

29 August 2011



Chief Executive Officer
Urban Land Development Authority
GPO Box 2202
Brisbane QLD 4001

Attention: Mark Clayton

Dear Mark

Department of Transport and Main Roads Assessment of the UDA Development Application at Bellvista Boulevard – DEV2010/100 & DEV2010/101 (Revised Response)

I refer to the Department of Transport and Main Roads' (TMR) revised response dated 1 June 2011 to the Urban Land Development Authority (ULDA) for the development application on Bellvista Boulevard within the Caloundra South Urban Development Area.

In consultation with the proponent and Urban Land Development Authority, TMR has amended its response as reflected in **Attachment 1- Conditions of Development**.

I trust the ULDA will give appropriate consideration to the above. If you require additional information please contact Mr Darren McDonald, Principal Planner, on (07) 3146 1624 who would be pleased to assist.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Dan Johnson", written over a horizontal line.

Dan Johnson
Director (Development Leadership)
Integrated Transport Planning

Encl: Attachment 1- Conditions of Development 29 August 2011

Integrated Transport Planning
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Your ref DEV2010/100 & 2010/101
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Attachment 1

**Department of Transport and Main Roads
Conditions of Development (Revised)**

Response Date: 29 August 2011

DTMR Development No: NCR-8716 BRIS-2760 (Revised)

Sunshine Coast Regional Council

ULDA Application No: DEV2010/100 & DEV2010/101

Application:

DEV2010/100 - Material Change of Use (Houses and Sport, Recreation and Entertainment (Park) Reconfiguring a Lot (1 Lot into 233 Residential Lots, two Medium Density Residential lots, one Commercial Lot, two new Parks and new Roads)

DEV2010/101- Material Change of Use (Houses and Sport, Recreation and Entertainment (Park) Reconfiguring a Lot (1 Lot into 409 Residential Lots, three medium density residential lots, one new Park and new Roads)

Applicant:

Stockland Caloundra Downs Pty Ltd

Subject Land:

Part of Lot 22 on SP190373 and Part of Lot 202 on SP190373

Site Address:

Bellvista Boulevard, Caloundra West

Conditions of Development	Reasons	Comments and/or Additional Information
1. Traffic Safety and Efficiency Impacts on State-controlled roads Prior to the: - sealing of a plan of survey for the first released stage of development (other than for the purpose of creating management lots for precinct or stage boundaries); or - relevant planning body endorsing a community management statement notation for the development in accordance with section 60 of the <i>Body Corporate and Community Management Act 1997</i>; or - commencement of any commercial or business type use,	<i>Transport Infrastructure Act 1994.</i> Various Traffic Impact Assessments and supplementary Design Notes prepared by Cardno Eppell Olsen verify that the works are required to mitigate the safety and efficiency impacts on the state-controlled road network caused by traffic generated	The applicant may wish to enter into an Infrastructure Agreement with the department with respect to the satisfactory performance of this condition.

Conditions of Development	Reasons	Comments and/or Additional Information
whichever occurs first, the applicant must complete an upgrade of the Bellvista Boulevard leg of the current roundabout at the intersection of Caloundra Road with Bellvista Boulevard. This upgrade must be generally in accordance with Brown Consulting's 'Caloundra Rd/Bellvista Blvd Intersection Upgrades Concept Layout' Drawing No. N11033-SK05 Issue A, dated 26 August 2011 and 'Caloundra Rd/Bellvista Blvd Intersection Upgrades Concept Design' Drawing No. N11033-SK06 Issue A, dated 26 August 2011 and incorporate at least the following: • two (2) approach lanes (a separate left turn lane and a separate right turn/u-turn lane) <i>Note: vertical and horizontal approach geometry on the approach does not appear to meet current standard and will require attention to ensure safe operating conditions</i> • provision for on road cyclists • restrict movements at Berkeley Place (north and south) to "left-in" and "left-out" by means of a central raised median on Bellvista Boulevard. Raised medians are to be provided on the Berkeley Place approach legs and the left turn exit from Berkeley Place must to be configured as a high entry angle slip lane arrangement <i>Note: the restrictions are required for road safety reasons. The department suggests that the applicant be required to provide for vehicles to safely "u-turn" at an alternative location(s). The department notes the proposal on Brown Consulting's "Concept Layout" Drawing Nos. N11033-SK05 Issue A and N11033-SK07 Issue A are not situated on a state-controlled road and the location and design of these works will be subject to approval by others.</i> • The exit from Caloundra Road to Bellvista Boulevard is to remain configured as one departure lane. <i>Note: care will be required to ensure that the exiting speed into Bellvista Boulevard is controlled to ensure safe operating conditions – speed differential and potential conflict associated with movement (left-in/left-out) at Berkeley Place.</i> • all works for a design speed to suit the current posted speeds: 70km/hr (Caloundra Road); 60km/hr (Bellvista Boulevard)	by the proposal. The design and construction of the upgrade works must achieve acceptable standards to accommodate the generated traffic and maintain acceptable operational safety and efficiency on the state-controlled road. Consequently, the upgrade works should be in accordance with the Department of Transport and Main Roads' Road Planning and Design Manual (RPDM) and AUSTRROADS Guide to Road Design.	

Conditions of Development	Reasons	Comments and/or Additional Information
- provide any associated (new and/or alterations to existing) road pavements, kerbing, median treatments, intersection lighting, footpaths and verge treatments, drainage, road signs and furniture, line marking, public utility services, existing property accesses, etc. required to suit the upgrade works - all works are to be in accordance with the Department of Main Roads' <i>Road Planning and Design Manual (RPDM)</i> and <i>AUSTROADS Guide to Road Design</i>. Engineering design plans and specifications for the above works, certified by an appropriate Registered Professional Engineer Queensland (RPEQ), must be submitted to the Department of Transport and Main Roads for review and be approved (under section 33 of the <i>Transport Infrastructure Act 1994</i>) prior to commencing any work within the state-controlled road. <i>Please note: the Department of Transport and Main Roads will require the applicant to inform local residents about the upgrade works (and changed traffic operating conditions) prior to issuing an approval to undertake works in the state-controlled road. This consultation is to be undertaken to the reasonable satisfaction of the Regional Director North Coast Region and the consultation material is to be submitted for review and acceptance before public distribution.</i> <u>Road Network Connectivity</u> The Bellvista 2 Proposed Masterplan prepared by RPS Australia East Pty Ltd (August 2010) for the proposed development includes road connections to the south and to the east of the site which must be maintained as part of the development approval.	The earlier "Bellvista I" development relies on a single road access that is, Bellvista Boulevard. The scale of the catchment created with the further Bellvista II development requires supplementary access. Future road connections to the south and east of the site as proposed may have potential safety and efficiency	It is acknowledged that the location of these corridors may be altered or refined to optimise the overall future road network and land use of adjacent developments.

Conditions of Development	Reasons	Comments and/or Additional Information
	benefits for the state-controlled road and for future public and active transport modes.	
2. Public Passenger Transport Prior to the commencement of use of the site and to be maintained thereafter, the applicant is to ensure that the extension of Bellvista Boulevard and the proposed collector street in Precincts A1 and A2 are designed and constructed in accordance with the <i>Transport Planning and Coordination Regulation 2005, Schedule 1 - Code for IDAS</i>.	Section 8A of the <i>Transport Planning and Coordination Act 1994</i>. To minimise reliance on private car based transport and provide alternative public transport options it is necessary to ensure that the development can be adequately serviced by Public Passenger Transport once demand for the service is generated.	
3. Pedestrian and Cycle Planning Prior to the commencement of use of the site and to be maintained thereafter the applicant is to provide a revised Masterplan to the Department of Transport and Main Roads for endorsement. The revised Masterplan shall generally be in accordance with the Bellvista 2 Proposed Masterplan prepared by RPS Australia East Pty Ltd (dated August 2010), which shows the following amendments: • provide an additional, indicative pedestrian/cycle connection along Bellvista Boulevard between precincts B1 and A1 • the pedestrian crossing of Bellvista Boulevard to Stornaway Avenue should be shown more indicatively, for example in the form of an arrow, so as not to preclude detailed design • amend the legend to change 'Pedestrian Link between Parks' and 'Pedestrian Connection to Bellvista I' to 'Pedestrian/Cycle Link between Parks' and 'Pedestrian/Cycle Connections to Bellvista I'	Section 8A of the <i>Transport Planning and Coordination Act 1994</i>. To increase opportunities for people to access public passenger transport through well connected and designed cycling and walking paths. To ensure, so far as practicable, the provision of active transport infrastructure to support active transport.	

Conditions of Development	Reasons	Comments and/or Additional Information
Include an annotation that all pedestrian/cycle connections are indicative only and subject to detailed design		
4. Pedestrian and Cycle Path Design Prior to the commencement of use of the site and to be maintained thereafter the applicant must ensure that the proposed pedestrian/cycle connections shown on the revised Masterplan to be endorsed by the Department of Transport and Main Roads under condition 3 above are to be designed and constructed to comply with AUSTROADS <i>Guide to Road Design - Part 6A: Pedestrian and Cyclist Paths</i> (2009).	Section 8A of the <i>Transport Planning and Coordination Act 1994</i>. To increase opportunities for people to access public passenger transport through well connected and designed cycling and walking paths. To ensure, so far as practicable, the provision of active transport infrastructure to support active transport.	

Advisory Notes:

1. The applicant is advised that that they will need to apply for written approval to undertake road works on a state-controlled road pursuant to section 33 of the *Transport Infrastructure Act 1994*(TIA) prior to commencing construction of any works within the state-controlled road.
2. The applicant is advised that that they will need to apply for a Road Corridor Permit (formerly Ancillary Works and Encroachment (AWE)) for any structure or activity intended on a state-controlled road as defined by section 50 of the TIA. The Road Corridor Permit must be approved prior to placement of the structure or commencement of the activity within the state-controlled road.