



The Proserpine to Airlie Beach Growth Study & Structure Plan Consultation

Submission Analysis Report

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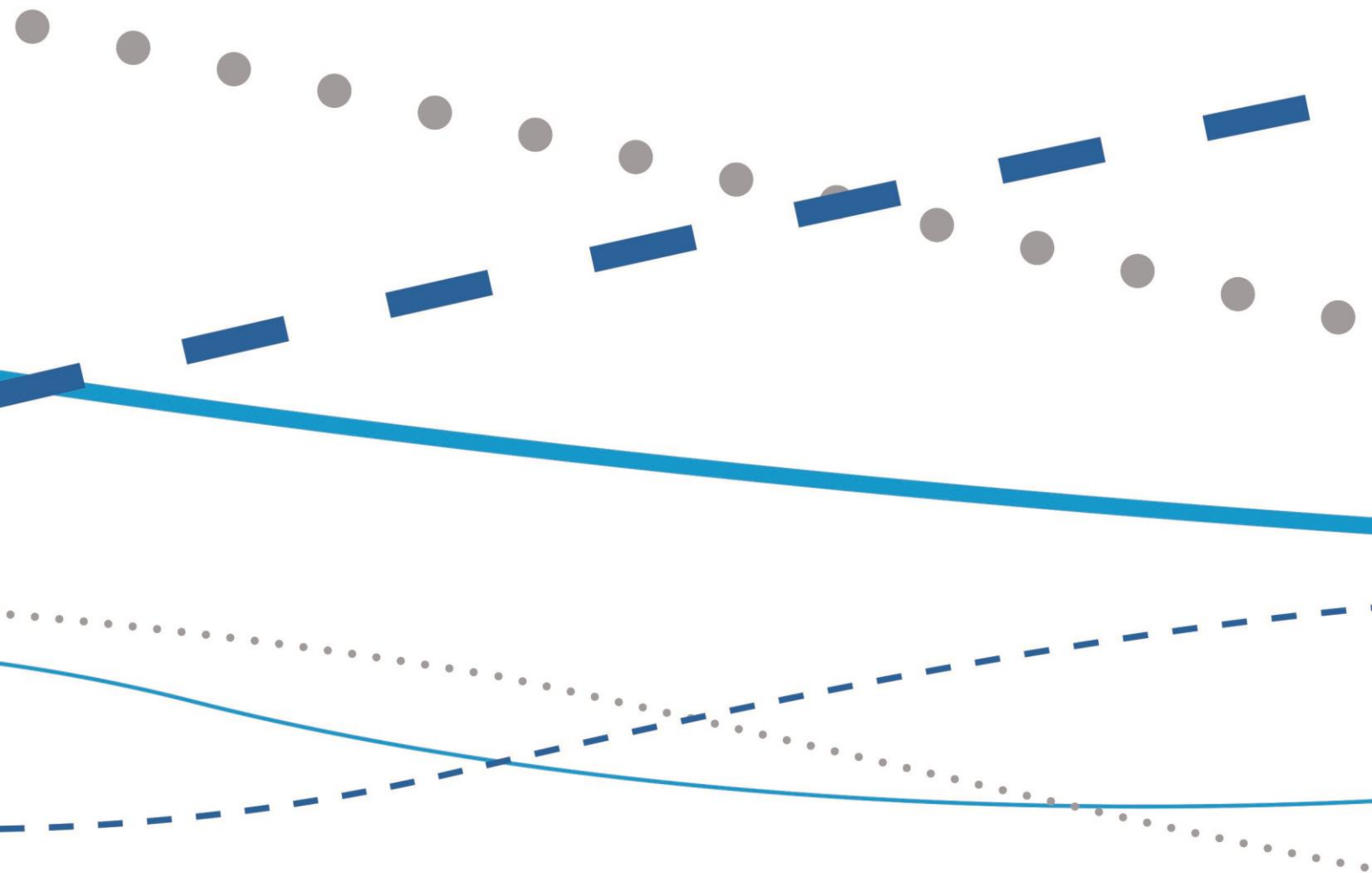


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1.0 Executive Summary

Whitsunday Regional Council (WRC) recently consulted with residents on the Proserpine to Airlie Beach Growth Study and Structure Plan between **25 July 2022** to **31 October 2022**.

The Proserpine to Airlie Beach Growth Study (Growth Study) provides a wholistic investigation into the future needs of the Greater Airlie Beach community. The Growth Study informs:

- decisions regarding zone amendments and development assessment.
- lobbying of the Department of Education for the allocation of school land to service the catchment.
- securing land for future infrastructure such as roads, water, sewer, parks and community facilities.
- strategic corridors for habitat and pedestrian/cycle movement.

The Proserpine to Airlie Beach Structure Plan (Structure Plan) is derived from the Growth Study, with a primary focus of identifying and preserving infrastructure corridors through the development assessment process, to facilitate orderly development in the future. The Structure Plan will be empowered by the Whitsunday Planning Scheme 2017 and any development in the future growth corridor will be required to consider the Structure Plan.

The consultation period was advertised online on the corporate website Yoursay Whitsunday, Facebook page, and newspaper public notices. Larger landholders were also directly contacted by mail or email.

During consultation many phone and general enquiries were received and answered. A total of 18 submissions were received.

The community will be informed of the response to submissions to close the communication loop and demonstrate how the feedback was taken into consideration when finalising the Growth Study and Structure Plan.

2.0 Background

The Growth Study was initiated when Council identified the need for a school and sportspark facilities in the Cannon Valley area. It was then determined necessary to complete a Growth Study for the growth area to cater for the long-term needs of the southern growth corridor, to promote orderly planning and secure critical asset corridors. The Structure Plan will be empowered by the Whitsunday Planning Scheme 2017 (Major Amendment) and any development in the future growth corridor will be required to consider the Structure Plan.

3.0 Overview of the Consultation

The consultation process occurred from 25 July 2022 to 31 October 2022. The consultation period occurred in accordance with legislated requirements in the *Ministers Guidelines and Rules 2020*, including advertisements in newspaper public notices, public notice at Council offices, online on the corporate website Yoursay Whitsunday, Facebook page and direct email/mail to stakeholders. .

Consultation included six Facebook posts, which received a very high level of reach, including:

- Post impressions - 67,225 - The number of times a post was on screen.
- Post reach - 18,850 - The number of people who saw posts at least once.
- Link clicks – 602 - The number of times people engaged with a link in a post

The Online Engagement Portal Yoursay Whitsunday received 106 visitors during the consultation period.

4.0 Submission Analysis

Consultation analysis has been broken down in **Attachment 1** with all responses to each submission.

The Themes of matters raised in submissions were:

Theme	Objection	Outcome
Aged Care	The data for aged care was incomplete.	Amended with correct information.
Future Required Land	There is a perceived deficit for land to accommodate the future population predications. The Table did not show how the Structure Plan area overcame this deficit and has enough land for growth up to 2080.	Amended for clarity to show how the Structure Plan supplies enough zoned land up to 2080.
School Needs Analysis	A submission highlighted the need for a high school in the catchment.	A copy of the School Needs Analysis will be sent.
Structure Plan Transport Network Maps	There were several objections to the Parker Road to Shute Harbour Road connection by the residents in Wattle Road.	The proposed road in the Structure Plan is indicative only and replicated the approved Connection.
Whitsunday Green	Acknowledgement of the Whitsunday Green Master Plan and alignment with the Structure Plan.	Master Plan overrides the Structure Plan in this instance. Further explanation is provided in Attachment 1 Submission No 13 .

5.0 Recommendations

It is recommended:

The Submission Analysis Report be endorsed and the amended Growth Study and the amended Structure Plan be adopted;

That all submitters be provided with a copy of the Submission Analysis Report; and

All adopted/endorsed documents be published on Council's website.

Attachment 1: Submissions and Submission Responses

Council responses in [Blue](#)

Submission No	Written Feedback	Summary	Action
1	<p>Under the heading Medical and Aged Care Facilities you state Proserpine has a hospital and four nursing homes. They actually have only one nursing home.</p> <p>Noted, Proserpine has one nursing home, and accommodation for older persons and home care nursing services, not actual nursing homes. This will be amended.</p> <p>Thank you for your submission.</p>	Aged Care	Minor Amendment
2	<p>I am actively objecting to the current placement of the proposed Parker Road. I am a resident in Wattle Road and will be adversely affected by the placement of this road. My zoning is rural residential and the placement of this road affects the rural aspect, visual and auditory, and also security of livestock, of the properties within the Orchid Valley subdivision. I am assuming this road will be designed to carry excess traffic away from Parker Road and Abell road on to Shute Harbour Road. This being the case I would put forward that this road be placed on the other side of the hill, away from our properties, where the zoning is residential.</p> <p>Could you also advise if you have a specific consultation planned regarding the proposed placement of Parker Road for the residents in Wattle, Orchid and Hibiscus Roads</p> <p>Parker Road Connection</p> <p>(duplicated in many submissions)</p> <p>Council acknowledges your concerns, however, the subject land that the Parker Road connection traverses was zoned Emerging Community from 2009 to 2017 and Low Density Residential from 2017. There is a reasonable expectation that this land will be used for low density residential purposes in the future. The subject land must also be appropriately serviced, with the Parker Road connection being the preferred option and approved in principle by the Department of Transport and Main Roads.</p> <p>While Council seeks to avoid conflicts in the transition between different land uses, there will always need to be a boundary between zones. Generally, between Rural Residential and Residential Zones this conflict is minimised by ensuring quality urban design that may include the rear of the Residential properties backing up to the rear of the Rural Residential properties.</p> <p>The Parker Road connection is identified in the current Local Government Infrastructure Plan (LGIP), While the alignment is indicative, the specific alignment would be subject to a survey and detailed engineering designs. This</p>	Transport networks	No Action

	<p>may be undertaken by Council in line with the LGIP around 2027-2031 or as part of a development approval over the land, whichever comes first. The connection is important, as it also serves a greater community benefit by providing secondary access in the case of a bushfire, cyclone or in other emergency situations.</p> <p><u>Future Public Consultation</u></p> <p>While there are a small number of scenarios where an application to develop the Residential land or the construction of the road would require public consultation, they are unlikely scenarios.</p> <p>The land was advertised as Emerging Community Zone in 2009; advertised as Low Density Residential Zone in 2017; and the Parker Road connection was advertised in the LGIP in 2018. Therefore, it is unlikely that the construction of the Road would be advertised again.</p> <p>Thank you for your submission.</p>		
3	<p>High School At The Beach?</p> <p>Recent population growth in Cannonvale and Airlie Beach has led to an obvious imbalance of infrastructure. To attend State High School or go to the hospital requires a twenty five kilometre each way journey down The Shute Harbour Road which has increased both the traffic flow and the size of the Proserpine State High School considerably. Numbers at the High School have risen to a worrying 1300 students.</p> <p>The High School bus number 22 has been observed making the journey. This situation was highlighted when a traffic accident closed the road in April this year with the result that students who lived at the Beach did not get home until 10.30 pm that night.</p> <p>Has there been a lack of infrastructure planning? Perusal of the Proserpine Guardians and Whitsunday Times of the 1980s does show some concern even then.</p> <p>6/8/80 Newly chosen National Party candidate Geoff Muntz spoke of the need for a high school at The Beach, noting that there were 24 acres of Education Department land which should be reserved for this purpose.</p> <p>N.B. this was at a time when Cannonvale Primary School students numbered about 200. The school has now risen to in excess of 800.</p> <p>7/11/80 During his visit to Proserpine on Wednesday the State Education Minister Mr. Val. Bird raised the possibility of a future High School at Cannonvale. He told the Guardian that development taking place at the coast strongly indicated that there would be a need for secondary education thereabouts in time to come and it is necessary now to look around for a suitable site near the beachfront.</p> <p>26/8/81[WT]Portion 81, a section of Crown Land next to Cannonvale School which had been fondly assumed by</p>	Schools Needs Analysis	No Action

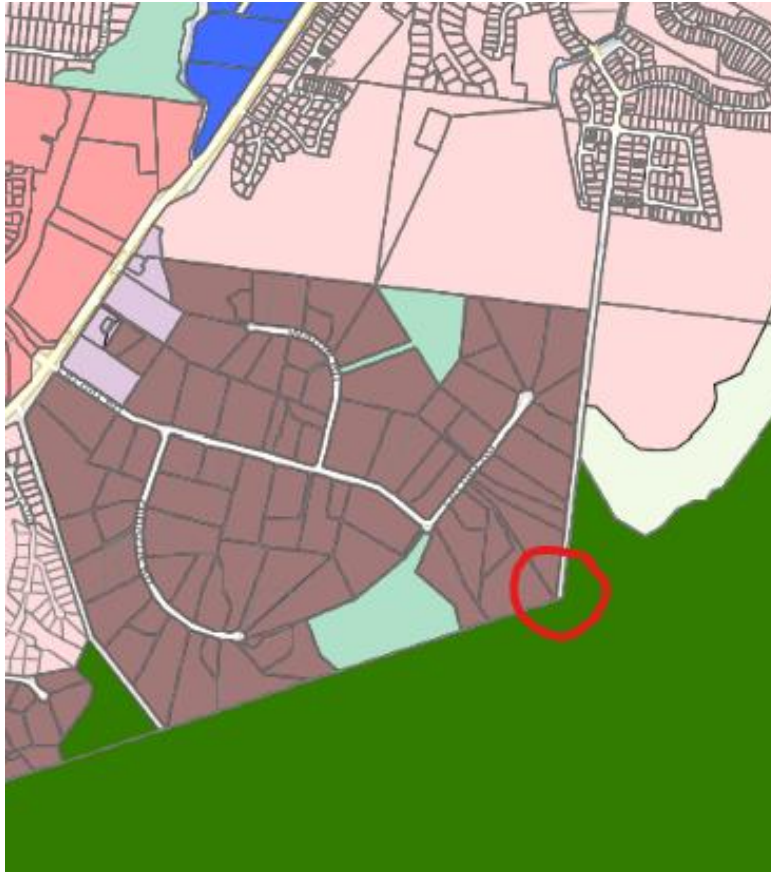
<p>school authorities and the community to have been set aside for a high school. Land Commission had sub-division plans in hand for some years.</p> <p>25/3/82 Frank Turvey, in a speech to back his candidature for Division Two. "Again speculation has been evident as to a possible location of a secondary school for Division Two. The most logical site must surely be on Crown Land already 'earmarked' for that purpose adjacent to the existing school. I will work most fervently to that endeavour.</p> <p>Cannonvale State School Parents and Citizens Association Minutes 14/11/86 Concern was expressed that the new T.A.F.E .had been opened on land thought to have been earmarked for a future high school. The committee approached State Member, Geoff Muntz.</p> <p>12/5/87 The P .and C. received a visit from Mr. Noel Christie, the Assistant Director of Secondary Sites for the Education Department. At a special meeting of the P. and C. Mr. Christie reported that he had identified six suitable sites and would be visiting the Shire Council on the next day 13/5/87.</p> <p>The Department was then somewhat dilatory in taking action on Mr. Christie's recommendations and within 9 months all six suitable sites had been built on. Two of the sites by then were occupied by Club Croc and by the Milk Depot.</p> <p>Part 2</p> <p>Thanks for talking to me about planning concerns.</p> <p>Hope you have noted my worry about the huge need for a high school at the Beach.</p> <p>The historical background will already be in your hands and the lack of planning since 1980/81</p> <p>22 buses a day</p> <p>!300 at Proserpine High School huge -heartless-poor extracurricular involvement-</p> <p>The typical defence of big schools is that they give more choice BUT even in the 1970s small schools of 200 to 300 people 80% of pupils got 80% of their choices and that was before the advent of computers.</p> <p>The longer the delay the further away from the residential area a possible site gets. Even now it seems those 22 buses will still be needed for 15 kms instead of 25 kms.</p> <p>Sorry to harp on. I just feel it is so important an issue.</p> <p>Please pass on my worries</p> <p>On 24 November 2021 Council endorsed the Proserpine to Airlie Beach School Needs Analysis (School Needs Analysis) as an outcome from the Airlie Beach to Proserpine Growth Study. The School Needs Analysis defines demand</p>		
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	<p>for schools necessary to service the growing population and to inform Queensland Department of Education (DoE) decision making.</p> <p>Council advocated the recommendations of the School Needs Analysis to DoE. The Analysis was provided to the DoE for consideration and has been passed on to their Strategic Planning, growth and new schools planning team. DoE intends to update their data after the release of population projections in late 2022.</p> <p>Council also recently endorsed the Regional Economic Development Strategy 2022-2025, Action Plan Task 1.2.1 states 'Lobby the Department of Education for a public high school in Cannonvale.' This is an ongoing action for Council.</p> <p>Thank you for your submission.</p>		
4	<p>I am writing in regards to the future growth project on your website showing maps of future urban collector route and a future active linear route in the wattle rd/parker rd area, which specifically impacts me it shows the active linear route going through my block, this is not acceptable as things are obviously, but needs to be addressed.</p> <p>The green line is a future linear active transport corridor that will support active transport like bike and pedestrian tracks enabling residential areas to safely connect with activity centres and community facilities.</p> <p>The purpose of the Proserpine to Airlie Beach Structure Plan is to identify important infrastructure corridors to provide and protect future connectivity. The Structure Plan is only triggered by significant development of the affected land and would be subject to detailed discussions at that time.</p> <p>If you do not intend to develop the land in the near future, you will not be materially affected.</p> <p>Also the future urban collection route travelling past the back boundaries of multiple properties backing onto the new water tanks will be a great cause of concern to us also due to high traffic and noise travelling down the valley from the proposed route. At this stage until further evidence that something like this actually benefits the residents of wattle and orchids roads I vote against this proposal.</p> <p>Parker Road Connection</p> <p>Refer to Parker Road Connection in submission 2</p> <p>Thank you for your submission.</p>	Transport networks	No Action
5	<p>Good afternoon,</p> <p>I, [REDACTED] in Cannon Valley object to the proposal of Parker Road joining Shute Harbour Road behind the residences of Wattle Road as I will be directly impacted.</p>	Transport networks	No Action

	<p>I purchased my land for the purpose of having a rural, quiet property ensuring I was away from major access roads that benefit developers of residential areas. This road placement has no benefit, will bring no services (water, sewerage etc) to my neighbourhood and greatly impacts me in a negative way. We have the right to not be impacted by traffic and major town planning changes, especially when this can negatively impact our rural community, animals, security, noise, bore water and safety of the residents.</p> <p>I object to this proposal.</p> <p>Parker Road Connection</p> <p>Refer to Parker Road Connection in submission 2</p> <p>Thank you for your submission.</p>		
6	<p>Good afternoon,</p> <p>I, [REDACTED] of [REDACTED] Road in Cannon Valley object to the proposal of Parker Road joining Shute Harbour Road behind the residences of Wattle Road as I will be directly impacted.</p> <p>I purchased my land for the purpose of having a rural, quiet property ensuring I was away from major access roads that benefit developers of residential areas. This road placement has no benefit, will bring no services (water, sewerage etc) to my neighbourhood and greatly impacts me in a negative way. We have the right to not be impacted by traffic and major town planning changes, especially when this can negatively impact our rural community, animals, security, noise, bore water and safety of the residents.</p> <p>I object to this proposal.</p> <p>Parker Road Connection</p> <p>Refer to Parker Road Connection in submission 2</p> <p>Thank you for your submission.</p>	Transport networks	No Action
7	<p>I OBJECT to Parker Road joining Shute Harbour Road behind the residences of Wattle Road as I will be directly impacted.</p> <p>REASON/IMPACT: I am against any road placement near my property on Wattle Road. I bought my house as a rural/residential property with large parcels on land around that were not planned as a major access road for the development of a residential area.</p> <p>Any road placement near my property has no benefit to my property or the street, no services, no sewerage and greatly impacts in a negative way. To carry a large volume of residential traffic through a steep water course area is dangerous and negligent by council.</p> <p>I bought into a secure, private and peaceful rural/residential area. I have the right not to be impacted by traffic and major town planning changes.</p>	Transport networks	No Action

Parker Road was planned to continue south toward Proserpine, not behind Wattle Road. This is a sensible growth study choice for the safe travel of the volume of residences travelling towards Proserpine.

Unfortunately, the alternative existing alignment of Parker Road terminates into a dead end at Conway National Park. This alignment does not achieve the required connectivity outcomes.



A more cheaper, quicker alternative to distribute traffic would be to extend an already residential road such as Waite Creek Court or upgrade through Valley Drive onto Shute Harbour Road.

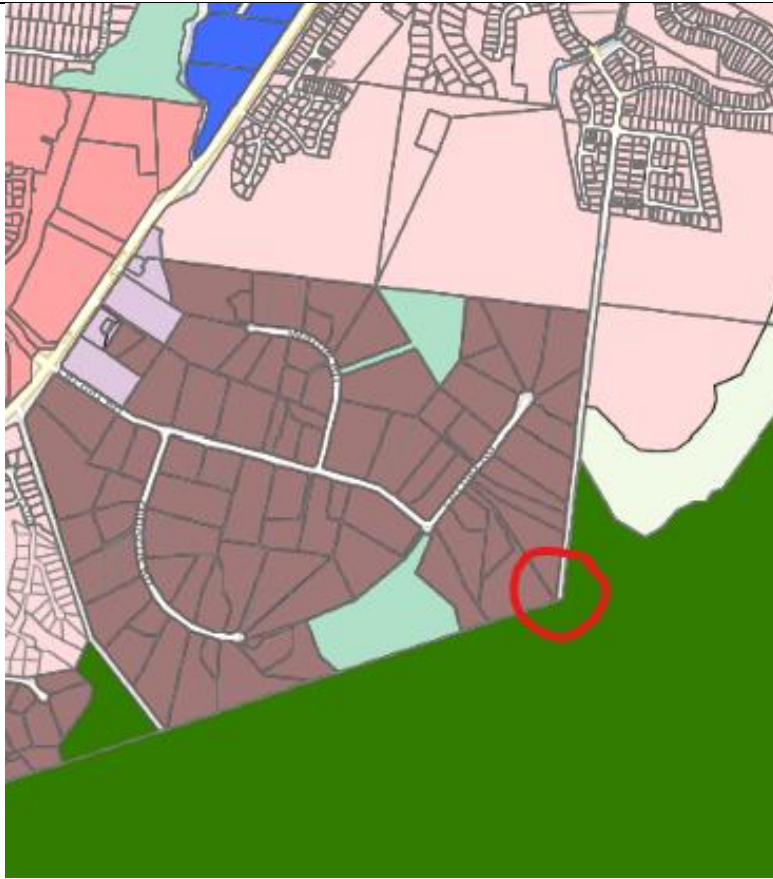
Waite Creek Court and Valley Drive serve the catchment north of Abell Road, the Parker Road connection services the catchment south of Abell Road. Upgrades north of Abell road will not achieve the desired access and connectivity outcomes that the Parker Road connection will provide.

Do NOT develop a road to join to the Parker Road area to Shute Harbour Road running behind the Wattle Road properties as this will negatively affect the Wattle Road residences of large properties and rural/residential style living. This will impact our children, animals, security, noise and the safety of the residences of the Whitsundays.

[Parker Road Connection](#)

[Refer to Parker Road Connection in submission 2](#)

	Thank you for your submission.		
8	<p>I OBJECT to Parker Road joining Shute Harbour Road behind the residences of Wattle Road as I will be directly impacted.</p> <p>REASON/IMPACT: I am against any road placement near my property on Wattle Road. My wife and I bought our house as a rural/residential property with large parcels on land around that were not planned as a major access road for the development of a residential area.</p> <p>Any road placement near our property has no benefit to our property or the street, no services, no sewerage and greatly impacts in a negative way. To carry a large volume of residential traffic through a steep water course area is dangerous and negligent by council.</p> <p>We bought into a secure, private and peaceful rural/residential area. We have the right not to be impacted by traffic and major town planning changes.</p> <p>Parker Road was planned to continue south toward Proserpine, not behind Wattle Road. This is a sensible growth study choice for the safe travel of the volume of residences travelling towards Proserpine.</p> <p>Unfortunately, the alternative existing alignment of Parker Road terminates into a dead end at Conway National Park. This alignment does not achieve the required connectivity outcomes.</p>	Transport networks	No Action



A more cheaper, quicker alternative to distribute traffic would be to extend an already residential road such as Waite Creek Court or upgrade through Valley Drive onto Shute Harbour Road.

Waite Creek Court and Valley Drive serve the catchment north of Abell Road, the Parker Road connection services the catchment south of Abell Road. Upgrades north of Abell road will not achieve the desired access and connectivity outcomes that the Parker Road connection will provide.

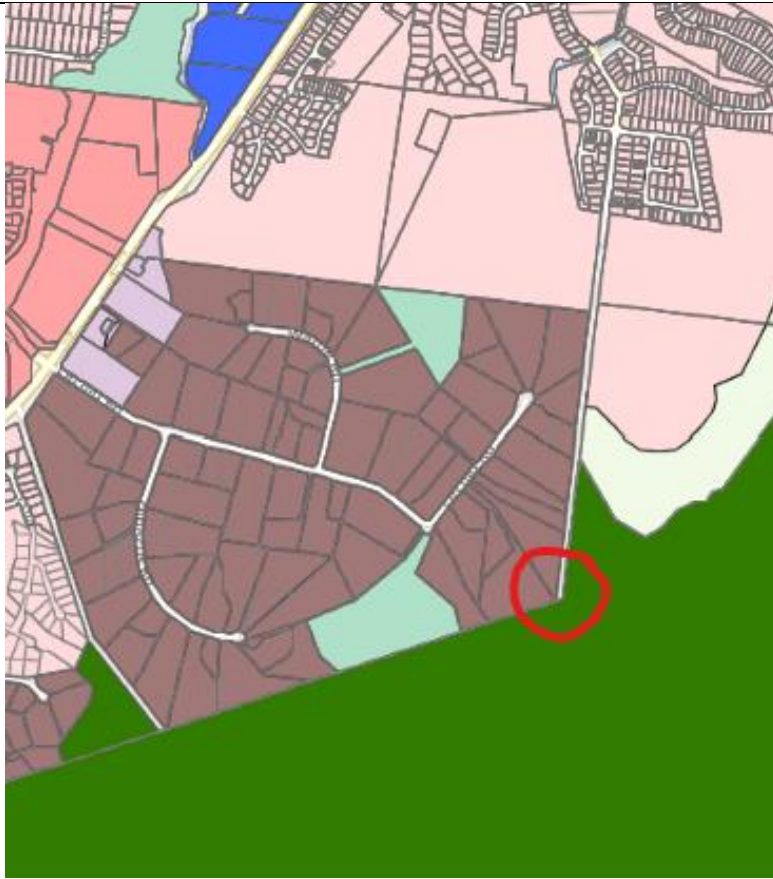
Do NOT develop a road to join to the Parker Road area to Shute Harbour Road running behind the Wattle Road properties as this will negatively affect the Wattle Road residencies of large properties and rural/residential style living. This will impact our children, animals, security, noise and the safety of the residences of the Whitsundays.

[Parker Road Connection](#)

[Refer to Parker Road Connection in submission 2](#)

[Thank you for your submission.](#)

<p>9</p>	<p>I OBJECT to Parker Road joining Shute Harbour Road behind the residences of Wattle Road as I will be directly impacted. I object to the transport corridor behind Wattle Rd as I will be directly impacted.</p> <p>I am against any road placement behind my Property on Wattle Rd. I bought as a rural property with the steep pocket of land behind certainly not planned as a major access road for the benefit of developers of a residential area. Any road placement behind my property has no benefit, no services, no water, no sewerage to my neighbourhood and greatly impacts in a negative way. Council must acknowledge this rural aspect as town planning services are all around the Wattle, Orchid and Hibiscus neighbourhood yet council have not considered protecting this. Keep the residential traffic through the residential areas with a plan that doesn't impact negatively on the rural neighbourhood of Wattle Rd. There are other alternatives to the placement of this road that should be planned for. Furthermore to carry such a large volume of residential traffic through a steep water course area is dangerous and negligent by council. We have bought into a secure, private and peaceful rural area. We have the right not to be impacted by traffic and major town planning changes. We have had no direct consultation from council informing of any changes. Parker road was planned to continue south towards Proserpine (not behind Wattle Rd and not connecting to Orchids Rd). Council needs a to plan sensible growth study choice for the safe travel of the volume residence traveling towards Proserpine.</p> <p>Further more a cheaper, quicker alternative to distribute traffic would be to extend an already residential road such as Waite creek court or Upgrade through Valley Dr onto Shute Harbour Road this will also assist residents traveling into Airlie Beach. Do not put any road to join to the Parker Rd area to Shute Harbour Rd running directly behind Wattle Rd Properties as this will negatively affect the Wattle Road residence of larger properties and rural style living impacting on rural children, animals, security, noise, bore water and safety of the residence of the Whitsundays. Do not put the transport corridor the other side of Wattle rd as also affects Wattle Rd residence. It is not fair that one street gets impacted both sides by this structural plan. The transport corridor serves no purpose at all.</p> <p>Alternatives to Parker Road Connection</p> <p>Unfortunately, the alternative existing alignment of Parker Road terminates into a dead end at Conway National Park. This alignment does not achieve the required connectivity outcomes.</p>	<p>Transport networks</p>	<p>No Action</p>
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Waite Creek Court and Valley Drive serve the catchment north of Abell Road, the Parker Road connection services the catchment south of Abell Road. Upgrades north of Abell road will not achieve the desired access and connectivity outcomes that the Parker Road connection will provide.

Council has no clear indication as to what time frame this is planned for. The road is indicated as being planned for in the growth and structure plan, it is not clear, so exactly where it's is very vague but it does look close to boundary's of Wattle Rd residents who have lived in this area for decades and was not planned there when we bought.

[Parker Road Connection](#)

[Refer to Parker Road Connection in submission 2](#)

Council needs to ensure that all people who have properties involved need to be notified appropriately so everyone is informed and has the opportunity to object and give feedback. One in the street being person told with no information as to the impact is not good enough. Council needs to inform residents affected by clearly stating exactly how properties are impacted, time line schedules and notify of any development/building plans and applications. Trees have already been cleared, traffic has already increase, noise has been constant due to the placement of the water tanks all impacting Wattle Rd we have been patient with this for the greater good of the community. This growth structure plan needs to be rejected then amended to a sensible safe

	<p>town planning alternative that does not impact the existing residents and the rural aspect of Wattle Rd, with notification from council.</p> <p><u>Future Public Consultation</u></p> <p>While there are a small number of scenarios where an application to develop the Residential land or the construction of the road would require public consultation, they are unlikely scenarios.</p> <p>The land was advertised as Emerging Community Zone in 2009; advertised as Low Density Residential Zone in 2017; and the Parker Road connection was advertised in the LGIP in 2018. Therefore, it is unlikely that the construction of the Road would be advertised again.</p> <p><u>Current Public Consultation</u></p> <p>Council endeavours to inform all members of the public about public consultations and we want to hear the public views, especially if it impacts on their property. Please see Section 3.0 of the Submission Analysis Report to see what activities Council conducted for this Public Consultation.</p> <p>Thank you for your submission.</p>		
10	<p>I am a resident of Wattle Rd and object to the plan to join Parker Rd to Shute Harbour Rd in any way. Any road placement will not benefit residents of wattle rd. Storm water run off will go through my property. Noise from a thoroughfare of traffic travelling from the residential area will affect the rural aspect of my property. A road on the steep hill will be dangerous for residents of the Whitsundays and should be placed at a safer access point for safety I object to what has been proposed. The active transport corridor has no benefit to residents and strongly object to this. Livestock in the street will be affected as well as the bush land and wildlife making this not ideal. No services will benefit my neighbourhood. I live in a secure area and have never had to lock up, with a major road and increased population security will be a major issue. Do not put any residential access Rd behind the residents of wattle rd. I objected to Parker Rd being pushed through onto Orchid Rd years ago as it is putting a traffic through rural aspect properties and object to the road behind Wattle Rd properties as it to affects the rural aspect of the properties of myself and my neighbourhood. As a father of I want to leave my children the home it was bought to be. The council should not change major town planning for the benefit of developers</p> <p><u>Parker Road Connection</u></p> <p>Refer to Parker Road Connection in submission 2</p> <p>Thankyou for your submission.</p>	Transport networks	No Action

<p>11</p>	<p>Refer to attached WRC STRUCTURE PLAN</p> <p>I am actively objecting to the current placement of the proposed Parker Road. I am a resident in Wattle Road and will be adversely affected by the placement of this road. My zoning is rural residential and the placement of this road affects the rural aspect, visual and auditory, and also security of livestock, of the properties within the Orchid Valley subdivision. I am assuming this road will be designed to carry excess traffic away from Parker Road and Abell road on to Shute Harbour Road. This being the case I would put forward that this road be placed on the other side of the hill, away from our properties, where the zoning is residential. Could you also advise if you have a specific consultation planned regarding the proposed placement of Parker Road for the residents in Wattle, Orchid and Hibiscus Roads</p> <p>The proposed placement of the transport corridor is not consistent with the intent for this area.</p> <p>The placement of a transport corridor so close (for buses and cars) to rural residential properties is out of alignment with the visual and auditory intentions of our rural residential location in Wattle Road Cannonvalley</p> <p>It is also out of alignment with identified wildlife habitats within the Wattle, Orchid and Hibiscus Roads and does not enhance the natural environment and security of wildlife and livestock could well be compromised .</p> <p>This position of the Proposed Parker Road is not compatible with surrounding development being adjacent properties in Wattle Road, Orchid Road and Hibiscus Roads, Cannonvalley.</p> <p>This transport can be placed over the other side of the hill where it is all residential as it will be servicing the residential area and will not be servicing Wattle, orchid and Hibiscus Roads</p> <p>The proposed road can be put on the other side of the WRC water tanks and be taken out to Shute Harbour Road via existing Bowline Lane or a new exit near Bowline Lane. That traffic feed is to service the residential dwelling over the other side of the tanks as well as Abell and the existing section of Parker Road</p> <p>Attached are</p> <ol style="list-style-type: none"> 1. Google map of area 2. Photos of the land where the proposed Parker Road will be placed 3. WRC Structure Plan 4. WRC Signed Details Doc <p>Parker Road Connection</p>	<p>Transport networks</p>	<p>No Action</p>
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	<p>Refer to Parker Road Connection in submission 2</p> <p>Thank you for your submission.</p>		
12	<p>The Queensland Police Service (QPS), Property and Facilities Management has reviewed the Proserpine to Greater Airlie Beach Structure Plan 2021 currently undergoing Public Consultation.</p> <p>It is acknowledged the Structure Plan is intended to identify and protect the future growth corridor for Greater Airlie Beach to meet the future community needs and does not intend to allocate specific land uses. On this basis, the QPS has no objection or comments to the Structure Plan and the proposed future growth corridor will be considered in planning for future emergency service demands within the region.</p> <p>Noted and thank you for your submission.</p>	Future Emergency Service Demands	No Action
13	<p>SUBMISSION TO THE PROPOSED PROSERPINE TO AIRLIE BEACH STRUCTURE PLAN ON BEHALF OF SANCTUARY LIVING INVESTMENTS – WHITSUNDAY GREEN ESTATE</p> <p>Vision Surveys (QLD) Pty Ltd [VSQ] act on behalf of Sanctuary Living Investments Pty Ltd A.C.N 609 504 485 (Sanctuary Living) C/- VSQ, the owner of land identified as Lots 131 SP319675, 600 SP319675, 132 SP318469, 6 SP225070, 15 SP225070, 501 SP261042, 502 SP261042, 503 SP261043 and 16 SP178753, with a total area of approximately 274 hectares.</p> <p>The Sanctuary Living landholding is generally located between Shute Harbour Road to the east and Dunning Road to the west, on both sides of Riordanvale Road, Cannon Valley. The land makes up the Whitsunday Green Master Plan Area with two Preliminary Approvals in place, guiding the development. Preliminary Approval 20050619 (DA1) provides for the master planned area generally framed by Shute Harbour Road, Regatta Boulevard and Riordanvale Road; and Preliminary Approval 2005622 (DA2) applies to all remaining land within the landholding. The two preliminary approvals override the Council's Planning Scheme.</p> <p>The Whitsunday Green Master Plan consists of a written document setting out the vision and preferred uses within the master planned area, as well as a Master Precinct Plan, Detailed Precinct Plans, Open Space Sections Plan (Open Space Master Plan), Pedestrian and Golf Cart Network Plan as well as a Road Hierarchy Plan in condition 8.3.4 of the two approvals. In addition, structure plans for roads and</p>	Misc	Amendments

	<p>services have been approved as part of the two approvals. Development has commenced within DA1 and DA2.</p> <p>The Sanctuary Living landholding makes up approximately 17% of the total Proserpine to Airlie Beach Structure Plan Area (proposed Structure Plan), despite the landholding making up a large portion of the proposed Structure Plan Area out client has not been consulted as part of the preparation of the proposed Structure Plan.</p> <p>Our client makes the following submission to the proposed Structure Plan:</p> <ul style="list-style-type: none"> • Section 3 - Application the proposed Structure Plan states: <p><i>Where there is an inconsistency between an existing development approval and the SP, the SP prevails for the purposes of Development Assessment and assessment against this SP.</i></p> <p>Our client does not agree with this provision, as once a development approval is issued (preliminary approval or development permit or a combination of the two, the Council cannot request changes to it, unless the applicant has lodged a change application. Only at this point can Council consider <i>another matter that the responsible entity considers relevant</i> i.e. the proposed Structure Plan.</p> <p>In addition, and with particular reference to DA1 and DA2 for Whitsunday Green, the two Preliminary Approvals override the Planning Scheme and prevails in the instance of any inconsistency.</p> <p>In addition, for DA1 and DA2, extensive assessments and reports have been prepared for the development and any costs associated with any significant changes to the development layout due to the proposed Structure Plan, which has not been developed in consultation with Sanctuary Living, should not be borne by the developer.</p> <p>Based on the above, it is requested that the statement in Section 3 is reworded to reference a new development application or other change application to an existing development approval.</p> <p>Noted, the intent of the third paragraph in Section 3 is not to insinuate that existing approvals must consider the Structure Plan post approval. Approvals will maintain their superiority approval, provided that the approval is carried out in accordance with the approved plans and conditions.</p> <p>However, if the applicant seeks to make a significant change to the existing approval, the Structure Plan must then be considered.</p> <p>Notes will be added for clarity:</p> <p><i>'Note: This is only applicable where the Whitsunday Planning Scheme Part 5 – Tables of Assessment requires an application to be assessed against the Reconfiguring a lot</i></p>		
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code and/or Emerging communities zone code, at the discretion of the assessment manager.'

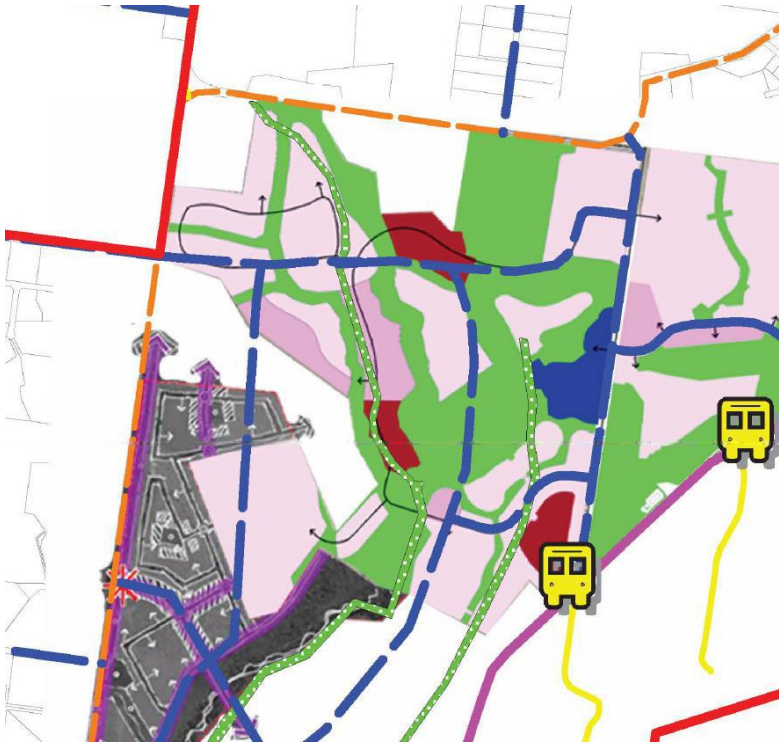
Note: Existing approvals override the Structure plan. If a Development Application is submitted and is consistent with the approval, then the Structure Plan does not engage

- **4 Site and context assessment**

This section identified land use zones, transport and service networks as well as current approvals. Items d), e), g) and h) are of particular relevance to DA1 and DA2.

- **d) Transportation Network**

The Transport Network Map identifies the main roads within the Structure Plan area. It identifies *future urban collector* roads through the DA2 land in areas that are significantly inconsistent with the approved Master Precinct Plan. See below.



Whilst the east-west connection falls roughly in line with the approved location for a collector road and can be accommodated, the north-south aligned proposed Structure Plan collector roads do not. Nor do the roads align seamlessly with the "Future Structure Planning" map associated with DA20150690.

As the DA2 development has undergone significant assessments of any constraints including flood impacts, and the road network has been assessed by RPEQ certified traffic engineers, as part of the Master Plan process, it is requested that the proposed Structure Plan be amended to align with the approved Master Precinct Plan. See markup below.



Noted, while the Structure Plan does not affect any current approvals, it is intended to give guidance, should the applicant choose to consider any significant amendment to an existing approval.

As the Structure Plan provides possible outcomes for infrastructure provision and connectivity between multiple sites, no amendment to align with the existing approval is proposed.

- **e) Relevant Development Approvals and Approved Land Uses**

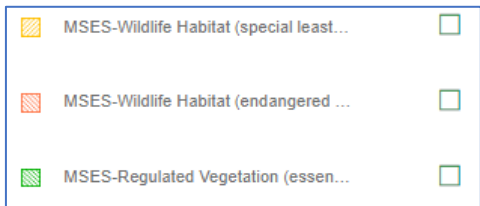
The proposed Structure Plan fails to recognise DA1 – 20050619 and should be amended to reflect this Preliminary Approval.

The Structure Plan Relevant Development Approvals Map on page 10 and section 4 e) will be amended to include 20050619 DA1.

- **g) Park, Pedestrian and Cycle Network**

The Whitsunday Green Master Plan Area is designed to be a golf community, incorporating living and golf as well as other uses as part of its Vision. Forming part of DA1 and DA2 is a Pedestrian and Golf Cart Network Plan and the conditions of the two approvals requires the development to incorporate pedestrian access and also dedicate riparian areas to Council, as identified on the approved Open Space Master Plan. Further, the Whitsunday Green Master Plan area incorporates in addition to the vast areas of golf, smaller neighbourhood parks. The smaller parks will be incorporated into any development permit application and align with Schedule 12A of the *Planning Regulation 2017*.

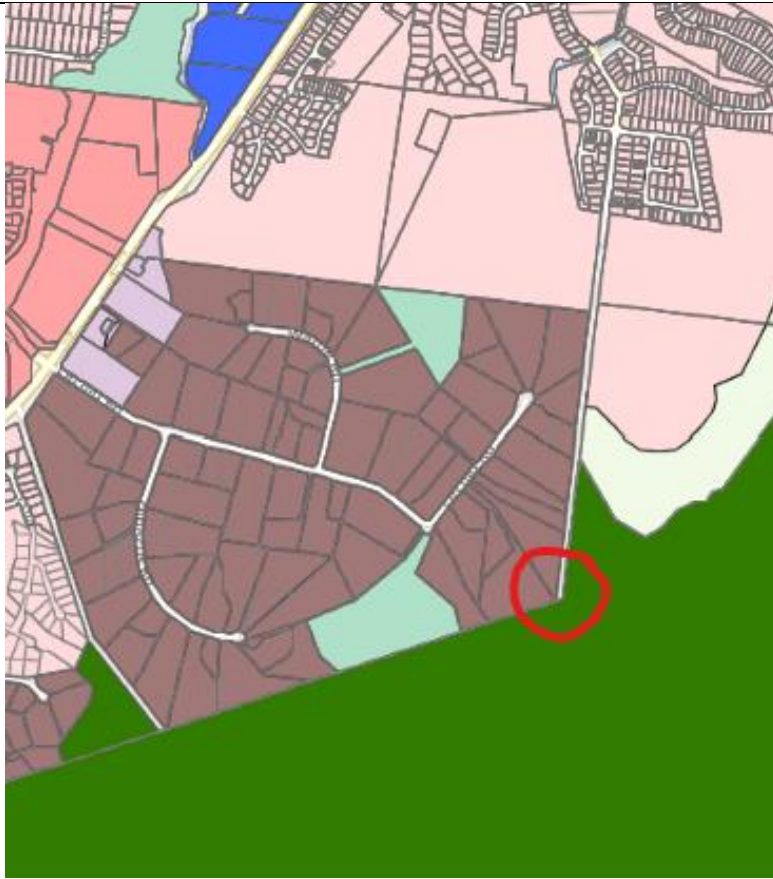
	<p>Whilst our client has no objection to incorporating shared pathways and linear active transport corridors aligned with the approved road and path network, as this is a requirement of the two Preliminary Approvals, it is requested that the proposed Structure Plan is amended to reflect the approved layout of DA1 and DA2.</p> <p>Based on the above, there is no need nor space for a future Regional Recreation Park or future District Sport park within the Whitsunday Green Master Plan area. It is requested that the Structure Plan Park, Pedestrian and Cycle Network is amended to remove the identification of park investigation areas from the Whitsunday Green Master Plan Area.</p> <p>The approval (DA2) provides sufficient land for a private recreational open space (93.4 Ha golf course) and over 4 Ha of recreation park area, therefore the Future Regional Recreational Park Investigation Area will be removed from the Structure Plan Park, Pedestrian and Cycle Network Map. The Proserpine to Airlie Beach Growth Study will also be updated to recognise private and public recreational open space to justify the removal of the investigation area.</p> <ul style="list-style-type: none"> • h) Infrastructure <p>It is requested that all of the Structure Plan maps are amended to reflect the approved Whitsunday Green Master Plan for DA1 and DA2.</p> <p>Noted, while the Structure Plan does not affect any current approvals, it is intended to give guidance, should the applicant choose to consider any significant amendment to an existing approval.</p> <p>As the Structure Plan provides the best possible outcomes for infrastructure provision and connectivity between multiple sites, no amendment to align with the existing approval is proposed.</p> <ul style="list-style-type: none"> • 6 SP Area Characteristics & Constraints and Allocation of Land Uses <p>This section of the Structure Plan document identifies items that any development application must address. This appears to be in addition to items listed under section 7 Compliance with the Structure plan and should be removed or integrated into 7, in order to ensure clarity.</p> <p>The Proserpine to Airlie Beach Structure Plan was developed to provide guidance to landowners about the expectations of Council's long-term planning.</p> <p>Where possible the Structure Plan has satisfied the requirements of Planning Scheme Policy SC6.7.5, so that an applicant is not required to produce their own Structure Plan. However, some aspects of any particular development cannot be presumed and must be provided by the applicant to demonstrate compliance.</p>		
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	<p>Additionally, Sections 6 and 7 allow for flexibility, where an applicant chooses not to comply with the Structure Plan, they may elect to provide their own structure plan in accordance with SC6.7.5 as an alternative.</p> <p>To provide flexibility in this manner both Sections 6 and 7 are necessary, therefore no amendment is proposed.</p> <p>We look forward to receipt of Council's acceptance of this submission. If you require any additional information or wish to discuss this matter further, please do not hesitate to contact the undersigned.</p> <p>Thank you for your submission.</p>		
14	<p>Thank you for providing an opportunity to comment on this proposed growth and structure plan for Cannon Valley. Regrettably I am digitally challenged, so will make these comments in an ad hoc manner.</p> <p>The most outstanding concern I have is with the planning for a projected population of 60,000 in our area. While this may excite developers and your planning department, it may not be the best scenario for our future.</p> <p>This is made clear by the simple projections for future required land by 2080. Table 4 shows there will be a deficit of over 111ha for all the different sports and recreational land uses. This is repeated in Table 6, with the additional deficits noted as over 190ha for Economic Land (industrial, commercial, retail) and 1270ha deficit for all residential uses. And 68ha deficit for school land.</p> <p>This is correct in terms of the deficit for land available now to meet the requirements of 60,000 people. The deficit of land will be resolved using land within the Structure Plan Area as the population creates demand.</p> <p>The Tables will be amended to be clear.</p> <p>It is also disconcerting that I can find NO land designated for Wildlife Habitat on the various maps, though it is listed on the Structure Plan Constraints map. Are we going to leave no space for wildlife and conservation areas that will be suitable, even in flooding?</p> <p>The Wildlife Habitat layer on Figure 3 of the Proserpine to Airlie Beach Structure Plan, is very difficult to see at the scale of the map, if you'd like to view the layer in greater detail, please use Council's online mapping and only display the layers you would like to explore in detail → Map Project: Major Amendment → Folder: Biodiversity Waterways and Wetlands Overlay → MSES Wildlife layers.</p> <div data-bbox="435 1814 916 2018">  <p>MSES-Wildlife Habitat (special least...)</p> <p>MSES-Wildlife Habitat (endangered ...)</p> <p>MSES-Regulated Vegetation (essen...)</p> </div>	Future Required Land	Minor Amendment

	<p>It is clear that Cannon Valley could be subject to flooding, especially if we had a failure at the Peter Faust dam, or emergency discharges (as in Brisbane); but people will be allowed to build there and commercial operations as well. The idea of 100 year floods is being shown to be false down south, and as global warming increases these predictions may become even more illusionary. While "landslide hazard (are) not identified as they create no impact" , this would ignore the implications of such possible landslides at the edges of the valley on infrastructure (power and roads) below.</p> <p><u>Flooding</u></p> <p>The <u>Whitsunday Planning Scheme</u> includes the applicable <u>Flood hazard overlay map</u>, which triggers assessment within the flood plain. The flood plain data, maps and Flood overlay code are currently being updated, taking into account the newest State Planning Policy Guidance for Floodplain Management.</p> <p><u>Landslide</u></p> <p>The larger lots affected by landslide are generally outside of the Structure Plan boundary as they are unable to be developed to an urban density (because of landslide). Where landslide is triggered for development, applications will need to meet the requirements of the Landslide overlay map and code will ensure the effects of landslide are mitigated, which may require a Landslide Hazard Assessment Report. The amended <u>Whitsunday Planning Scheme Landslide overlay</u> code PO3, AO3.1 and AO3.2 deals with possible effects of landslide on community infrastructure.</p> <p>Figure 17 shows projections for the population 75+ getting up to 2500 by 2078 from just over 900 now. This will take an immense increase in aged health care infrastructure, something we are already over stretching. The schools will be pressed to provide adequate teacher/student ratios as the student population expands as well.</p> <p>Page 25 of the <u>Airlie Beach to Proserpine Growth Study</u> explains Aged Care Infrastructure into the future.</p> <p><u>Schools</u></p> <p>On 24 November 2021 Council endorsed the <u>Proserpine to Airlie Beach School Needs Analysis</u> (School Needs Analysis) as an outcome from the <u>Airlie Beach to Proserpine Growth Study</u>. The School Needs Analysis defines demand for schools necessary to service the growing population and to inform DoE decision making.</p> <p>The School Needs Analysis was provided to the DoE for consideration and has been passed on to their Strategic Planning, growth and new schools planning team. DoE intends to update their data after the release of population projections in late 2022.</p>		
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	<p>Council also recently endorsed the Regional Economic Development Strategy 2022-2025, Action Plan Task 1.2.1 states 'Lobby the Department of Education for a public high school in Cannonvale.' This is an ongoing action for Council.</p> <p>Yes, it is a great idea to try to anticipate the future needs of our community and prepare for such needs, but I would suggest that unfettered growth to close to 60,000 people may be beyond our carrying capacity and will lead to the destruction of community amenity for us all. If nothing else, this preliminary study points out the dangers of such development!</p> <p>As population grows, so does health care infrastructure, education infrastructure, professional jobs and people to fill those jobs. Council's job is to manage the growth and plan for the long-term. This ensures successful orderly development and infrastructure provision in the Whitsunday Region.</p> <p>Thank you for your submission.</p>		
15	<p>Subject: Objection to Proserpine to Airlie Beach Growth Study and Structure Plan - Parker Road joining Shute Harbour Road behind Wattle Road</p> <p>Good evening,</p> <p>Myself, along with my husband [REDACTED] as property owners are responding to the 'Your Say' engagement forum to strongly object to Parker Road joining Shute Harbour Road behind Wattle Road which is indicated on page 9 of the Airlie Beach Growth Study Plan. We as owners of [REDACTED] Wattle Road, back onto this proposed 'Future Urban Collector' Road and are alarmed to see that it has been planned behind us. A 'Future Urban Collector' road placed behind or within close proximity to our property will impact us in a negative way and we urge council to please re-evaluate and find an alternative solution that doesn't impact the residents of Wattle Road and detract from our rural pocket and it's natural environment.</p> <p>My husband and I invested only a year and a half ago into what we thought would be a secure, private and peaceful rural neighbourhood for years to come. We bought into a (classified by council) rural residential zone that should be protected from any major infrastructure and development within and close to our boundaries. We have no town water, sewerage, street lighting, drainage, gutters, and footpaths, no underground power or NBN and there is no plan for council to change this. The tradeoff is that our rural zone is preserved and council should support us in protecting this rural pocket and dismiss a transport corridor being built behind Wattle Road. This proposed road would carry significant traffic, create disturbing noise and pollution and has no benefit to the residents of Wattle Road. The major negative impacts include the loss in our property values,</p>	Transport networks	No Action

	<p>standard of living, as well as negatively affect our health, privacy, security and natural environment.</p> <p>The area council has proposed to develop this road on is completely unsafe. It's steep and hilly and for it to carry such a large volume of traffic through a steep watercourse is dangerous and negligent and would cause major water run-offs through our properties and bores. We would be subject to terrible building noise, and the traffic would see directly into our backyards. This is such a worry for us as we have young children and deeply value our privacy and security within our backyards. Every resident within our shire should have the right to a private backyard.</p> <p>As originally proposed by council, Parker Road was planned to continue south towards Proserpine, not behind Wattle Road. We desperately urge council to re-visit this sensible growth study. There are other, safer alternatives for the placement of this road. Furthermore a more cost effective, quicker alternative to distribute traffic more effectively from the Abel Road / Paluma Rd intersection would be to extend an already suburban residential road, such as Wait Creek Court or upgrade the Valley Drive intersection, as well as enable traffic through Valley Drive to Abel Road in both directions. This would relieve the traffic build up at the Abel Road and Paluma Road lights. The majority of the traffic at the Abel Road / Paluma Road lights are turning towards Airlie Beach. So it would make sense to widen and upgrade this intersection and also upgrade the Valley Drive intersection.</p> <p>Unfortunately, the alternative existing alignment of Parker Road terminates into a dead end at Conway National Park. This alignment does not achieve the required connectivity outcomes.</p>		
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Waite Creek Court and Valley Drive serve the catchment north of Abell Road, the Parker Road connection services the catchment south of Abell Road. Upgrades north of Abell road will not achieve the desired access and connectivity outcomes that the Parker Road connection will provide.

It was disappointing not to receive direct notification from council informing us of this proposed road seeing this directly impacts our property. We have discovered that only one neighbour in our street was directly notified by council. Furthermore the poor quality plan, roughly showing the proposed 'Future Urban Collector' road is very hard to comprehend, with no formal dimensions or distances. The proposed plan should state accurate specifications and timelines.

In conclusion we strongly oppose and object to the transport corridor being placed behind Wattle Road. We strongly urge council to please reject this plan and propose a safer, alternative that does not impact the residents and rural aspect and privacy of Wattle Road.

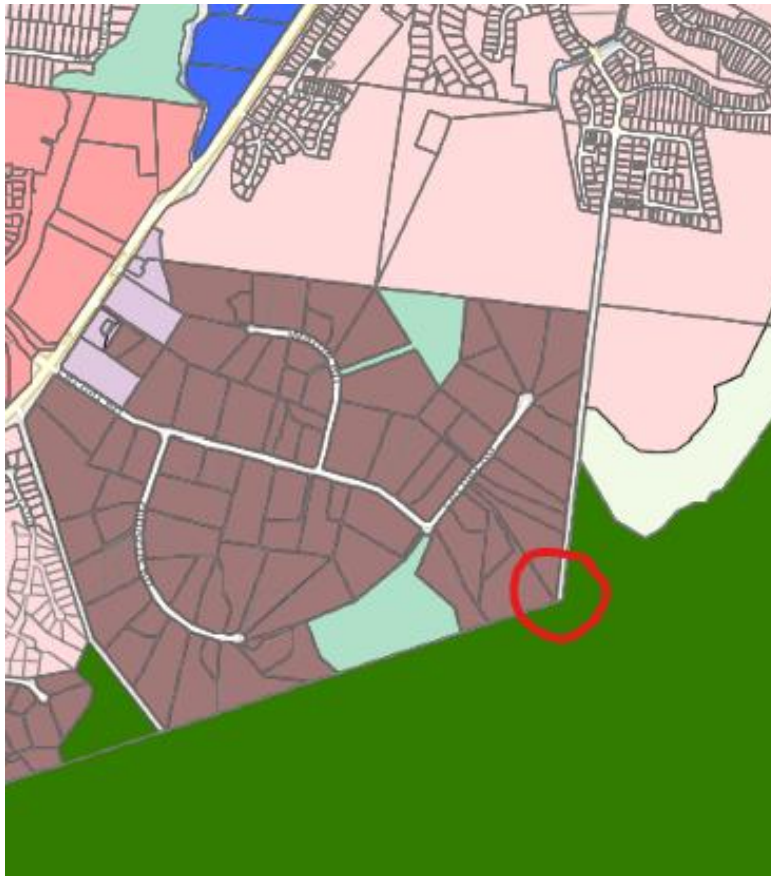
We kindly ask that you keep my husband and I informed on the future of this proposal. We are available at any time to give further feedback or meet with Council to discuss in more detail.

Thank you for your time. If you can please reply to confirm you have received this submission and if we need to provide

	<p>a signature to make it official please advise and I can come in tomorrow.</p> <p>Parker Road Connection</p> <p>Refer to Parker Road Connection in submission 2</p> <p>Current Public Consultation</p> <p>Council endeavours to inform all members of the public about public consultations and we want to hear the public views, especially if it impacts on their property. Please see Section 3.0 of the Submission Analysis Report to see what activities Council conducted for this Public Consultation.</p> <p>Thank you for your submission.</p>		
16	<p>I OBJECT to Parker Road joining Shute Harbour Road behind the residences of Wattle Road as I will be directly impacted. I object to the transport corridor behind Wattle Rd as I will be directly impacted.</p> <p>I am against any road placement behind my Property and adjoining properties on Wattle Rd.</p> <p>There are no benefits, no services, no water, no sewerage to my neighbourhood and greatly impacts in a negative way.</p> <p>Council acknowledge the rural aspect as town planning services are all around the Wattle, Orchid and Hibiscus neighbourhood yet council have not considered protecting this.</p> <p>Residential traffic needs to be kept through the residential areas with a plan that doesn't impact negatively on the rural neighbourhood of Wattle Rd.</p> <p>Other alternatives to the placement of this road that should be planned for and changes to original plans should be directly notified to residence so they have opportunity to object and clearly understand specific time frames and placements of these changes.</p> <p>A large volume of residential traffic through a steep water course area is dangerous and negligent by council.</p> <p>Security to this private and peaceful rural area will be impacted directly.</p> <p>Major town planning changes need to notified directly to those residence impacted not through a website with many confusing links.</p> <p>We have the right not to be impacted by traffic, street lights and major town planning changes. We have had no direct consultation from council informing of any changes. Parker road was planned to continue south towards Proserpine (not behind Wattle Rd and not connecting to Orchids Rd).</p> <p>Council needs a to plan sensible growth study choice for the safe travel of the volume residence traveling towards Proserpine.</p>	Transport networks	No Action

Council needs to plan for alternative ways to distribute traffic and need to extend an already residential road such as Waite creek court and upgrade through Valley Dr onto Shute Harbour Road as this will also assist residents traveling into Airlie Beach.

Unfortunately, the alternative existing alignment of Parker Road terminates into a dead end at Conway National Park. This alignment does not achieve the required connectivity outcomes.



Waite Creek Court and Valley Drive serve the catchment north of Abell Road, the Parker Road connection services the catchment south of Abell Road. Upgrades north of Abell road will not achieve the desired access and connectivity outcomes that the Parker Road connection will provide.

Do not put any road to join to the Parker Rd area to Shute Harbour Rd running directly behind Wattle Rd Properties. This affect the Wattle Road residence of rural, larger properties, livestock, wildlife, children growing and living in this lifestyle choice area, security, noise, bore water and safety of the residence of the Whitsundays.

Do not put the transport corridor the other side of Wattle rd as also affects Wattle Rd residence. It is not fair that one street gets impacted both sides by this structural plan. The transport corridor serves no purpose at all.

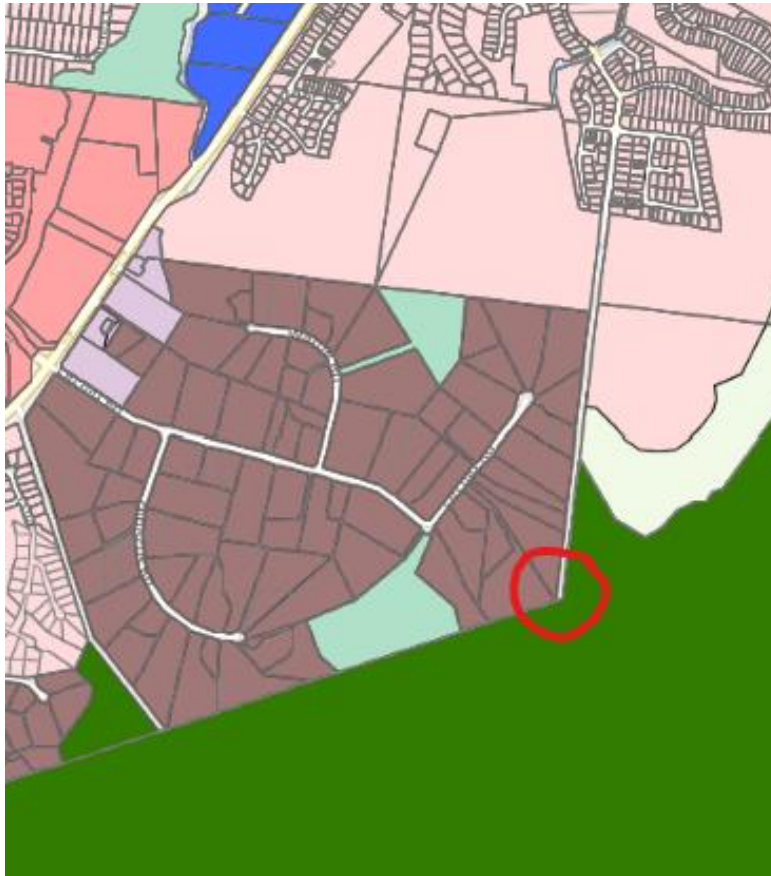
Time frames need to be clear as Council has no clear indication of this. The road indicated as being planned for in

	<p>the growth and structure plan, it is not clear, so exactly where it's is very vague and it does look close to boundaries of Wattle Rd residents who have lived in this area for decades and was not planned there when we bought.</p> <p>Everyone needs to be informed by council so all have the opportunity to object and give feedback. There are many still that are not aware and have not as yet had the opportunity to object. One in the street being person told with no information as to the impact is not good enough. Council needs to inform residents affected by clearly stating exactly how properties are impacted, time line schedules and notify of any development/building plans and applications.</p> <p>I have already been impacted by noise, cleared trees and traffic has already increase, due to the placement of the water tanks all impacting Wattle Rd we have been patient with this for the greater good of the community. This growth structure plan needs to be rejected then amended to a sensible safe town planning alternative that does not impact the existing residents and the rural aspect of Wattle Rd, with notification from council.</p> <p>Parker Road Connection</p> <p>Refer to Parker Road Connection in submission 2</p> <p>Current Public Consultation</p> <p>Council endeavours to inform all members of the public about public consultations and we want to hear the public views, especially if it impacts on their property. Please see Section 3.0 of the Submission Analysis Report to see what activities Council conducted for this Public Consultation.</p> <p>Future Public Consultation</p> <p>While there are a small number of scenarios where an application to develop the Residential land or the construction of the road would require public consultation, they are unlikely scenarios.</p> <p>The land was advertised as Emerging Community Zone in 2009; advertised as Low Density Residential Zone in 2017; and the Parker Road connection was advertised in the LGIP in 2018. Therefore, it is unlikely that the construction of the Road would be advertised again.</p> <p>Thank you for your submission.</p>		
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Do not put the transport corridor the other side of Wattle rd as also affects Wattle Rd residence. One street gets should not be impacted both sides by this structural plan. The transport corridor serves no purpose at all.

Time frames need to be clear as Council has no clear indication of this. The road indicated as being planned for in the growth and structure plan, it is not clear, so exactly where it's is very vague and it does look close to boundaries

	<p>of Wattle Rd residents who have lived in this area for decades and was not planned there when we bought.</p> <p>Everyone needs to be informed by council so all have the opportunity to object and give feedback. There are many still that are not aware and have not as yet had the opportunity to object. One person in the street being told with no information as to the impact is not good enough. Council needs to inform residents affected by clearly stating exactly how properties are impacted, time line schedules and notify of any development/building plans and applications.</p> <p>I have already been impacted by noise, cleared trees and traffic has already increase, due to the placement of the water tanks all impacting Wattle Rd we have been patient with this for the greater good of the community. This growth structure plan needs to be rejected then amended to a sensible safe town planning alternative that does not impact the existing residents and the rural aspect of Wattle Rd, with notification from council.</p> <p>Parker Road Connection</p> <p>Refer to Parker Road Connection in submission 2</p> <p>Current Public Consultation</p> <p>Council endeavours to inform all members of the public about public consultations and we want to hear the public views, especially if it impacts on their property. Please see Section 3.0 of the Submission Analysis Report to see what activities Council conducted for this Public Consultation.</p> <p>Future Public Consultation</p> <p>While there are a small number of scenarios where an application to develop the Residential land or the construction of the road would require public consultation, they are unlikely scenarios.</p> <p>The land was advertised as Emerging Community Zone in 2009; advertised as Low Density Residential Zone in 2017; and the Parker Road connection was advertised in the LGIP in 2018. Therefore, it is unlikely that the construction of the Road would be advertised again.</p> <p>Thankyou for your submission.</p>		
18	<p>We object to Parker Road joining Shute Harbour Rd behind the residence of Wattle Rd as we will be directly impacted. We have the right not to be impacted by heavy traffic day and night. Parker road was never planned to go this way . We have had no contact from council regarding this. Orchid Rd and Wattle Rd residents protested against this many years ago, originally going thru Orchid Rd</p> <p>Parker Road Connection</p>	Transport networks	No Action

	<p>Refer to Parker Road Connection in submission 2</p> <p><u>Current Public Consultation</u></p> <p>Council endeavours to inform all members of the public about public consultations and we want to hear the public views, especially if it impacts on their property. Please see Section 3.0 of the Submission Analysis Report to see what activities Council conducted for this Public Consultation.</p> <p>Thank you for your submission.</p>		
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