner of the site with the balance of the lot potentially rehabilitated with appropriate koala habitat trees. ▪ The accompanying economic assessment indicates the subject site has the potential to serve a large catchment based on its exposure to Redland Bay Road and Boundary Road as well as a local catchment. ▪ There are significant planning concerns with the proposal. These include: <ul style="list-style-type: none"> ▪ The proposal is inconsistent with Council's centre planning and hierarchy which seeks to actively protect the primacy of the City's centre by discouraging out of centre development;

Table 5: Site specific		
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		<ul style="list-style-type: none"> ▪ The proposal would compromise the proposed local centre included in the draft road structure plan; ▪ A current application is currently being assessed for a local centre located on the corner of Boundary and Panorama Drive; ▪ The site is located on the intersection of two of the City's busiest arterial roads and would be reliant on high exposure rather than direct and convenient access and is likely to create conflict on arterial traffic routes; ▪ An intensive urban form on the lot is inconsistent with adjoining land uses included in the Greenspace Precinct and, Park Residential and Rural Non Urban Zone areas to the west and south; and ▪ Alternative access to the site via adjoining land to the east is not supported as it would involve additional crossing of Hilliards Creek and areas identified by ecological investigations as core habitat. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations.

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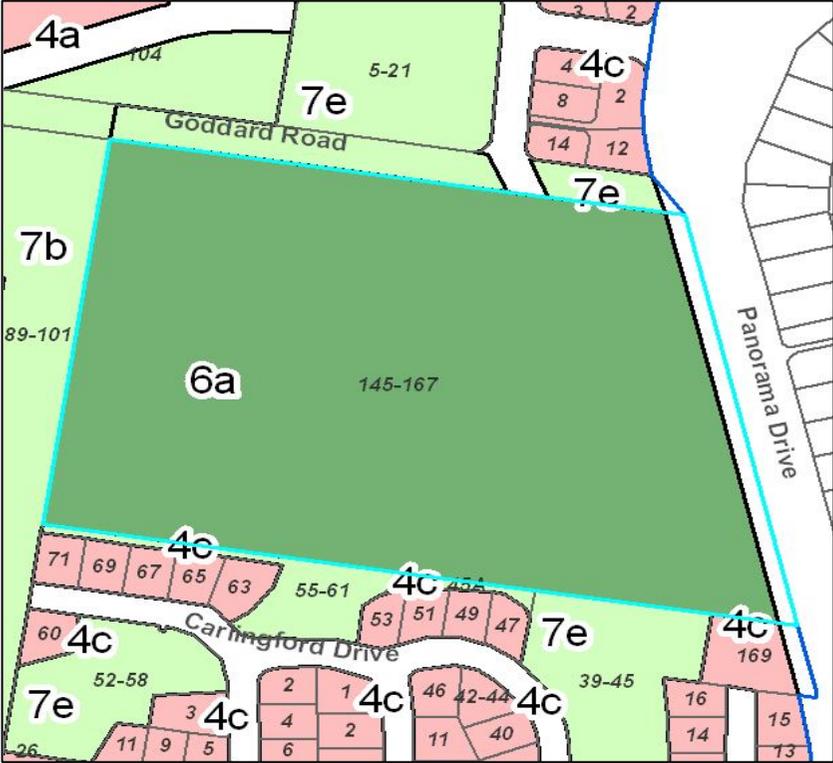
Issue Summary	Submission Reference No.	Submission Response
		<p>Special Meeting Resolution</p> <ul style="list-style-type: none"> Adopt to the officers' recommendation.
<p>5.16. 149 Panorama Drive, Thornlands</p>  <ul style="list-style-type: none"> Draft Plan appears to zone entire property Conservation and included in precinct 6a Bushland Living. Support entire parcel being included in Conservation. 	<p>132</p>	<p>Officer Comments</p>  <p>Source: Kinross Road Public Consultation Land Use Precinct Plan</p> <ul style="list-style-type: none"> Currently the Redlands Planning Scheme include the rear section of the subject lot within the environmental protection zone, the middle section of the lot within the Conservation

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Issue Summary	Submission Reference No.	Submission Response
<ul style="list-style-type: none"> ▪ Land registered for wildlife and considering registration as a koala reserve on land title. ▪ Any proposed road widening of Panorama Drive should ensure retention of existing 50 year old trees along the frontage of property. ▪ Supports retention of Goddard Road in its natural state with no removal of existing vegetation. ▪ Question the provision of a trunk collector across Wellington Ponds which will impact on the environment and existing parkland. 		<p>Zone with a section of land in the north west corner of the site included within the urban residential zone.</p> <ul style="list-style-type: none"> ▪ The proposed structure plan includes the lot within the conservation zone and the bushland living precinct. Council notes submitter's support for these changes. ▪ Advice from Council's City Infrastructure Group is that approximately 8-10m of the lot will be required for future road widening purposes. This is reflected in the current plan. Final detailed design will endeavour where practical to retain existing trees. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

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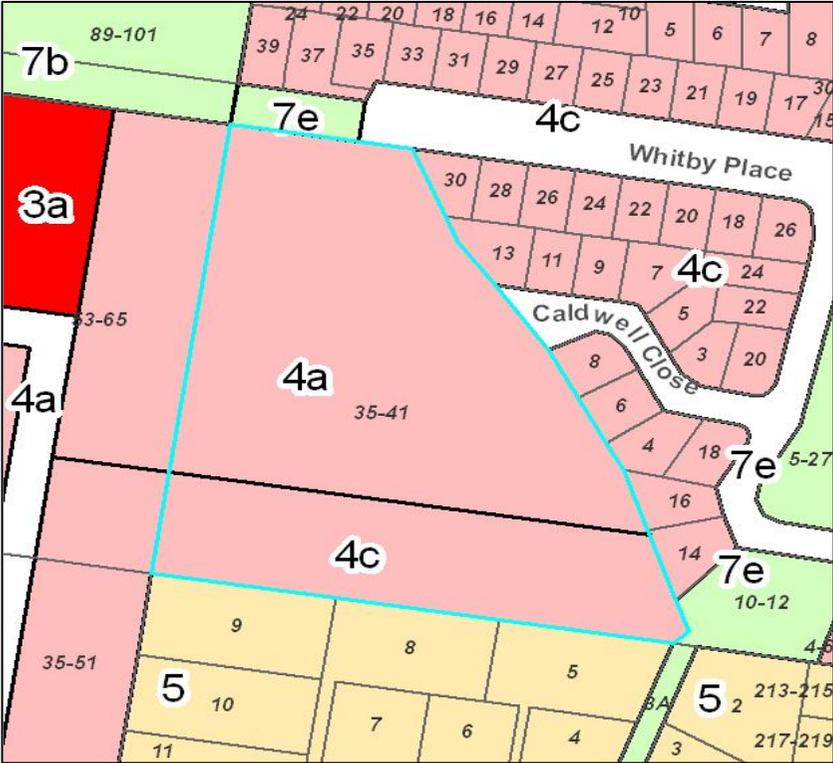
Issue Summary	Submission Reference No.	Submission Response
<p>5.17. 35-41 Wrightson Road, Thornlands</p>  <ul style="list-style-type: none"> ▪ Support proposed inclusion of the subject land within the Urban Residential Housing Precinct as a logical extension of existing urban development to the west of Panorama Drive. ▪ The site's inclusion within the Protection of the Poultry Industry Overlay may restrict its development in the short term, should the poultry shed remain operational. Request 	<p>277</p>	<p>Officer Comment</p>  <p>Source: Kinross Road Public Consultation Land Use Precinct Plan</p> <ul style="list-style-type: none"> ▪ The subject land is appropriately located within the Urban Residential Housing Precinct – Sub Precinct 4a – Multiple Locations. No changes are proposed to the draft Structure Plan. ▪ Refer to Submission Review Report 4.3 addressing the Protection of the Poultry Industry Overlay within the Structure

Table 5: Site specific		
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the removal of the site from the overlay.		<p>Plan area.</p> <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

Table 6: Governance		
Issue Summary	Submission Reference No.	Submission Response
<p>6.1. Consultation Process</p> <ul style="list-style-type: none"> ▪ The community consultation in the preparation of the draft Structure Plan has been inadequate. <ul style="list-style-type: none"> ▪ Landowners and residents on the Kinross Road Master Planned Area have not been consulted or involved in the preparation of the draft Structure Plan in line with best practice structure planning processes. 	322, 164, 183, 150	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ The draft Structure Plan has been prepared in accordance with the provisions of the <i>Sustainable Planning Act 2009</i> and the Statutory Guideline 03/09: Declared master planned area structure plans and Ministerial conditions. ▪ The public consultation period was supported by a range of measures to engage the local community with the consultation period from 28 April to 22 July 2011 significantly exceeding the 30 business days required under Statutory Guideline 03/09: Declared master planned area structure plans. <p>Specific consultation measures undertaken during this period included:</p> <ul style="list-style-type: none"> ▪ A website, consisting of draft maps and background studies; ▪ Hard copies available to view and/or purchase at Council Customer Service Centres; ▪ Newspaper advertising; ▪ A mail out to every landowner in the draft Structure Plan area; ▪ A distribution of a newsletter to landowners in the local area; ▪ A 1300-number inquiry service; ▪ An Open House Day, where the community had the opportunity to discuss the draft Structure Plan with Council officers; and ▪ Weekly Meet the Planner appointments

Table 6: Governance		
Issue Summary	Submission Reference No.	Submission Response
		<p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.
<p>6.2. Council Decision Making</p> <ul style="list-style-type: none"> ▪ Council decision making has been unduly influenced by political consideration and environmental lobby groups. 	322, 164	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ Council decision making in relation to the draft Structure Plan has been made in accordance with the <i>Local Government Act 2009</i> and the process identified in Statutory Guideline 03/09: Declared master planned area structure plans along with the steps included in the Ministerial declaration of the area as a master planned area under the <i>Sustainable Planning Act 2009</i>. ▪ In accordance with the Local Government Act 2009 a Councillor with a material personal interest or conflict of interest is required to declare an interest and not take part in the decision making process. ▪ It is normal for Councillors to be lobbied by a broad range of community interests and groups. Councillors have a

Table 6: Governance		
Issue Summary	Submission Reference No.	Submission Response
		<p>responsibility to advance the overall public interest in making decisions.</p> <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.
<p>6.3. Levels of Assessment</p> <ul style="list-style-type: none"> ▪ Statutory Components Report states that development for a raft of uses and subdivisions would be code assessable or exempt and not impact assessable. Making development of Kinross Road area code assessable contradicts Council's own claims as an open and accountable organisation. ▪ Firm construction plans should be implemented with swift resolution to unfair situations. 	<p>316, 232, 558, 177, 180, 253, 319</p>	<p>Officer Comments</p> <ul style="list-style-type: none"> ▪ The Draft Structure Plan has been publicly notified pursuant to the SPA 2009 providing opportunity for community comment on the development outcomes provided by this plan. ▪ The Draft Structure Plan is to be given effect through an amendment to the RPS and integrated into the level of assessment framework of the RPS. For example, areas identified in the structure plan for medium density housing will be included within the Medium Density Zone of the Redlands Planning Scheme. Subject to compliance with level of assessment provisions of the Medium Density Zone, medium

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		<p>density housing is a code assessable use within the Medium Density zone across the City.</p> <ul style="list-style-type: none"> ▪ Development proposals that do not meet the relevant provisions of the Table of Assessment are elevated to Impact Assessable and required to be publicly notified allowing comment on development proposals that are inconsistent with that identified in the Draft Structure Plan. In addition, the provisions of a range of other codes would also be applied. For example, Multiple Dwelling House Code, Access and Parking Code, Landscape and Reconfiguration Code and in this case the Kinross Road Overlay Code. ▪ At present, most forms of development within the Kinross Road MPA are Impact Assessable due to the current underlying Emerging Urban Community Zone. This approach has ensured the community has had opportunity to comment of development proposals lodged prior to finalising the Structure Plan. For example, the development application lodged on the Peet, Ausbuild and Church of Christ have been publicly notified. ▪ It should also be noted that it is widely recognised that housing affordability can be negatively impacted by development assessment procedures. ▪ Development proposals that are in compliance with the Planning Scheme and Structure Plan will be subject to code assessment. This is consistent with the level of assessment framework of the RPS that has been applied consistently across the City since 2006. There is no governance or planning grounds to support increasing this level of assessment to impact assessable only in the Kinross Road MPA.

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Issue Summary	Submission Reference No.	Submission Response
		<p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.
<p>6.4. Staging and Delivery</p> <ul style="list-style-type: none"> ▪ Given that there are development applications submitted, it would have been prudent for Council to provide a staging plan that identifies the preferred sequence of infrastructure delivery and urban development. Without a staging plan, there is enormous risk that development would be adhoc and lead to poor outcomes for the community. ▪ Cost to community through shortfall in infrastructure cost is likely to affect either ratepayers or taxpayers, or both. That the MPA is outside the capping is no guarantee against future cost to ratepayers. ▪ This is a well considered structure plan and if development has to take place at least it has been well integrated. 	<p>316, 232, 558, 177, 180, 253, 319</p>	<p>Officer Comments</p> <p>Staging</p> <ul style="list-style-type: none"> ▪ The Draft Structure Plan provides an overall land use of infrastructure framework to ensure the new community is staged in an integrated, orderly and cost effective manner. ▪ The Kinross Road MPA is expected to accommodate approximately 1,700 new dwellings. Due to the relatively small size of the MPA in comparison to other declared Master Plan Areas in Queensland, infrastructure networks required to support its development does not support a detailed staging plan for the area. It is important to note that the delivery of urban development in the MPA will predominantly be determined by the development industry through the IDAS

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Issue Summary	Submission Reference No.	Submission Response
		<p>process under the Redlands Planning Scheme. In addition how long the existing poultry farms continue to operate will also significantly influence the staging of development within the area.</p> <ul style="list-style-type: none"> ▪ Given that there are current development applications including both the Peet (89-101 Kinross Road), Ausbuild (104 Kinross Road) and Church of Christ (100 – 102 Kinross Road) sites in the northern parts of the area and the timing constraints placed of existing buffers of the Poultry Industry Protection Overlay that protect their operation, urban development of the area will predominately commence in the north. It should be noted however that the intersection of Kinross Road/Boundary Road will need to be upgraded to support development in the north. <p>Infrastructure Delivery</p> <ul style="list-style-type: none"> ▪ Once finalised, the trunk infrastructure items identified in the Structure Plan will be included within the City’s Priority Infrastructure Plan (PIP) and Infrastructure Charges Schedule (ICS). The PIP will identify the costs of infrastructure and equitably apportion the cost to development. The timing of infrastructure provision will also be detailed in the PIP to progressively fund and deliver trunk infrastructure in a timely and efficient manner. ▪ Infrastructure agreements will continue to be negotiated as part of the development assessment process as an alternative to capped charges. For example, an infrastructure agreement has been entered into as part of the Planning and Environment Appeal no. 1303 of 2009. This agreement infrastructure requires the developer to meet the cost of bringing forward the provision of sewerage, power, water,

Table 6: Governance		
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		<p>roads etc.</p> <ul style="list-style-type: none"> ▪ Section 6.2 of the Kinross Road Structure Plan Volume 2 – Planning Report, catalogues individual components of each infrastructure network proposed to support urban development in the MPA. Included within this section are preferred location, hierarchy status, expected timing and delivery strategy for all items to assist in the achievement of the Structure Plan. <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p> <ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.
<p>6.5. Land Valuations</p> <ul style="list-style-type: none"> ▪ Existing property owners seek clarification regarding how the draft Structure Plan would impact on property values within the Master Plan Area, and the associated potential increases in rates. 	559	<p>Officer Comments</p> <p>Land Valuation</p> <ul style="list-style-type: none"> ▪ Each year the State Government's DERM calculates values of land in Queensland. In September 2010, new legislation came into effect – the <i>Land Valuation Act 2010</i> – which

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		<p>introduced changes to the statutory land valuation process in Queensland. From 2011, all non-rural land is valued using the site value methodology and all rural land continues to be valued using the unimproved valuation methodology.</p> <p>Site value is the market value of the land in its present state. It includes the value of any site improvements made to the land (e.g. Filling, clearing, levelling and drainage works undertaken to prepare the land for development). However site value does not include:</p> <ul style="list-style-type: none"> ▪ structural improvements on the land such as houses, sheds and other buildings; ▪ excavations necessary for structural improvements on the land (such as building foundations, footings or underground car parks); and ▪ the existence of any leases, arrangements for a lease, development approvals or infrastructure credits and their added value (if any). <p>The Act also introduced a deduction for site improvements, which can be applied for if the landowner, undertook and paid for the site improvements to the land within the past 12 years to prepare the land for development.</p> <ul style="list-style-type: none"> ▪ In accordance with the <i>Land Valuation Act 2010</i>, rural land in Queensland is valued using the unimproved valuation methodology. Unimproved value means the amount a parcel of land could be expected to sell for at the date of valuation, assuming that no improvements have been made to the land (e.g. Levelling, filling, and drainage). It must be noted that under the <i>Land Valuation Act 2010</i>, the definition of

Table 6: Governance		
Issue Summary	Submission Reference No.	Submission Response
		<p>unimproved value was modified so that it no longer considers the existence of any intangible improvements.</p> <p>In deciding whether land is rural or non-rural, the Valuer-General determines a valuation methodology based on the zoning of the land under a State-endorsed planning scheme, or equivalent local planning scheme (i.e. Redlands Planning Scheme). Land which is zoned rural is designated as rural (for statutory valuation purposes) and is valued using the unimproved methodology. All other land is designated non-rural (for statutory valuation purposes) and is valued using the site value methodology.</p> <ul style="list-style-type: none"> As a result of the introduction of the Draft Structure Plan and the development opportunities it provides an increase in the land value may result. This will be most evident for land identified for residential and commercial development as the land use category used by the DERM will likely change from a rural residential category to the residential, multi-unit and commercial categories and the potentially higher relative valuations that market evidence of these categories will provide. This may include revaluation of properties in the conservation zone in accordance with the site value methodology <p>A landowner may lodge an objection with DERM regarding DERM's determined land valuation. Refer to the DERM website at www.derm.qld.gov.au for further information.</p> <p>Rates</p> <ul style="list-style-type: none"> Council rates and charges are made up of the General Rate, Separate and Special charges (e.g. Environment levy / Land Remediation Levy), and Utility Charges. The General Rate is

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		<p>calculated by multiplying the rate-in-the dollar set by Council by the land valuation determined by DERM. Residential rating categories are structured on a stepped principle so that 75% of properties are on a higher rate-in-the-dollar than the remaining 25%. This principle reduces the rate burden on higher valued properties. If the land valuation is increased a higher general rate may apply but this higher rate will not be in proportion of the valuation increase.</p> <p>For example, a property valued between 0 - \$314,999 is charged a rate-in-the-dollar of 0.00378480 with the minimum general rate being \$798.12. If the value of a property increases above \$314,999 the rate-in-the-dollar applied reduces to 0.00317923 for properties valued between \$314,999 - \$ 99,999,999.</p> <p>Separate and Special charges, such as the environmental levy and landfill remediation charge, would be unaffected as a result of the structure plan.</p> <p>Officers' Recommendations</p> <ol style="list-style-type: none"> 1. That the submitters note the officers' comments. 2. That no changes be made to the draft Kinross Road Structure Plan. <p>Council Discussion</p> <ul style="list-style-type: none"> ▪ Council supports the officers' comments and recommendations. <p>Special Meeting Resolution</p>

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		<ul style="list-style-type: none"> ▪ Adopt the officers' recommendation.

Appendix 1 – Evaluation of east-west corridor options

Appendix 1: Evaluation of East-West Corridor Options

	Use of existing patches of Koala habitat and/or scattered Koala trees within corridor(s)	Feasibility of erecting fauna exclusion fencing to funnel fauna safely to & within the corridor(s)	Avoidance of existing buildings/housing within corridor(s)	Avoidance of roads (excl. Goddard Rd & potential busway) within advertised MPA structure plan	Number of internal east-west fauna movement options within the MPA	TOTAL SCORE	COMMENTS
OPTION 1	1	0	0	0	1.5	2.5	This option is considered least desirable: it has only one potentially safe access to/from the habitats around Wellington ponds (only the northern "habitat linkage" could be fenced to ensure the safety of fauna). The proposed local fauna corridors cannot provide safe fauna movements due to existing and future housing, roads, property fencing, dogs etc. This option has identified the south-western portion for fauna movement but fencing would also be impractical given the existing houses, sheds and driveways. Furthermore, this option offers no central connection within the MPA.
OPTION 2	1	2	2	2	2.5	9.5	This option provides for safe internal east-west fauna movement options with no notable existing threats/impediments to fauna movement provided appropriate fencing were erected and a functional fauna crossing structure is constructed to funnel fauna safely across the landscape. However the proposed relocation for the central east-west corridor doesn't maximise retention of existing patches of bushland and would require significantly more revegetation effort to provide a vegetated linkage. With a gap of over 300m between existing Koala trees, this central corridor would not start being used by Koalas until after the completion of revegetation works.
OPTION 3	2.5	1	0	2	2.5	8	This option presents significant obstacles in the erection of fauna fencing in the central corridor due to existing housing and the need for vehicular access to/from those properties. Moreover, the southern portion includes several properties with existing sheds/houses that are an impediment to safe fauna movement.
OPTION 4	1	1	0	0	2	4	This option is considered undesirable as the southern connection presents significant disadvantages: it includes a number of existing sheds and houses presenting a direct obstacle to fauna movement, holds limited values for Koalas, does not make use of the existing Koala (and other fauna) habitat values in the centre of the MPA, erecting fauna fencing will be very difficult due to current land uses, would require significant works before revegetation can commence and would require several fauna crossings and a section approximately 250m length of the proposed corridor has been identified over a future road.

OPTION 5	3	0	0	0	3	6	<p>Although this option makes very good use of existing vegetation, the central and southern corridors present some significant challenges:</p> <ul style="list-style-type: none"> The central corridor is relatively narrow (approx. 65m) over a length of more than 230m, on properties that are sparsely vegetated and include several houses preventing effective fauna fencing, and no fauna crossing structure is proposed across Kinross Road for this corridor. The southern corridor would cross two roads but proposes only one crossing structure, has been identified over properties that currently include several houses/sheds, and presents pinch points in two areas where the majority of the width of the corridor is currently occupied by dams therefore leaving only very thin strips of land available for terrestrial fauna movement.
Revised east-west corridor (BAAM, 2011)	3	2	2	2	2.5	11.5	Viewed as providing the most practical option for primary east-west fauna movements whilst maximising habitat retention within the MPA. See Kinross Road Master Plan Area Review (BAAM, 2011) for details.

Evaluation scoring method	
Use of existing patches of Koala habitat and/or scattered Koala trees within corridor(s)	3 = very good 2 = good 1 = average 0 = poor
Feasibility of erecting fauna exclusion fencing to funnel fauna safely to & within the corridor(s)	
Avoidance of existing buildings/housing within corridor(s)	3 = no existing building/housing within corridor 2 = 1 to 3 existing buildings/housing within corridor 1 = 4 to 6 existing buildings/housing within corridor 0 = 7 or more existing buildings/housing within corridor
Avoidance of roads (excl. Goddard Rd & potential busway) within advertised MPA structure plan	3 = no road crossing 2 = 1 road crossing 1 = 2 road crossings 0 = 3 or more road crossings
Number of internal east-west fauna movement options within the MPA	Exact number of internal east-west fauna movement options (NB: score 0.5 for a corridor that stops at Kinross Road)