

Tannum Sands UDA Development Scheme

Submissions Report

Under section 29 of the *Urban Land Development Authority Act 2007*

April 2012



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development
authority**

Contents

1. Introduction	2
2. Overview of submissions	2
3. Summary of key amendments	2
4. List of all proposed amendments to the Development Scheme	3
5. Summary of submissions and ULDA responses relating to Development Scheme	6
6. Summary of submissions and ULDA responses relating to other issues	23

1. Introduction

The public notification and submission period for the Tannum Sands UDA Proposed Development Scheme was undertaken from 4 November to 19 December 2011.

This report provides:

- a summary of the key amendments made to the Tannum Sands UDA Proposed Development Scheme in response to submissions received
- a list of the amendments made in response to an operational review of the scheme
- a summary of the submissions considered by the Urban Land Development Authority and
- a response to issues raised in the submissions.

2. Overview of submissions

A total of 15 submissions were received, including submissions from Gladstone Regional Council (GRC) and local community members and interest groups.

Submissions were also received from the following key stakeholders:-

- State agencies: Department of Community Safety (DCS), Department of Communities (DoC), Department of Transport and Main Roads (DTMR), Department of Environment and Resource Management (DERM)
- Ergon Energy
- Community groups
- Community members

3. Summary of key amendments

	Section details	Nature of /reason for amendment
1.	Structure and Zoning Plan	To increase the width of the Open space zone along the Boyne River, to reflect DERM requests relating to watercourse setbacks and reserve dedications.
2.	Vision and structural elements	To allow for increased flexibility in the location of the 66kVA powerline.
3.	UDA-wide Criteria for the Street and movement network	To indicate when consideration of construction of a new access arrangement to the Tannum Sands State High School (TSSHS) will be triggered.

4. List of all proposed amendments to the Development Scheme

Issue #	Section details	Nature of / reason for amendment
S1.5 Acknowledgements		
1.	Include reference to Boyne Smelters	Reference to Boyne Smelters was omitted from the notified Development Scheme. Amend to include reference to Boyne Smelters
2.	Amend reference to Ergon Power	Amend reference to Ergon from Ergon Power, to Ergon Energy.
S2.2 Vision		
3.	S2.2.2 Structural elements – amendment to last dot point	To clarify intent of Structure and Zoning Plan and associated Structural elements, amend the last dot point to read – <i>‘provide for a potential 66kVA powerline to be delivered from a potential substation at the corner of Tannum Sands Road and Dahl Road to the Boyne River. The route will need to demonstrate that impacts to the community and development are minimised. Map 2 shows the preferred route’.</i>
4.	Map 2: Structure and Zoning Plan, Open space zone.	Amend Open space zone width to incorporate additional land as part of the Environmental Reserve adjoining the Boyne River within Lot 10 on SP183063, north of Lot 9 on SP183063. Amend Open space zone width within Lot 447 on SL40176, to widen the area adjoining the Boyne River in the south west corner, so that it is approximately 50m in width.
S3.1 Operation of the land use plan		
5.	Figure 1, zone provisions (first dot point)	For consistency through the document, amend first dot point to read – <i>‘Structure and zoning plan’</i>
S3.2 Development assessment		
6.	3.2.1 Interpretation (after first paragraph)	To clarify intent, include new paragraph that reads – <i>‘Schedule 2 defines particular words used in this scheme, including uses and administrative terms.’</i>
7.	3.2.2 Requirements for self-assessable development (after first paragraph)	To clarify intent, include new paragraph that reads – <i>‘Under the ULDA Act, section 43, UDA self-assessable development must comply with the requirements under the development scheme for carrying out the UDA self-assessable development.’</i>
S3.3 UDA-wide criteria		
8.	UDA-wide criteria 3.3.1 Neighbourhood planning and design (new 12 th dot point under Neighbourhood planning and design:).	To clarify intent of criteria, add dot point to read – <i>“achieves an appropriate interface with existing residential development adjoining the UDA boundary by:</i> <ul style="list-style-type: none"> • <i>considering densities through minimum lot sizes and the location of property boundaries</i> • <i>access arrangements</i> • <i>uses</i> • <i>height.’</i>

Issue #	Section details	Nature of / reason for amendment
9.	UDA-wide criteria 3.3.1 Neighbourhood planning and design (amend 14 th dot point under Neighbourhood planning and design:).	To clarify intent of criteria, amend dot point to read – <i>‘delivers building height and density for residential uses which are generally up to three storeys in height and 30 dwellings per hectare. However in Medium density residential areas immediately adjoining the Boyne River as shown on Map 2 – Structure and zoning plan, building heights of up to five stories and densities up to 150 dwellings per hectare are appropriate.’</i>
10.	UDA-wide criteria 3.3.1 Neighbourhood planning and design (add new 15 th dot point under Neighbourhood planning and design:).	To clarify intent of criteria, amend dot point to read – <i>‘any Medium density residential development should respect the slope of the land and minimise visual impacts of development’.</i>
11.	UDA-wide criteria 3.3.3 Street and movement network (first dot point under The UDA delivers:).	To clarify intent, amend to read – <i>‘efficient and safe street and state controlled road networks for all users’</i>
12.	UDA-wide criteria 3.3.3 Street and movement network (7 th dot point under Street network planning and design:).	To clarify intent, amend to read – <i>‘ensures the extension of Coronation Drive addresses connectivity, traffic movements and safety for people accessing the UDA and Tannum Sands State High School, and the safety and efficiency of the state controlled road’.</i>
13.	UDA-wide criteria 3.3.3 Street and movement network (new dot point 8 under Street network planning and design:).	To indicate when consideration of changes to TSSHS access is required, add dot point and footnote that reads – <i>‘Any extension of Coronation Drive to service development in the UDA will trigger a review and possible upgrade of the pick up/drop off arrangements to ensure safe and efficient access to the Tannum Sands State High School*’</i> <i>*Refer to Cardno Eppell Olsen Tannum Sands UDA Transport Masterplanning Report, October 2011; and Cardno Eppell Olsen Tannum Sands UDA Design Note: Potential timing for upgrade works on Coronation Drive, January 2012</i>
14.	UDA-wide criteria 3.3.3 Street and movement network (6 th dot point under Street network planning and design:).	To clarify expectations for provision, amend to read – <i>‘does not unreasonably constrain future provision of public transport infrastructure and does not adversely impact on the function or operation of existing or future public transport corridors and ensures potential public transport routes* are constructed to a standard appropriate to accommodate these services, including footpaths and pavements.’</i> <i>* Refer to Cardno Eppell Olsen Tannum Sands UDA Transport Masterplanning Report, October 2011.</i>
15.	UDA-wide criteria 3.3.7 Community safety and development constraints (second dot point and footnote).	To correctly reference the intent of the SPP, amend .to read – <i>‘flooding, bushfire and landslide*, and</i> <i>* For information on how to address potential flooding, bushfire and landslide risk, refer to:</i> <ul style="list-style-type: none">• <i>State Planning Policy 1/03 Mitigating the adverse impacts of flood, bushfire and landslide and associated guideline for siting</i>

Issue #	Section details	Nature of / reason for amendment
		<p>requirements for key elements of community infrastructure,</p> <ul style="list-style-type: none"> • The Queensland Coastal Plan • Relevant ULDA Guidelines • Calliope Shire Planning Scheme 2007, Flood Inundation Management Overlay, Series 7, Sheet number 33, for Flood Risk Line subject to outcomes of the Queensland Floods Commission of Inquiry 2011.
16.	UDA-wide criteria 3.3.8 Service infrastructure (new dot point 5).	<p>To clarify expectations in provision of 66kVA powerline within UDA, add dot point to read:</p> <p><i>'located and designed to ensure appropriate interface between development and a potential 66kVA powerline and substation'</i></p>
S3.4 Zone provisions		
17.	3.4.1 Residential zone intent (after paragraph 4)	<p>To clarify intent of zone, include new paragraph which reads –</p> <p><i>'Residential development adjacent to Areas of Ecological Significance, Wetlands or Waterway corridors will provide reasonable levels of protection through appropriate development design.'</i></p>
S4.0 Infrastructure plan		
18.	S4.0 Infrastructure plan (last paragraph)	<p>To clarify intent, amend last paragraph to read –</p> <p><i>'State controlled roads shall be upgraded in accordance with agreements with DTMR. In some cases, developers will be required to contribute towards the state controlled road associated upgrades.'</i></p>
19.	S4.0 Infrastructure plan, table (1st row, Roads and streets)	<p>To clarify infrastructure arrangements for TSSHS access, to Roads and Streets amend row –</p> <p><i>'Upgrading of pick up/drop off arrangements to Tannum Sands State High School in Coronation Drive, where required from an extension of Coronation Drive to service development in the UDA. The cost of these works will be funded by development within the UDA.'</i></p>
S5.0 Implementation strategy		
20.	5.3 Ecological sustainability, table (new paragraph)	<p>To clarify intent, at end of table, add–</p> <p><i>'The ULDA will work with state agencies, Gladstone Regional Council and local community groups, particularly traditional owners and local indigenous groups, to, where possible, implement employment and training opportunities, in particular for indigenous people.'</i></p>
Schedule 1: Exempt development		
21.	Table of exempt development, operational work (new row)	<p>For consistency, include –</p> <p><i>'Carrying out operational works associated with the reconfiguration of a lot.'</i></p>

5. Summary of submissions and ULDA responses relating to Development Scheme

Areas of support

Issue #	Issue/comment
1.	<p>A number of submissions expressed support for the proposed Development Scheme and the planning process. Specific comments included:</p> <ul style="list-style-type: none"> • General support for declaration of the UDA and development of the area • Appreciate need for housing in the area • Support the early release area (first stage of development) • Support the promotion of active transport initiatives in the area • Support for inclusion of public housing as exempt development • Support the provision of open space areas, particularly the protection of areas of ecological significance and wetlands • Support the preservation of the substation site and general wording the document which provides for the substation and associated connections to come forward.
2.	<p>Concern raised over the planning process undertake for the declaration of the Clinton UDA and preparation of the Development Scheme.</p> <p>However note that the process has been different with the Tannum Sands UDA and there has been a great deal of effort made in establishing good working relationships between the ULDA and council from the beginning. Wish to see this continue into the future.</p>
3.	<p>Support for the ULDA's use of Calliope Shire Flood and Inundation Management overlay for the basis of flood prone areas. This has been signed off by the previous government as appropriately reflecting the SPP 1/03 for flooding, bushfire and landslide.</p>

Areas of concern

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
Drafting/Administrative/Editorial comments			
1.	The maps in the Scheme do not have a scale. This is a particularly important issue when considering walking distances and routes within the UDA.	All development within a UDA will occur in accordance with relevant ULDA Guidelines. The walking distance between nodes is addressed by ULDA Guideline no. 5 Neighbourhood planning and design.	N
2.	Boyne Smelters is not referenced in the acknowledgements section of the document.	Noted. The Development Scheme has been amended to include reference to Boyne Smelters as a key stakeholder.	Y
3.	Ergon Energy is incorrectly referenced as Ergon Power in the document.	Noted. The Development Scheme has been amended to reference Ergon Energy.	Y
General			
4.	Will the ULDA adhere to GRC planning policies?	Development within the UDA will be required to be in accordance with the ULDA Act, Development Scheme and associated guidelines. Development will not be required to respond to the GRC's Calliope Planning Scheme, unless the Development Scheme specifically requires this. The ULDA has built upon the work GRC has already done in this location, and will deliver / contribute towards infrastructure in line with Council's current infrastructure policies and charges.	N
5.	The ULDA should find compromise between competing objectives, work with the local Council to achieve outcomes, and ensure there is local input into the outcomes.	A key role of the Development Scheme is to find a balance between competing objectives. The ULDA has regularly met with Council during the preparation of the Development Scheme. The ULDA has held multiple community engagement events to inform the community of proposals and seek their input.	N
6.	Additional land should be included within the UDA boundary. The suggested site is adjacent to the UDA but across a state controlled road. The site currently has a DA with Council for a retirement village. There is a lack of retirement options available in the Tannum Sands area which results in many people forced to leave the area later in life. This has flow social impacts for families, therefore the UDA would benefit from inclusion of this site within the boundary. The site is development ready, will complement the existing infrastructure, will provide access to services and is in line with ULDA objectives and community need.	<p>The ULDA does not declare UDAs. This action is undertaken by the Queensland government.</p> <p>Once a UDA is declared, the ULDA becomes responsible for the planning within that boundary. The Development Scheme cannot amend the boundary of a UDA.</p> <p>The ULDA seeks to promote the delivery of a range of housing types and sizes to respond to the needs of a range of demographic groups.</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
Property values			
7.	As a result of this development and a large increase in the number of homes in the area, existing properties will be devalued.	The primary reason the Queensland government declared the Tannum Sands UDA was to provide more housing in an area experiencing significant housing shortages and stress resulting from the resource boom.	N
8.	The area fronting the Boyne River should not be developed for small lot or affordable housing. People purchasing affordable housing close to the river have an unfair advantage in normal trading due to location of their property. The ULDA should prevent people from making large profits off the sale of these properties.	<p>All development within a UDA will occur in accordance with the Development Scheme and relevant ULDA Guidelines, which promote the delivery of a range of housing types and sizes and establish design criteria which guides development outcomes and help achieve housing affordability targets.</p> <p>The ULDA aims to improve housing affordability, rather than deliver affordable housing. Housing affordability relates to the impact of the prevailing economic, financial and social factors on housing demand and supply that may constrain people to own or rent a home and represents the underlying costs of developing housing for the market.</p> <p>The ULDA improves housing affordability by reducing the cost of development through streamlining the development approval process and removing impediments to public and private housing and urban development providers enabling it to bring urban land to market quickly.</p> <p>It also achieves housing affordability by requiring a variety of lot sizes and dwelling types within a development. Smaller house and lot types result in lower price points relative to the traditional lots being produced in the market. The ULDA does not put restrictions on the sale of private homes within the UDA.</p> <p>In this regard, the ULDA will not be creating an area specifically designated for affordable housing. Development types will be mixed throughout the site and not divided into separate areas.</p>	N
Development timing			
9.	The boom and bust nature of mining in the Gladstone area will lead to an over supply of housing in the future and potential for a collapse of the housing market. Have studies considering this been undertaken? The ULDA should look at longer term 5-10 year + horizon, not just act in a reactive manner to short term effects.	<p>The ULDA was established to help make housing more affordable for people experiencing housing stress. It is acknowledged that the housing market will go through periods of growth and decline. However there is currently a significant shortage of available housing in the greater Gladstone region.</p> <p>The ULDA has engaged with the GRC and state government agencies to help ensure the outcomes of the Development Scheme provide housing that is appropriate to the needs of the growing community.</p> <p>It has been estimated approximately 1500 homes could</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
		be delivered in the UDA. This will make some contribution to housing supply in the region over the next 10-15 years, subject to market conditions.	
Employment			
10.	<p>There are no jobs available in Tannum Sands and people living in the Boyne/Tannum area spend a large amount of money travelling between Gladstone and Tannum.</p> <p>Declaring a UDA in this area is a mistake as it targets people with a lower income. Where will these people work and has the ULDA calculated how much they will spend annually commuting? The UDA should be located closer to Gladstone.</p>	<p>The land declared as the Tannum Sands UDA is between existing areas of development and is seen as a natural extension of the Tannum Sands urban area. This location was identified in the Calliope Shire Planning Scheme Zone Plan as an area for urban expansion.</p> <p>The ULDA is committed to promoting the delivery of vibrant and inclusive communities in areas currently experiencing housing stress. In particular, the ULDA aims to assist in making homes more affordable for people experiencing housing stress. Many people are affected by housing stress, but in particular this includes key workers such as</p> <p>A key aspect of creating vibrant and inclusive communities is providing connections to employment nodes, however these nodes may not be provided directly within the UDA. In the case of Tannum Sands the ULDA will promote connections to Boyne Island, Curtis Island and Gladstone CBD where it is likely residents will work.</p>	N
School access			
11.	<p>Increased traffic in the area and the extension of Coronation Drive, will affect access to the TSSHS. Additionally general increases in traffic along Coronation Drive will affect safety around other schools in the area. Issues identified include:</p> <ul style="list-style-type: none"> • General access and surrounding pedestrian and cycling connections • Crossing Coronation Drive and need to ensure safety for students, parents and staff with potential for under / overpass • Impacts to safety from increased traffic volumes in the area, particularly coming from John Oxley Bridge along the main road as well as Hampton Drive, Centenary Drive and Malpas Street. These routes service the high school and three primary schools (Boyne Island State School, Tannum Sands State School and St Francis primary school), with many children walking to school along these routes. 	<p>A detailed traffic study was undertaken to support the provisions of the proposed development scheme. This study demonstrated the efficacy of the existing and proposed traffic and transport network to cater for the traffic anticipated to be generated by development of the UDA. Development of the UDA does not trigger any upgrading of John Oxley Bridge, Hampton Drive, Centenary Drive, and Malpas Street.</p> <p>A Design Note has also been prepared by Cardno Eppell Olsen to address the timing and potential design of the TSSHS access. The Development Scheme has been amended to include text regarding consideration of TSSHS access.</p>	Y

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
Public and active transport			
12.	<p>The area will become a dormitory suburb due to the majority of employment opportunities being located in Gladstone. The provision of public transport should be a key consideration in preventing this and ensuring access to employment and services.</p>	<p>All development within a UDA will occur in accordance with the Development Scheme and relevant ULDA Guidelines. A detailed traffic study was undertaken to support the provisions of the proposed Development Scheme. This study considered existing public transport routes in the area, and how a future route could be accommodated through the UDA, if a service is provided.</p> <p>The Development Scheme has been amended to include text that clarifies the requirement for potential bus routes to be accommodated, and by ensuring appropriate roads are constructed to a standard that would support a bus route.</p> <p>The Gladstone region is currently experiencing significant housing shortages. The Tannum Sands UDA will deliver housing within the greater Gladstone region. It is anticipated residents of Tannum Sands will access employment opportunities in Gladstone, Curtis Island, Boyne Island and elsewhere.</p> <p>The land declared as the Tannum Sands UDA is between existing areas of development and is seen as a natural extension of the Tannum Sands urban area. This location was identified in the Calliope Shire Planning Scheme Zone Plan as an area for urban expansion.</p>	Y
13.	<p>Additional internal pedestrian and cycle connections should be provided / shown in the document, to better connect areas within the development.</p>	<p>All development within a UDA will occur in accordance with the Development Scheme and relevant ULDA Guidelines. ULDA Guidelines require the consideration of transport routes and stops which are to be designed to accommodate public transport, in the event a service is provided.</p> <p>Movement networks will be designed to facilitate efficient and safe movements for pedestrians / cyclists and vehicles.</p> <p>The Structure and Zoning Plan identifies only major pedestrian and cycle connections. Additional connections will be identified at the development application stage, in accordance with ULDA Guidelines.</p>	N
14.	<p>Points raised in relation to public transport include:</p> <ul style="list-style-type: none"> • Would like to see provision of a sheltered bus stop to service the proposed Mixed use zone. • Would like to see provision of a public transport/ school bus route, including temporary turnaround facilities as required. Indicate this should be identified on a road layout within the 	<p>A detailed traffic study was undertaken to support the provisions of the proposed Development Scheme. This study considered existing public transport routes in the area, and how a future route could be accommodated through the UDA, if a service is provided.</p> <p>All development within a UDA will occur in accordance with the Development Scheme and relevant ULDA</p>	Y

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
	<p>development area and constructed before commencement of the first use on the site</p> <ul style="list-style-type: none"> The bus route must be able to accommodate buses which are a maximum 12.5 metres in length and able to enter and leave the site while always remaining in forward gear, as well as allow buses to safely and efficiently travel through the proposed development and designed to comply with the Transport Planning and Coordination Regulation 2005, Schedule 1. Residential land uses should be designed to minimise walking distances from residences to a public transport/ school bus route. In doing so, 90 percent of residential dwellings should be located within a 400 metre radius of a future public transport/ school bus route. 	<p>Guidelines.</p> <p>The Development Scheme has been amended to included text that clarifies the requirement for potential bus routes to be accommodated, and by ensuring appropriate roads are constructed to a standard that would support a bus route.</p> <p>ULDA Guideline no. 6 Street and Movement Network provides further information on street design requirements. Additionally ULDA Guideline no. 5 Neighbourhood Planning and Design makes reference to maximum walking distances from existing or planned public transport.</p>	
15.	<p>End of trip facilities need to be provided in accordance with the standards of the Queensland Development Code MP4.1 Sustainable buildings.</p>	<p>All development within a UDA will occur in accordance with the Development Scheme and relevant ULDA Guidelines.</p> <p>ULDA Guideline no. 6 Street and Movement Network establishes that all buildings within a mixed use development to provide end of trip facilities for pedestrians and cyclists in accordance with the Queensland Development Code MP 4.1 Sustainable Buildings.</p>	N
16.	<p>What guarantee will there be that public transport will be improved and maintained? If public transport is stopped, the area will degenerate as there will be an increase in the number of jobless people in the area. The development should be relocated to Gladstone, closer to the job market.</p>	<p>A detailed traffic study was undertaken to support the provisions of the proposed Development Scheme. This study considered existing public transport routes in the area, and how a future route could be accommodated through the UDA, if a service is provided.</p> <p>All development within a UDA will occur in accordance with the Development Scheme and relevant ULDA Guidelines.</p> <p>The Development Scheme has been amended to included text that clarifies the requirement for potential bus routes to be accommodated, by ensuring appropriate roads are constructed to a standard that would support a bus route.</p> <p>Movement networks will be designed to facilitate efficient and safe movements for pedestrians / cyclists and vehicles.</p> <p>The ULDA has engaged with GRC and the DTMR during the preparation of the Development Scheme in relation to proposed growth in the area.</p>	Y

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
Neighbourhood planning and design			
17.	<p>Higher density buildings along the Boyne River will be highly visible.</p> <p>The location of these buildings should be restricted to lower areas in proximity to mixed use areas such as shopping precincts, away from waterfront, parkland and ridgelines.</p>	<p>The area shown on the Structure and Zoning Plan as Potential Medium Density Residential is located in an area that slopes down to the river and is located behind an area to be maintained as open space. Development will therefore sit behind existing vegetation.</p> <p>The Development Scheme has been amended to include text requiring Medium density residential development to respect the slope of the land and minimise visual impacts from development.</p>	Y
18.	<p>Would like more detail on how the development will be designed, including lot sizes, height restrictions and whether there will be multi storey buildings.</p>	<p>All development within a UDA will occur in accordance with the Development Scheme and relevant ULDA Guidelines, which promote the delivery of a range of housing types and sizes and establish design criteria which guides development outcomes and help achieve housing affordability targets.</p> <p>In the Residential zone, buildings generally may be constructed up to 3 storeys in height, and in the potential medium density residential area, buildings generally may be constructed up to 5 storeys.</p> <p>The Structure and Zoning Plan shows where residential buildings up to 5 storeys in height, may be built, in the north of the UDA, along the Boyne River.</p>	N
Street and movement network			
19.	<p>Tannum Sands road is a state controlled road and any future works should recognise its importance as a potential access provider to the UDA.</p> <p>The Development Scheme makes no reference in regards to access onto the State-controlled road. Recommend that the following statement be added to the Development Scheme:</p> <ul style="list-style-type: none"> proposed developments may not take direct access from/ to the State-controlled road (Tannum Sands Road). 	<p>A detailed traffic study was undertaken to support the provisions of the proposed Development Scheme. This study demonstrated the efficacy of the existing and proposed traffic and transport network to cater for the traffic anticipated to be generated by development of the UDA. This study indicated that traffic volumes on Tannum Sands Road would result in this being a non-access road.</p> <p>All development within a UDA will occur in accordance with the Development Scheme and relevant ULDA Guidelines. The ULDA Guideline no. 6 Street and movement network, refers to non-access roads.</p>	N
20.	<p>What impacts will additional traffic have on surrounding streets, particularly impacts from extending Coronation Drive, and impacts to Tannum Sands road (state controlled road)?</p> <p>Would like further information on the staging and indicative lot release to assess timing and impacts to road infrastructure.</p> <p>The ULDA should engage an engineer to undertake a Road Impact Assessment (RIA) on</p>	<p>A detailed traffic study was undertaken to support the provisions of the proposed Development Scheme. This study demonstrated the efficacy of the existing and proposed traffic and transport network to cater for the traffic anticipated to be generated by development of the UDA. This included consideration of the extension of Coronation Drive and impacts to Tannum Sands Road.</p> <p>Staging and indicative lot release will be determined at</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
	Tannum Sands Road and its intersections with Coronation Drive and proposed new connector street access off Tannum Sands Road.	the time a development application is lodged for development in the UDA. Detailed intersection design with Tannum Sands Road will also be determined through the development assessment process.	
21.	<p>The current Dahl Road and Tannum Sands Road intersection is located closely to the Silverton and Tannum Sands Road intersection. The traffic study undertaken indicates that if the speed limit on Tannum Sands Road is reduced, that intersections on this road should be located between 300-500m apart.</p> <p>The traffic analysis should be revisited to address this issue.</p>	<p>A detailed traffic study was undertaken to support the provisions of the proposed Development Scheme. This study demonstrated the efficacy of the existing and proposed traffic and transport network to cater for the traffic anticipated to be generated by development of the UDA.</p> <p>The construction of Dahl Road will follow an existing gazetted road reserve, which has also been identified in Gladstone Regional Council's Adopted Infrastructure Charges Resolution (No. 1) 2011.</p>	N
22.	<p>Under the "Street and movement network" section, amend text to reference the nature of Tannum Sands Road as a state controlled road:</p> <p>Suggest amending first bullet point to read:</p> <p>efficient and safe street and State-controlled road networks for all users</p> <p>Suggest amending eleventh bullet point to read:</p> <ul style="list-style-type: none"> • ensures the extension of Coronation Drive addresses connectivity, traffic movements and safety for people accessing the UDA and TSSHS, and the safety and efficiency of the state controlled road (Tannum Sands Road). 	Noted. The Development Scheme has been amended to reflect this.	Y
23.	<p>The Development Scheme does not identify landscaping requirements. Landscaping could potentially impact on sight distance visibility and subsequently affect the safety of the State-controlled road. Add under "Site area and landscaping" the following:</p> <ul style="list-style-type: none"> • Any landscaping on the subject land that is within ten metres of the property boundary of the subject land with the State-controlled shall be planted in accordance with DTMR' Road Landscape Manual. 	<p>The Tannum Sands UDA boundary does not include any of Tannum Sands Road. ULDA Guidelines and assessment procedures can not apply outside the site boundary or within the Tannum Sands Road road reserve. The ULDA has undertaken a traffic study which has considered sight lines. Landscaping within the UDA will not impact on sight lines along Tannum Sands Road.</p> <p>However any proposed works undertaken within the road reserve will be done so in accordance with DTMR's standards.</p>	N
24.	<p>What is the nature of the streets within the UDA? i.e:</p> <ul style="list-style-type: none"> • What will be the width of internal roads? • What will be the width of connector roads? 	All development within a UDA will occur in accordance with the Development Scheme and relevant ULDA Guidelines. The width of roads and streets will be in accordance with ULDA Guideline no. 6 Street and Movement Network.	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
Housing diversity and affordability			
25.	<p>Will the area be specifically designated for affordable housing? The area is quite large, and this will create a separation of socio-economic classes. The ULDA should develop affordable homes in areas mixed with more expensive houses the cost of affordable houses is subsidised and the town is not divided into two areas.</p>	<p>The ULDA aims to improve general housing affordability, and is not a social housing provider. However, DoC or other Not for Profit providers may chose to develop social housing projects within the UDA. Other than housing ordinarily purchased by DoC/Not for Profit providers for social housing, housing within the UDA will be market housing.</p> <p>Housing affordability relates to the impact of the prevailing economic, financial and social factors on housing demand and supply that may constrain people to own or rent a home and represents the underlying costs of developing housing for the market.</p> <p>The ULDA improves housing affordability by reducing the cost of development through streamlining the development approval process and removing impediments to public and private housing and urban development providers enabling it to bring urban land to market quickly.</p> <p>It also achieves housing affordability by requiring a variety of lot sizes and dwelling types within a development. Smaller house and lot types result in lower price points relative to the traditional lots being produced in the market.</p>	N
26.	<p>The UDA is part of an existing community and development must fit that community while still achieving aims of housing affordability. This does not mean mirroring existing development, but development should be sympathetic to the existing urban fabric in achieving diversity and best practice urban design.</p>	<p>All development within a UDA will occur in accordance with the Development Scheme and relevant ULDA Guidelines. The Development Scheme contains UDA-wide Criteria which seeks to achieve good design outcomes while requiring the provision of a variety of lot sizes.</p> <p>Currently, UDA-wide Criteria requires development to integrate with the surrounding area and provide for shared use of public facilities by adjoining communities.</p> <p>The Development Scheme has been amended to include further text requiring development to provide appropriate interfaces with existing residential development adjoining the UDA boundary.</p> <p>Furthermore, the Development Scheme seeks to achieve permeable linkages and well designed road, pedestrian and cycle connections which promote access to the Boyne River and associated regional park.</p> <p>Guideline no. 5 Neighbourhood Planning and Design identifies further design criteria and standards to deliver high quality and well designed communities.</p>	Y

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
Environment and natural resources sustainability			
27.	Amend (at Paragraph 2, Point 1, Footnote 3 in Section 3.3.6 Environment and Natural Resources Sustainability) to specifically reference SPP4/10 Healthy Waters, along with SPP Guideline and Urban Stormwater Quality Planning Guidelines.	All development within a UDA will occur in accordance with the Development Scheme and relevant ULDA Guidelines. This includes ULDA Guideline no. 14 Environment and Natural Resources Sustainability. This guideline references SPP 4/10 Healthy Waters, as well standards for stormwater management, total water cycle management and Water Sensitive Urban Design.	N
28.	The ULDA should prepare a total water cycle management plan including an urban stormwater quality management plan to reflect the requirement of s21 of the environmental protection policy for water. Request that the following points be included in the Development Scheme: <ul style="list-style-type: none"> • "incorporates total water cycle management and water sensitive design principles to appropriately manage stormwater" "applies best industry practice erosion and sediment control techniques giving particular attention to local dispersive soils" 	A total water cycle management plan is not required for the preparation of the Development Scheme. All development within a UDA will occur in accordance with the Development Scheme and relevant ULDA Guidelines. This includes ULDA Guideline no. 14 Environment and Natural Resources Sustainability. This guideline references SPP 4/10 Healthy Waters, as well standards for stormwater management, total water cycle management and Water Sensitive Urban Design.	N
29.	Development along the river will affect health of waterways. How will the development minimise the impacts to the Boyne River?	The ULDA will require development to address relevant guidelines as part of any development application. This includes ULDA Guideline no. 14 Environment and Natural Resources Sustainability. This guideline references SPP 4/10 Healthy Waters, as well standards for stormwater management, total water cycle management and Water Sensitive Urban Design.	N
30.	Amend Development Scheme to make specific reference to indigenous cultural heritage values separate to non-indigenous cultural heritage	Noted. Development Scheme includes text referring to cultural heritage values. This wording covers all forms of cultural heritage including indigenous and non-indigenous cultural heritage.	N
31.	Concerned about methodology used in preparation of environmental consultant reports.	Noted. These matters have been resolved with DERM	N
32.	It is desirable that an application for a PMAV (Property Map of Assessable Vegetation) (which reflects the regional ecosystem and regrowth mapping shown in Figure 4 of the Detailed Ecological Assessment prepared by Chenoweth, June 2011) is submitted to DERM. Certification of a PMAV over the UDA would help to provide public transparency in relation to future clearing activities, particularly for the extent of endangered regional ecosystems and possible public concern	The ULDA have commissioned two detailed field studies on the site, following previous studies including site inspections from senior DERM vegetation officers. Endangered vegetation was only identified on the western edge of the site, along the Boyne River. This lot has a PMAV over it. Because no further endangered vegetation was identified or expected in Residential and Mixed use zones a PMAV is not considered necessary over the	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
	about impacts on these ecosystems.	remainder of the site.	
33.	The QLD biodiversity offsets policy (BOP) came into effect on 3 October 2011. In order to ensure the long term protection and viability of the state biodiversity values, DERM recommends that the provisions of this policy are considered by the ULDA as part of the proposed Development Scheme and in accordance with ULDA Guideline no.14. Please note the BOP does apply to taking of endangered, vulnerable or near threatened plants under the NCA, if any species are identified within the UDA.	All development within a UDA will occur in accordance with the Development Scheme and relevant ULDA Guidelines. Guideline no. 14. Environment and Natural Resources Sustainability references the BOP Areas generally affected by the BOP including wetlands and endangered regional ecosystems, have been protected from residential development and included in the Open space zone. Any application that would affect species listed under the Nature Conservation Act 1994 will require an application to DERM.	N
Community safety and development constraints			
34.	Amend item 2, Section 3.3.7 to incorporate the consideration of landslide hazard, so dot point reads: "flooding, bushfire and landslide..."	Noted. The Development Scheme has been amended to reflect this.	Y
35.	Amend item 3, footnote 6 to specifically reference ULDA Guideline no.5 neighbourhood planning and design, and no. 15. Protection from flood and storm tide inundation.	The Development Scheme calls up all ULDA Guidelines at the start of the UDA-wide Criteria rather than reference any specific guideline.	N
36.	Amend footnotes to incorporate bushfire and landslide hazards. Footnotes should read: <ul style="list-style-type: none"> for information on how to address potential bushfire and landslide hazards, refer to state planning policy 1/03: mitigating the adverse impacts of flood, bushfire and landslide and associated guidelines, relevant ULDA Guidelines, specifically Guideline no. 5 neighbourhood planning and design. 	Noted. The Development Scheme has been amended to reflect this. The Development Scheme calls up all guidelines at the start of the UDA-wide Criteria and therefore does not generally reference any specific guideline.	Y
Service infrastructure			
37.	The Development Scheme does not make specific reference to the placement of services in relation to state controlled roads which could impact on future upgrading works on the road reserve. Suggest the Development Scheme be amended to say: <ul style="list-style-type: none"> Where services (required to serve the proposed UDA development) are proposed to be laid/ placed within the boundaries of the State-controlled road reserve, they shall be laid/ placed in accordance with DTMR requirements. 	The Tannum Sands UDA boundary does not include any of Tannum Sands Road. However any associated works undertaken within the road reserve will be done so in accordance with DTMR's standards.	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
38.	<p>The Development Scheme has not addressed potential impacts of stormwater drainage.</p> <p>Amend Development Scheme to ensure:</p> <ul style="list-style-type: none"> • A detailed hydraulics study is undertaken which demonstrates how storm-water runoff from the site will be collected and discharged. 	<p>All development within a UDA will occur in accordance with the Development Scheme and relevant ULDA Guidelines.</p> <p>ULDA Guideline no. 14 Environment and Natural Resources Sustainability addresses requirements for stormwater drainage, as well as Guideline no. 13 Engineering Standards.</p>	N
39.	<p>Will power be provided to lots, and is this above or below ground?</p>	<p>Development in urban areas is required to meet certain standards, which are governed by the Building Act 1975. This includes connection to electricity and reticulated water. Current construction standards will use below ground power to connect to individual dwellings. An agreement on how to provide power...</p> <p>The ULDA has protected the potential for Ergon to provide an above ground 66kVA powerline through the site, inline with long term planning and supply intentions.</p>	N
40.	<p>There is an existing easement within the UDA that has not been shown on plans. The purpose of this easement is to facilitate infrastructure connections (66kVA powerline) associated with the future Ergon substation.</p> <p>The proposed location for the 66kVA line identified in the Structure and Zoning Plan of the proposed Development Scheme is not suitable.</p> <p>Amend Structure and Zoning Plan to align with the existing easement, with the balance to link up to Dahl Road.</p>	<p>Noted. The Development Scheme has been amended to indicate that the 66kVA route indicated on Map 2 is a preferred route, and any proposed route will need to demonstrate that impacts to the community and development are minimised.</p>	Y
Residential zone			
41.	<p>The Residential zone is adjacent to areas containing endangered regional ecosystems.</p> <p>Amend Development Scheme to ensure reasonable levels of protection are provided, to overlay areas containing 'endangered regional ecosystems' from adjacent land uses, through means such appropriate buffer requirements and Open spaces zones.</p>	<p>All development within a UDA will occur in accordance with the Development Scheme and relevant ULDA Guidelines.</p> <p>ULDA Guideline no. 18 requires development to be appropriately designed to interface with areas of ecological significance.</p> <p>The Structure and Zoning Plan identifies areas of endangered regional ecosystems as "Areas of Ecological Significance". All of these areas are included within the Open space zone.</p> <p>The Residential zone intent of the Development Scheme has been amended to require appropriate development design is achieved between Areas of Ecological Significance, Wetlands and Waterway corridors and development in the Residential zone.</p>	Y

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
Mixed use zone			
42.	Will there be any commercial development within the UDA?	Map 2: Structure and Zoning Plan shows a Mixed use zone. This zone will allow for commercial development including some small scale retail and office use. The Development Scheme already notes that development within the Mixed use zone should not undermine the viability of uses in nearby centres.	N
Special purpose zone			
43.	The UDA contains unallocated state land and reserves for environmental purposes. Requirements of the Land Act 1994, Native Title Act 1993 and Aboriginal Cultural Heritage Act 2003 will need to be addressed if future development of the UDA includes proposed changes to the tenure and use of these parcels.	Noted.	N
44.	Land should be made available for a multi-purpose convention centre which would provide seating for 2,500 people, and rooms where community based programs can be run.	The Structure and Zoning Plan includes a Special purpose zone, which would allow for community facilities such as a convention centre to be developed, subject to demonstrated need and compliance with the Development Scheme and ULDA Guidelines.	N
45.	Will any land be set aside for a primary school, and if not, where will the additional children be educated?	The Structure and Zoning Plan includes a Residential zone within which a school may be developed, subject to compliance with the Zone intent, the Development Scheme and ULDA Guidelines. The Development Scheme's Implementation Strategy identifies the ULDA's objective to work with landowners, government agencies, the Council and other organisations, as required, to identify and where possible facilitate, the delivery of social infrastructure, and educational and/or community facilities to meet the needs of the Tannum Sands community.	N
Open space zone			
46.	Amend Structure and Zoning Plan to include area along the Boyne River (in northern portion of Lot 9 on SP183063) as part of the Open space zone. This area has been dedicated as reserve / esplanade through the ILUA for the area.	Noted. Open space zone on the Structure and Zoning Plan has been amended.	Y
47.	Amend Structure and Zoning Plan to widen Open space zone, along south west portion of Open space zone in Lot 447 on CL40176, along Boyne River frontage. The purpose of this is to provide for future recreational use of the area and to deliver both corridor and waterway protection	The boundaries of the zones indicated on the Structure and Zoning Plan are flexible, and will be precisely determined through the development application phase. However to clearly indicate an intent to be setback from the Boyne River, the Open space zone on the Structure and Zoning Plan has been amended.	Y

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
	<p>functions.</p> <p>ULDA Guideline no.14 Environment and natural Resources Sustainability Guideline, refers to the regional vegetation management codes as a resource for waterway protection matters. The regional vegetation management code for the SEQ Bioregion, identifies a width of 10-50m from the high bank of a watercourse in which clearing should not occur. As the Boyne River has a stream order value of 7, it is recommended that the Open space zone along the river has a min width of 50m.</p>		
48.	<p>What is the nature of the Open space zone?</p> <ul style="list-style-type: none"> • How many parks will there be within the UDA? • What size will the parks be? • Will parks be connected by walkways? • Will there be any provision for play/exercise/shade equipment in the parks? • Will there be toilets in public areas? • Will there be a boat ramp within the UDA? 	<p>The Development Scheme has made provision for a large area of open space along the edge of the Boyne River. This includes areas of ecological significance which will be protected and buffered from incompatible uses.</p> <p>The Development Scheme also identifies the intention for a district recreational park within the Open space zone. In addition to this park, the Development Scheme identifies 5 neighbourhood recreation parks to be provided throughout the Residential zone.</p> <p>The ULDA's Guideline no. 12 Park Planning and Design identifies key principles and design standards for the delivery of parks within a UDA.</p> <p>This guideline identifies that district and neighbourhood recreation parks tend to be 5 ha and 5,000sqm in size respectively.</p> <p>Guideline no. 12 establishes standards for provision of shading, equipment and facilities which vary depending on the size of the park.</p>	N
Infrastructure plan			
General comments			
49.	<p>The proposed Development Scheme does not make provision for additional infrastructure.</p> <p>How will the population increase affect infrastructure including social infrastructure and schools?</p> <p>Will additional day care / school placements will be available?</p>	<p>The ULDA will apply GRC's infrastructure charges to development in the UDA.</p> <p>The ULDA has engaged with Council and other service providers including the Department of Education and Training and has provided information on the timing and number of new dwellings anticipated in the UDA.</p> <p>The Development Scheme's Implementation Strategy identifies the ULDA's objective to work with landowners, government agencies, the Council and other organisations, as required, to identify and where possible facilitate, the delivery of social infrastructure, and educational and/or community facilities to meet the needs of the Tannum Sands community.</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
50.	<p>Particular attention should be paid to infrastructure planning to ensure the proposed UDA development links into and augments the existing services of the Boyne / Tannum area.</p> <p>Parity should be maintained in both the payment of infrastructure charges and the provision of offsets or credits for trunk infrastructure between land within the UDA and the development of land outside the UDA.</p>	The ULDA will apply GRC's infrastructure charges to development in the UDA	N
51.	<p>Who will pay for the upgrading to the connecting of the existing external services provided by Council i.e. water, sewerage, roads (Council / ULDA)??</p> <p>Will ULDA pay for the upgrading of roundabouts and external connector roads to allow for the increased traffic caused by this large subdivision?</p> <p>What funding has been allowed for to cover the actual cost to connect and upgrade the existing roads, roundabouts and intersections?</p>	The ULDA will apply GRC's infrastructure charges to development in the UDA	N
52.	Will the ULDA pay the full cost for all internal infrastructure? If no, who will pay the balance?	Developers within the UDA will pay the upfront costs of constructing lots, including streets, power, water and sewerage. All developers within the UDA will also contribute to the broader infrastructure network through infrastructure contributions, inline with GRC's infrastructure planning and charges.	N
53.	<p>What will the infrastructure charges be within the UDA? Will this be the State infrastructure cap of \$28,000?</p> <p>Will infrastructure cost for headworks be actual cost? If no, if headworks are not paid in full, will Council pay the balance of infrastructure costs?</p>	The ULDA will apply GRC's infrastructure charges to development in the UDA	N
54.	What are the timeframes for the provision of new infrastructure, and will this be completed before the release of land from the proposed 1500 lot subdivision?	<p>Infrastructure within the UDA will be rolled out with development. Upgrades to external local infrastructure, directly impacted by development, will be upgraded with development.</p> <p>Upgrades to external regional infrastructure will be undertaken and determined by GRC. Development within the UDA will contribute to regional infrastructure by way of infrastructure charges. The ULDA will apply GRC's infrastructure charges to development in the UDA.</p>	N
Roads and streets			
55.	The last sentence of the infrastructure plan section	Noted. The Development Scheme has been amended	Y

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
	<p>states that:</p> <ul style="list-style-type: none"> “state controlled roads shall be upgraded in accordance with agreements with DTMR.” <p>The proposed developments will impact on the safety and efficiency of Tannum Sands road and its intersections with the proposed new connector road and Coronation Drive. As a result, developers will need to carry out the recommended road upgrades and/ or contribute towards such upgrades.</p> <p>Amend the last sentence of the infrastructure plan to read:</p> <ul style="list-style-type: none"> State-controlled roads shall be upgraded by developers in accordance with agreements with DTMR. In some cases, developers will be required to contribute towards the State-controlled road associated upgrades. 	to refer to state controlled roads.	
56.	<p>The table does not specify the actual/ extent of required road works (including the forms of intersections) and the costs associated with such upgrades (particularly in relation to state controlled roads), and what contributions are expected from developers, other agencies etc. Furthermore, no Road Impact Assessment (RIA) has been conducted to determine infrastructure requirements relating to the State-controlled road network. In addition, it does not necessarily mean the works associated with the Tannum Sands Road (as per the Development Scheme) are the only road works required within the State-controlled road reserve. Request the Development Scheme is amended to include the following statement:</p> <ul style="list-style-type: none"> The required road works within the State-controlled road reserve are subject to a Road Impact Assessment, which shall be submitted to DTMR for review and acceptance. <p>It is requested that this RIA be submitted to DTMR for review and acceptance with the measures required to be included in the Development Scheme, prior to the gazettal of the Development Scheme.</p>	<p>A detailed traffic study was undertaken to support the provisions of the proposed development scheme. This study demonstrated the efficacy of the existing and proposed traffic and transport network to cater for the traffic anticipated to be generated by development of the UDA.</p> <p>The ULDA will apply GRC's infrastructure charges to development in the UDA.</p>	N
57.	It is not clear if DTMR will enter into infrastructure agreements with the developers, Council or other state agencies.	Infrastructure provision will be imposed through conditions on development approvals in accordance with the provisions of the Development Scheme.	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
58.	<p>The increase in population and associated traffic will place pressure on Hampton Drive / existing John Oxley Bridge across Boyne River. There is a second option via the Bruce Highway, however for many people this is inconvenient.</p> <p>There is a second bridge proposed, which will be needed to reduce traffic congestion resulting from the development of the UDA. However the timing and certainty of the proposed second bridge is unclear.</p> <p>Does the ULDA propose to contribute towards the funding of the second bridge?</p> <p>Why has the ULDA indicated that roads and other infrastructure (affected by the development) is the responsibility of other organisations such as GRC?</p>	<p>A detailed traffic study was undertaken to support the provisions of the proposed development scheme. This study demonstrated the efficacy of the existing and proposed traffic and transport network to cater for the traffic anticipated to be generated by development of the UDA.</p> <p>The second bridge over the Boyne River, as proposed by Council, is required to serve the larger region, not just future development within the UDA. As such, development within the UDA will contribute towards the future cost of the bridge by way of infrastructure charges. The ULDA will apply GRC's infrastructure charges to development in the UDA.</p>	N
Implementation strategy			
59.	<p>The Implementation Strategy of the Development Scheme comprises a number of generalised statements with no specific identification of relevant agencies/ entities.</p> <p>Timeframes for the implementation of the works associated with the state controlled road network have also not been identified. One of the ULDA actions is to work with state agencies to "upgrade and/or contribute to upgrading of state controlled roads in the vicinity of the UDA". DTMR looks forward to working with the ULDA to determine the likely impacts and upgrades or contributions required and the proposal of mitigation strategies associated with the state controlled road network for the Tannum Sands UDA.</p>	<p>Noted.</p> <p>A detailed traffic study was undertaken to support the provisions of the proposed development scheme. This study demonstrated the efficacy of the existing and proposed traffic and transport network to cater for the traffic anticipated to be generated by development of the UDA.</p> <p>Any upgrade to any state controlled road will be in accordance with the findings of the traffic study.</p>	N.
60.	<p>Community engagement with Traditional Owners and other local indigenous groups should be included as stakeholders in the implementation plan. ULDA should formulate and implement employment generation, training and education strategies stating they value ongoing consultation with ULDA to identify possible employment and training opportunities for Indigenous people.</p>	<p>Noted. The Development Scheme has been amended to reflect this.</p>	Y
Schedule 1: Exempt development			
61.	<p>Operational works for reconfiguration of a lot should be exempt to be consistent with other exempt development.</p>	<p>Noted. The Development Scheme has been amended to reflect this.</p>	Y

6. Summary of submissions and ULDA responses relating to other issues

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
62.	<p>What is the nature of the ULDA as an organisation? In particular:</p> <ul style="list-style-type: none"> • Did the government pass a special act to legislate the powers to ULDA? If yes, what minister are ULDA responsible to? • Does ULDA have its own planning scheme? • Will this subdivision be on a level planning field with private subdividers? 	<p>The ULDA is an independent statutory body operating under the Urban Land Development Authority Act 2007, which commenced in September 2007. This Act establishes the ULDA to plan, carry out, promote or coordinate and control the development of land within declared Urban Development Areas (UDAs).</p> <p>The ULDA's actions are administered by the Deputy Premier and Minister for State Development, Infrastructure and Planning, Hon. Jeff Seeney.</p> <p>When a UDA is declared, the ULDA becomes the planning authority for that area. The ULDA will prepare a new Development Scheme for the UDA to guide development outcomes. This Development Scheme will be used in place of the Local Authority's planning scheme.</p> <p>The Tannum Sands UDA includes government and privately owned land. The ULDA will be subject to the same processes and have access to the same information as other land owners within the UDA.</p>	N
63.	<p>It has taken too long for this development to occur. The government has been aware of the housing crisis for some time and should have had sufficient time to plan for this long ago.</p>	<p>Three UDAs have been declared in the Gladstone region including Clinton, Tannum Sands and Toolooa.</p> <p>The Clinton UDA was declared on 1 April 2010. It is anticipated approximately 300 dwellings will be delivered in this UDA over 3-5 years. At the end of February 2012, 6 homes were constructed and 107 residential lots had been approved for development over 3 stages.</p> <p>The Tannum Sands UDA was declared on 9 September 2011. It is anticipated approximately 1,500 dwellings will be delivered across the whole UDA over 10-15 years. The ULDA is aiming to develop 850 of these dwellings within the UDA. The first stages of construction are anticipated to commence in mid 2012.</p> <p>The Toolooa UDA was declared on 9 December 2011. The ULDA is currently in the process of preparing the proposed Development Scheme for this UDA, which will be publically notified mid 2012.</p>	N