

## Peter S McCarten

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**From:** Paul D Noonan  
**Sent:** Tuesday, 11 April 2017 5:49 PM  
**To:** Peter S McCarten  
**Cc:** DCO\_Nerang; Gary J Swanson; Naomi J Cunningham; Shane V McNamee; Wayne M Brennan  
**Subject:** Re: Information for Linus Power MP meeting

Hi Peter,

Thank you for this information. One of the key issues Linus will raise is the possibility of left in access to St Aldwyns Rd from the Mt Lindesay Hwy. looking at this it will be all but impossible. Can you give some thought as to how this could be achieved at a point north of the intersection.

Sent from my iPad

On 11 Apr 2017, at 3:54 pm, Peter S McCarten <[Peter.S.McCarten@tmr.qld.gov.au](mailto:Peter.S.McCarten@tmr.qld.gov.au)> wrote:

Hi Paul,

Sarah-Jane has given a good summary of the current project status for the work expected to be Federally Funded.

Attached please find a PDF copy of the latest Mt Lindesay Highway upgrade planning for the work in North and South Maclean. This drawing is detailed and may not be suitable to present to Linus but should give you an update on the overall planning underway.

The work planned for North Maclean is expected to receive Federal Funding and there is a good chance High Risk Road (targeted safety program) State funding will be available for the South Maclean planning.

The attached PDF shows a south bound Mt Lindesay Highway off ramp to the service road – the need for this facility has not yet been confirmed.

We are currently working to have two business case reports prepared (one for the North Maclean planning and one for South Maclean) late this month for early acceptance next month. This is expected to allow the mid to late 2017 detailed design programme to be met.

Sarah-Jane has identified two specific issues that Linus may be interested in the North Maclean planning.

- a. Bus Stops: TransLink has been brief to provide advice on bus stop locations over the extent of planning – you will note the attached drawing shows an indented bus stop pair at Stockleigh Rd/Crest Rd intersection – with pedestrian crossing facility allowed. No pedestrian crossing facility has been incorporated at the Greenbank Rd signalised intersection. Currently I am expecting TransLink bus stops in North Maclean to be located on the service road but that has not yet been confirmed.
- b. Agricultural College: A meeting with the owner/developer of the Australian Technology & Agricultural College was held this morning to discuss access arrangements. Currently the plan is for the campus to be operating late 2017 or early 2018 which is before service road construction. Short term access works are considered appropriate but needs to be submitted as a revision to the development conditions. While timing will be an issue both TMR and the developer have agreed to work together to achieve a mutually acceptable outcome.

I understand Linus has previously shown an interest in the Temple access and traffic requirements in South Maclean. The HRR planning in South Maclean addresses the temple access safety by closing the existing Casuarina Rd/Mt Lindesay Highway intersection and providing a new section of Casuarina Rd to join Crest Rd.

While this interim planning has been targeted to minimise land resumptions land will need to be acquired from four properties and access to others will be impacted.

Apart from the Agricultural College no other property or community consultation has taken place and at this point in time there has been no liaison with Logan City Council staff on this planning.

Please contact me should you require further information on this Mt Lindesay Highway planning.

Kind regards

**Peter McCarten**

Senior Civil Engineer | South Coast Region / Gold Coast Office

**Program Delivery and Operations Branch | Department of Transport and Main Roads**

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**From:** DCO\_Nerang

**Sent:** Tuesday, 11 April 2017 2:29 PM

**To:** Paul D Noonan <[Paul.D.Noonan@tmr.qld.gov.au](mailto:Paul.D.Noonan@tmr.qld.gov.au)>

**Cc:** Gary J Swanson <[gary.j.swanson@tmr.qld.gov.au](mailto:gary.j.swanson@tmr.qld.gov.au)>; Peter S McCarten

<[Peter.S.McCarten@tmr.qld.gov.au](mailto:Peter.S.McCarten@tmr.qld.gov.au)>; DCO\_Nerang <[DCO\\_Nerang@tmr.qld.gov.au](mailto:DCO_Nerang@tmr.qld.gov.au)>

**Subject:** Information for Linus Power MP meeting

Hi Paul

Attached is information about the \$20 million Mount Lindesay Highway project. The website hasn't gone up yet, Les asked us to wait until after the meeting with Linus.

Also, Miles asked Les to bring forward the construction date. In a ministerial last week, Les changed the timeline to "Early works may commence in mid-2018". I will change the website text to reflect this.

TransLink has already received an enquiry from Linus to relocate a bus stop outside Olly's. TransLink we going to respond along the lines of working together with TMR and bus operator to determine the best location.

Peter McCarten is meeting with the Agricultural College about their access arrangements. We are planning on sending letters to those impacted by the project by the end of the month.

Please let Peter or I know if you need anything else for the meeting.

Thanks!

Sarah-Jane

**Sarah-Jane Bartlem**

Stakeholder and Customer Management | South Coast Region

**Program Delivery And Operations | Department of Transport and Main Roads**

**From:** DCO\_Nerang  
**Sent:** Wednesday, 29 March 2017 5:41 PM  
**To:** Les S Dunn <[les.s.dunn@tmr.qld.gov.au](mailto:les.s.dunn@tmr.qld.gov.au)>  
**Cc:** Andrew M Wheeler <[Andrew.M.Wheeler@tmr.qld.gov.au](mailto:Andrew.M.Wheeler@tmr.qld.gov.au)>; SCR Communication <[SCR\\_Communication@tmr.qld.gov.au](mailto:SCR_Communication@tmr.qld.gov.au)>; Peter S McCarten <[Peter.S.McCarten@tmr.qld.gov.au](mailto:Peter.S.McCarten@tmr.qld.gov.au)>; Gary J Swanson <[gary.j.swanson@tmr.qld.gov.au](mailto:gary.j.swanson@tmr.qld.gov.au)>  
**Subject:** Information for Linus Power MP meeting

Good afternoon Les

Please find attached an updated plan (with federal government logo), draft communications framework, draft website text and crash data (including a heat map of crashes). The crash data is what we used during the safety review, so it is a little outdated but Linus has seen this before and it shows the safety issues on the highway. The below paragraph summarises the situation. I have asked for up-to-date fatality data from our safety team which I will forward through tomorrow.

*The Mount Lindesay Highway has been identified as one of Queensland's poorest safety performing roads with a very high rate of Fatal and Serious Injury (FSI) crashes. **Over the 8 year period from 2007-2014<sup>[1]</sup>, 370 casualties have been reported from 493 crashes on the Mount Lindesay Highway. Of the 370 casualties, 15 people were killed. Of all Queensland roads with a length of 100km or more, excluding the Bruce Highway and Warrego Highway, it has the highest FSI crash rate per kilometre on the state-controlled road network.***

Kind regards

Sarah-Jane

**Sarah-Jane Bartlem**  
Stakeholder and Customer Management | South Coast Region  
Program Delivery And Operations | Department of Transport and Main Roads

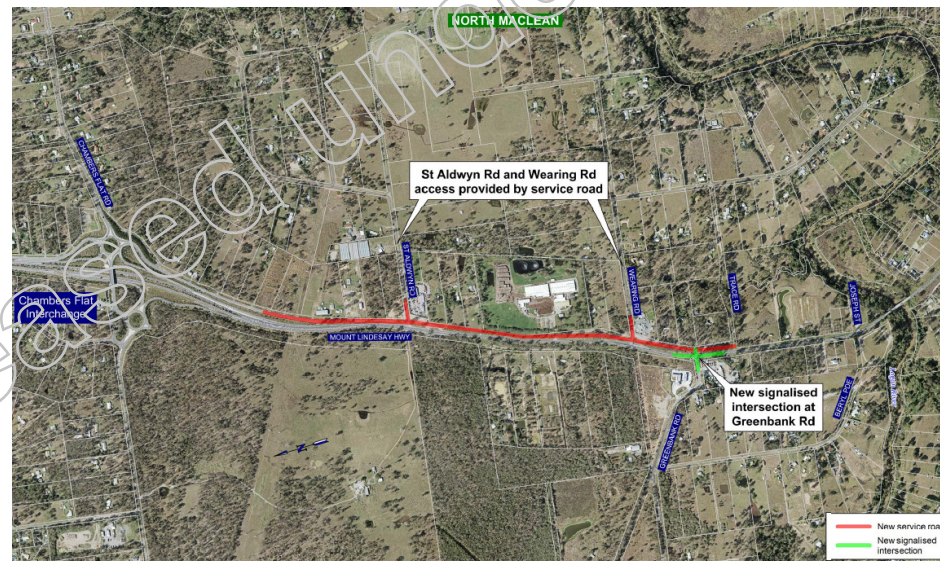
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<Nth-SthMacleanServiceRoadLayout-7Apr2017.pdf>

<sup>[1]</sup> Represents the most current road crash data between 1 Jan 2007 to 31 Dec 2014. Data for all reporting categories are not complete during this period due to availability of information and changes to data collection/reporting methods.

# Mount Lindesay Highway, North Maclean Safety Improvements

- Upgrade between Chambers Flat Road and Logan River funded by state and federal governments. Early works and service relocations planned to commence in 2018 with full delivery in early to mid 2019.
- Extends eastern service road from St Aldwyn Road to Wearing Road to new signalised intersection at Greenbank Road.
- 800 metres of four lane highway thru new Greenbank Road intersection.



## Peter S McCarten

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**From:** Alicia M Heritage  
**Sent:** Wednesday, 3 May 2017 12:12 PM  
**To:** Peter S McCarten; Alicia M Heritage  
**Cc:** Darren Y McDonald; Ferdinand Joeffry  
**Subject:** Re: Mount Lindesay Highway: North Maclean safety improvements

Hi Peter.

I agree with your approach. Given the limited patronage currently experienced along the 540 route, I would agree with your approach. We would be comfortable with on-road stops (no indent). The need for shelter would be determined on a case by case basis.

Will follow through tomorrow with this detail.

Alicia

Sent on the go with Vodafone

----- Original message -----

**From:** Peter S McCarten <Peter.S.McCarten@tmr.qld.gov.au>  
**Date:** 3/05/2017 12:07 PM (GMT+10:00)  
**To:** Alicia M Heritage <Alicia.Heritage@translink.com.au>  
**Cc:** Darren Y McDonald <Darren.Y.McDonald@tmr.qld.gov.au>, Ferdinand Joeffry <Ferdinand.JOEFFRY@translink.com.au>  
**Subject:** RE: Mount Lindesay Highway: North Maclean safety improvements

Hi Alicia,

Thank you for the update. Thank you for confirming Route 540 could make use of the service road with connections to Mt Lindesay Highway through the Chambers Flat interchange in the north and planned signalised Greenbank Road/Mt Lindesay Highway intersection in the south.

I agree it is desirable to provide bus stops on the service road as it provides safe access for the younger patrons and is more likely to ensure safe short term parking that may be needed for those picking up/setting down the patrons. It is also noted that a college campus is planned with access to the planned east service road and located immediately south of Greenbank Road – the developer has requested consideration be given to bus stops in the Wearing Road to Greenbank Road section of the planned service road.

The current planning has needed to be close to the east boundary to facilitate the future Mt Lindesay Highway upgrade works and this makes it 'tight' to fit any interim bus stops. While my preferred bus stop is fully Translink compliant, indented with a shelter I am expecting we may need to compromise standards to get the best fit, best level of service and avoid land resumptions. Now you have confirmed Route 540 could use the service road I have requested my consultant provide some sketches on bus stop configurations. I will forward these when they are available.

Your assistance in working through these matters is appreciated.

Kind regards

**Peter McCarten**

Senior Civil Engineer | South Coast Region / Gold Coast Office  
**Program Delivery and Operations Branch | Department of Transport and Main Roads**  
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**From:** Alicia M Heritage

**Sent:** Wednesday, 3 May 2017 11:31 AM

**To:** Peter S McCarten <[Peter.S.McCarten@tmr.qld.gov.au](mailto:Peter.S.McCarten@tmr.qld.gov.au)>

**Cc:** Darren Y McDonald <[Darren.Y.McDonald@tmr.qld.gov.au](mailto:Darren.Y.McDonald@tmr.qld.gov.au)>; Ferdinand Joeffry <[Ferdinand.JOEFFRY@translink.com.au](mailto:Ferdinand.JOEFFRY@translink.com.au)>

**Subject:** RE: Mount Lindesay Highway: North Maclean safety improvements

Hi Peter,

Thank you for your email. I was reviewing your concepts this morning when I received it. I have had a number of projects to provide advice for. Combined with the short weeks, time has flown.

For your information I have attached a .kml file that can be loaded up into Google Earth. This includes all of our stops and bus routes that utilise the Mount Lindesay Highway corridor; all except the 540 route are school routes. Bearing in mind that the majority of our Customers in this area are school children it is our responsibility to minimise the impact to their journey to/from school and ensure there are safe locations for buses to pick up / set down the children.

Bearing this in mind, combined with the interim nature of your proposal, we see a need to find a balance between minimising the number of bus stops (formalised infrastructure) needed whilst ensuring that we can still locate safe and convenient stopping locations for our school routes.

Regardless, I expect to have a response to you by COB tomorrow.

Kindest regards,

Alicia Heritage

**Senior Advisor (Infrastructure Planning)**

TransLink Division | Department of Transport and Main Roads

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Please consider the environment before printing this email.

**From:** Peter S McCarten

**Sent:** Wednesday, 3 May 2017 9:08 AM

**To:** Ben J Blythe <[ben.blythe@translink.com.au](mailto:ben.blythe@translink.com.au)>

**Cc:** Bus Stops <[Bus\\_Stops@translink.com.au](mailto:Bus_Stops@translink.com.au)>; Darren Y McDonald <[Darren.Y.McDonald@tmr.qld.gov.au](mailto:Darren.Y.McDonald@tmr.qld.gov.au)>; Alicia M

Heritage <[Alicia.Heritage@translink.com.au](mailto:Alicia.Heritage@translink.com.au)>

**Subject:** RE: Mount Lindesay Highway: North Maclean safety improvements

Hi Ben,

Your query below is timely. Back on 10 April I was in liaison with Darren McDonald and Alicia Heritage in respect to bus stop planning in North and South Maclean. I had requested a response late April and as I have not heard back I was going to follow the matter up. My concern was whether TransLink would consider shifting the '540' bus service route to the planned service road where appropriate and if this was considered acceptable where bus stops would be located.

Please note that South Coast regional management has met with Linus Power to inform him of our link planning – so he is aware of the proposed service road in North Maclean.

I had noted to Darren and Alicia my current planning was for an interim period and future upgrading of Mt Lindesay Highway was very likely and this may require further route and bus stop changes.

Hence I suggest you talk to Darren and Alicia on this matter.

Please keep me informed of developments as I need to finalise my planning drawings ASAP (this week) and it is desirable I show the bus stops in locations that all parties accept.

Kind regards

**Peter McCarten**

Senior Civil Engineer | South Coast Region / Gold Coast Office

**Program Delivery and Operations Branch** | Department of Transport and Main Roads

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**From:** Ben J Blythe

**Sent:** Tuesday, 2 May 2017 4:44 PM

**To:** Peter S McCarten <[Peter.S.McCarten@tmr.qld.gov.au](mailto:Peter.S.McCarten@tmr.qld.gov.au)>

**Cc:** Bus Stops <[Bus\\_Stops@translink.com.au](mailto:Bus_Stops@translink.com.au)>

**Subject:** FW: Mount Lindesay Highway: North Maclean safety improvements

**Importance:** High

Hi Peter

I have just come out of a meeting with Shane McNamee and Ross Poidevin and they mentioned that you may be able to assist with some urgent advice requested below.

Please do not hesitate to contact me or Nevena if you have any questions.

Regards,

Ben Blythe

**Project Manager (Public Transport Infrastructure)**

TransLink Division | Department of Transport and Main Roads

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 /TransLinkQLD  /TransLinkSEQ



 Please consider the environment before printing this email.

**From:** Bus Stops

**Sent:** Friday, 28 April 2017 11:34 AM

**To:** DCO\_Nerang <[DCO\\_Nerang@tmr.qld.gov.au](mailto:DCO_Nerang@tmr.qld.gov.au)>; SouthCoast <[SouthCoast@tmr.qld.gov.au](mailto:SouthCoast@tmr.qld.gov.au)>; Sarah-Jane Y Bartlem <[Sarah-Jane.Y.Bartlem@tmr.qld.gov.au](mailto:Sarah-Jane.Y.Bartlem@tmr.qld.gov.au)>

**Cc:** Elizabeth J Schofield <[Elizabeth.Schofield@translink.com.au](mailto:Elizabeth.Schofield@translink.com.au)>; Ben J Blythe <[ben.blythe@translink.com.au](mailto:ben.blythe@translink.com.au)>; Sara Gaffney <[Sara.Gaffney@translink.com.au](mailto:Sara.Gaffney@translink.com.au)>; Bus Stops <[Bus\\_Stops@translink.com.au](mailto:Bus_Stops@translink.com.au)>

**Subject:** Mount Lindesay Highway: North Maclean safety improvements

**Importance:** High

Hey team,

I was hoping to touch base with Sarah-Jane about the upcoming Mount Lindesay Highway safety improvement project.

Several weeks ago we received Ministerial enquiry about the provision of a pair of bus stops near St Aldwyn Road, along the service road, as part of this project.

Sarah-Jane was contacted in relation to this request and the advice we received is that PDO SouthCoast were happy to work with TransLink in relation to this request as detailed design had not yet begun, which is the advice we provided to Ministers Office. Minister's Office have now asked whether we can confirm that a pair of stops can be included and are seeking **urgent** feedback.

I am just wondering whether someone can contact me to discuss this option so we can go back to Ministers Office with a more definite answer.

Regards

Nevena Ibragic

**Snr Communications Officer (Infrastructure)**

TransLink Division | Department of Transport and Main Roads



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## Peter S McCarten

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**From:** Alicia M Heritage  
**Sent:** Thursday, 4 May 2017 5:22 PM  
**To:** Peter S McCarten  
**Cc:** Darren Y McDonald; Ferdinand Joeffry; Alan J Hawkes  
**Subject:** RE: Mt Lindesay Hwy Link Planning Safety Improvements - North MacLean Bus Stops  
**Attachments:** Preliminary Feedback - TransLink Division 04-05-2017.pdf

Hi Peter,

Looks pretty good. Please find attached our feedback. Hopefully I have provided sufficient information to guide the preliminary costing. Let me know if you need to discuss further.

Kindest regards,  
Alicia Heritage  
**Senior Advisor (Infrastructure Planning)**  
TransLink Division | Department of Transport and Main Roads

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f /TransLinkQLD t /TransLinkSEQ



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**From:** Peter S McCarten  
**Sent:** Wednesday, 3 May 2017 12:40 PM  
**To:** Alicia M Heritage <[Alicia.Heritage@translink.com.au](mailto:Alicia.Heritage@translink.com.au)>  
**Cc:** Darren Y McDonald <[Darren.Y.McDonald@tmr.qld.gov.au](mailto:Darren.Y.McDonald@tmr.qld.gov.au)>; Ferdinand Joeffry <[Ferdinand.JOEFFRY@translink.com.au](mailto:Ferdinand.JOEFFRY@translink.com.au)>  
**Subject:** FW: Mt Lindesay Hwy Link Planning Safety Improvements - North MacLean Bus Stops

Hi Alicia,

Attached please find 'first draft' version of bus stop layouts for the North Maclean Safety Improvement planning prepared by the consultant.

I would appreciate your comments/feedback on the proposed configurations.

As noted in the e-mail below I am keen to have the bus stop costs included in the North Maclean Safety Improvement project cost estimate even if I cannot get the bus stops on the business case drawings.

Kind regards

**Peter McCarten**

Senior Civil Engineer | South Coast Region / Gold Coast Office

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From [Redacted] Sch.4 Part 4 s.6 Personal information [Redacted] @ghd.com]

Sent: Wednesday, 3 May 2017 12:08 PM

To: Peter S McCarten <[Peter.S.McCarten@tmr.qld.gov.au](mailto:Peter.S.McCarten@tmr.qld.gov.au)>

Cc: [Redacted] @ghd.com>; [Redacted] @geleon.com.au>; [Redacted] @ghd.com>

Subject: Mt Lindesay Hwy Link Planning Safety Improvements - North MacLean Bus Stops

Peter,

We discussed this morning the likelihood of Translink requiring bus stop provisions on the eastern service road in North MacLean, with a pair near St Aldwyn Rd and a pair near Wearing Rd. Note that the only reason the bus stops remained on the highway in the South MacLean section is that the service roads don't connect through.

Please find attached suggested layout (hand sketch). As discussed, we won't have time to get these onto the Business Case Layout for delivery this week, sorry.

[Redacted] **Peter has asked for you to make an allowance in your cost estimating for these bus stops, please.**

Please note the following about these sketches:

- Extent of kerb and channel will need to change from the current layout.
- We will need a ped refuge (kerbed median island) for the bus stop pair at St Aldwyn. This then gets tangled with the driveway out of Lot 2 (the property immediately south of the shops).
- The shelter at St Aldwyn northbound will need to be offset (not enough width to the barrier on the highway).
- The footpath links back to the existing footpath in St Aldwyn Rd.
- The footpath at Wearing Rd only links the two bus stops (there is no footpath to join to currently). If the Ag College wants a footpath up to the bus stop / BP, there may need to be additional kerb and channel on the eastern side.
- The driveway out of the BP western side will need to be incorporated into the bus bay
- Pink highlights indicative area of additional road pavement for the bus bay.
- Blue highlights indicative concrete footpath. Green is grass between kerb and footpath.
- There are no car parking / "kiss-n-ride" facilities provided.

Note also that these layouts are an advance set, a work in progress – they are not finished yet.

Let me know if you would like to discuss any of this.

Regards,

[Redacted Signature]

Civil Engineer

**GHD**

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Released under RTI - DTMR

### GENERAL COMMENT ON BUS STOP PAIR LOCATION

As the bus stop pair will replace the bus stops located at both the Greenbank Road / Mount Lindesay Highway and Wearing Road / Mount Lindesay Highway intersections, it is our preference, where possible, to position the pair between both intersections, with appropriate pedestrian facilities connecting both catchments east and west of Mount Lindesay Highway.

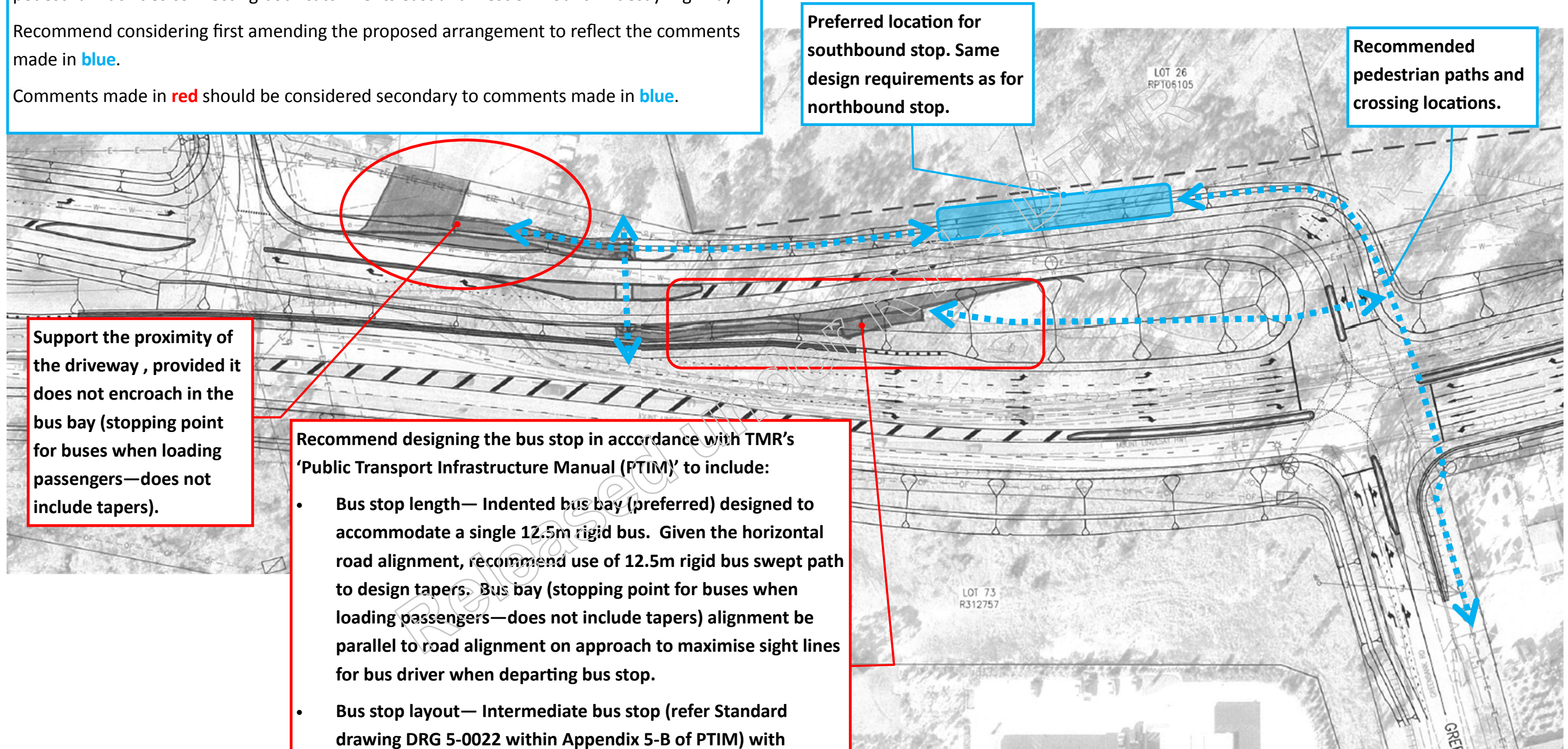
Recommend considering first amending the proposed arrangement to reflect the comments made in **blue**.

Comments made in **red** should be considered secondary to comments made in **blue**.

### TMR - TransLink Division Feedback

Prepared by Alicia Heritage - Infrastructure Planning

Dated - 04/05/2017



Preferred location for southbound stop. Same design requirements as for northbound stop.

Recommended pedestrian paths and crossing locations.

Support the proximity of the driveway, provided it does not encroach in the bus bay (stopping point for buses when loading passengers—does not include tapers).

- Recommend designing the bus stop in accordance with TMR's 'Public Transport Infrastructure Manual (PTIM)' to include:
- Bus stop length— Indented bus bay (preferred) designed to accommodate a single 12.5m rigid bus. Given the horizontal road alignment, recommend use of 12.5m rigid bus swept path to design tapers. Bus bay (stopping point for buses when loading passengers—does not include tapers) alignment be parallel to road alignment on approach to maximise sight lines for bus driver when departing bus stop.
  - Bus stop layout— Intermediate bus stop (refer Standard drawing DRG 5-0022 within Appendix 5-B of PTIM) with suburban shelter without ad panel (refer Standard drawing DRG 5-0402 within Appendix 5-B of PTIM as an example).
  - Bus stop sign — IS-10B Bus Stop J Pole Sign (TransLink) as detailed in the 'TMR Signage Manual—Bus Network

EXTRACT FROM GENERAL ARRANGEMENT—SHEETS 6 & 4 OF 8

**TMR - TransLink Division Feedback**

**Prepared by Alicia Heritage - Infrastructure Planning**

**Dated - 04/05/2017**

Released under RTI - DTMR

Not Relevant

Recommend designing the bus stop in accordance with TMR's 'Public Transport Infrastructure Manual (PTIM)' to include:

- Bus stop length— Indented bus bay (preferred) designed to accommodate a single 12.5m rigid bus

**TMR - TransLink Division Feedback**

**Prepared by Alicia Heritage - Infrastructure Planning**

**Dated - 04/05/2017**

Not Relevant

Not Relevant

Released under RTI - DTMR

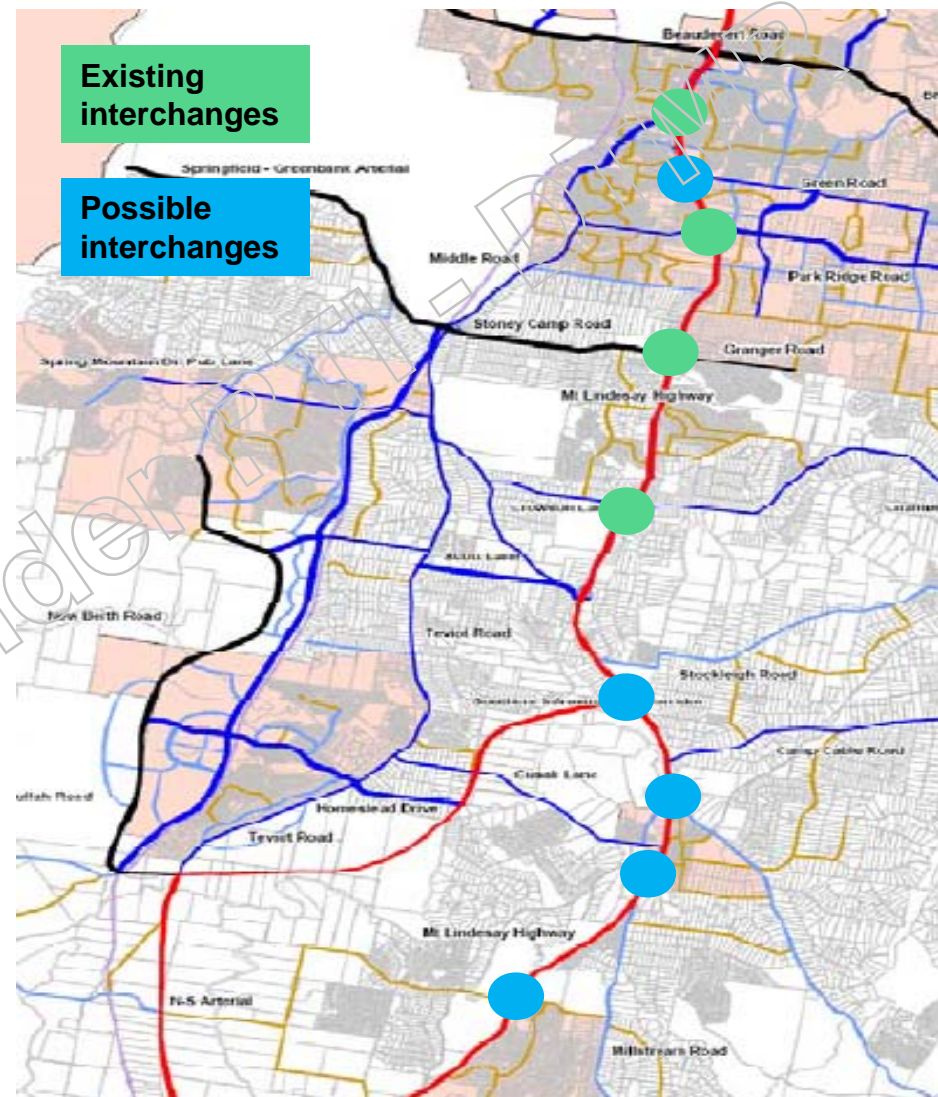
# Mt Lindesay Highway Transport Planning Presentation

11 May 2017

Presented to LWATS Technical Working Group  
by P McCarten

# Mt Lindesay Highway - Strategic Planning So Far

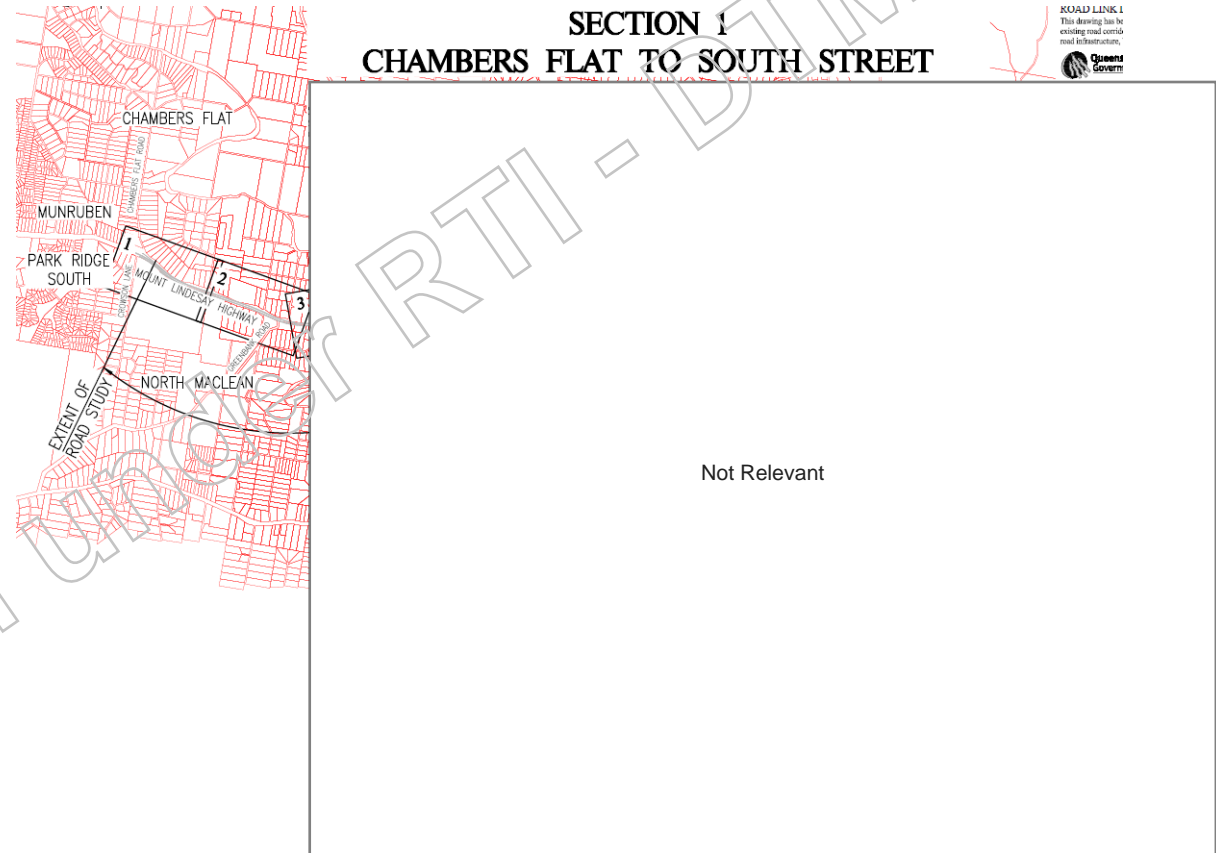
- Mt Lindesay Beaudesert Strategic Transport Network Investigation (2009)
- West Mt Lindesay Development Corridor – Major Road Network Study (2010)
- Connecting SEQ 2031 (2011)
- Shaping SEQ (Draft Oct 2016)
- Assumed ultimate development beyond 2050 based on SEQ Regional Plan and Logan and Scenic Rim councils planning schemes.





# Mt Lindesay Highway - Ultimate Concept planning

- Concept Ultimate Masterplan completed for 4&6 lane grade separated motorway south to Woodhill. (17.5km)
- Based on highway becoming major freight route to/from Bromelton State Development Area
- Strategic cost estimate >\$1billion
- Limited consultation
- Not approved planning

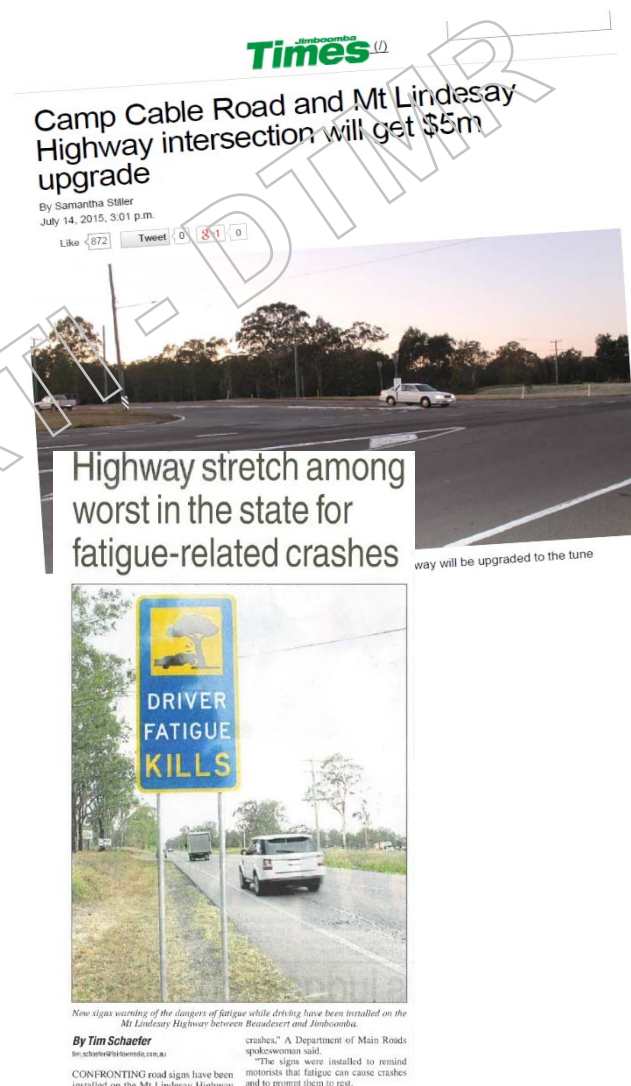


# Mt Lindesay Highway - Route Strategy

- Completed 2016
- 20 year timeframe (2036)
- Aligns with Strategic Framework – Road & Freight
- LWATS Working Paper #1 Traffic Predictions (2031) met
- Staged delivery focusing on value for money projects that address emerging congestion and intersection capacity issues
- Combination of grade separation, traffic signals, service roads
- Guide future project business cases for funding consideration
- Completed business cases to 4 lane Rosia Rd to Stoney Camp I/C, safety improvements for North/South Maclean and 4 lane and improve flood immunity Jimboomba to Camp Cable Rd

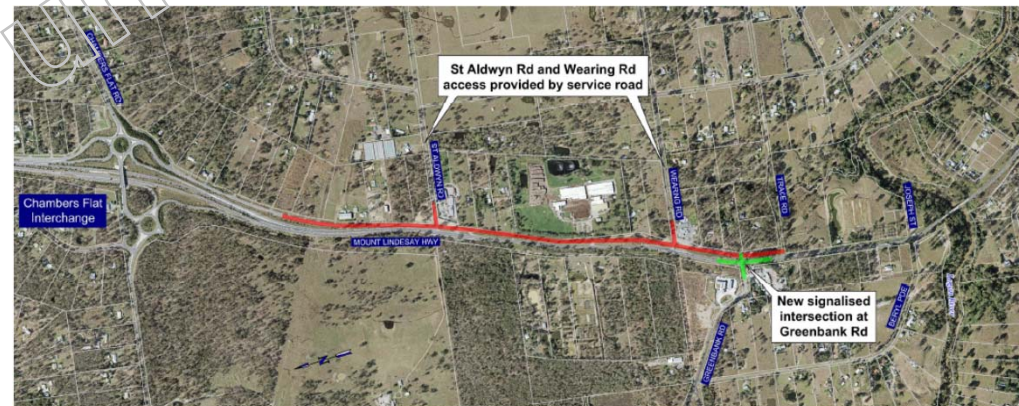
# Mount Lindesay Highway Safety Review

- Holistic assessment of road safety conditions along the highway
- Extensive community and stakeholder engagement
- Report released March 2016
- Mt Lindesay Highway/Camp Cable Rd intersection signalised 2016
- Other safety planning underway
- High Risk Roads – a new TMR targeted safety funding programme



# Mt Lindesay Highway - Current planning

- Route Strategy and Safety Review findings strongly align
- Current planning integrates safety and traffic capacity in North and South Maclean
- Intersections identified as critical
- Service roads and signalised intersections planned
- HRR and Federal Funding being pursued
- Reducing FSI crashes
- Safer access to & safer travel along Mt Lindesay Highway



# Thank You

# Questions

Released under RTI - DTMR

# TSP South Coast Program Update

Project Planning  
(excluding Comm Games)

South Coast RPCG – 20 June 2017

Released under RTI - DTMR



# 16/17 Program - Expenditure

## End May Expenditure

- Baseline Budget - \$3.56M
- Revised Budget - \$3.56M
- Actual - \$4.25M

**YTD Program is at 120% expenditure**

# 16/17 Program – Key Achievements


Not Relevant


Released under RTI - DTMR



# 16/17 Program – Key Achievements

## Funded Projects

-  Not Relevant
- **Mount Lindesay Highway**
  - North Maclean
  - Rosia Road to Stoney Camp Interchange

-  Not Relevant

# 16/17 Program – Key Achievements

Not Relevant

Released under RTI - DTMR

# 16/17 Program – Key Achievements

Not Relevant

Released under RTI - DTMR

# 17/18 Program - Summary

- Budget - \$6.085M
- 7 new projects
- 13 continuing projects

Released under RTI - DTMR

# 17/18 Program – Continuing Projects

## Corridor Planning

- Consultation on Mount Lindesay Highway (North Maclean to Woodhill Ultimate planning – Progression to Category C

- 
- 

Not Relevant

# 17/18 Program – Continuing Projects

## Project Planning



# 17/18 Program – New Projects

## Project Planning



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# Thank you and stay connected

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**Twitter** @TMRQld



**Facebook** @TMRQld



**LinkedIn** Department of Transport and Main Roads



**Blog** [blog.tmr.qld.gov.au](http://blog.tmr.qld.gov.au)



30 June 2017

Sch.4 Part 4 s.6 Personal information

Dear

The Department of Transport and Main Roads (TMR) is planning to start work on road safety improvements on the Mount Lindesay Highway at North Maclean next year (2018). The project aims to reduce fatal and serious crashes by managing safer access to and from the Mount Lindesay Highway.

This project continues the highway service road network from Browns Plains and is part of longer term plans for upgrading of the Mount Lindesay Highway to improve motorist safety and travel efficiency. The work will include:

- connecting St Aldwyn Road and Wearing Road to an extension of the existing eastern service road from Chambers Flat Road interchange
- extending the service road south to join the Mount Lindesay Highway at a new signalised intersection with Greenbank Road
- access to St Aldwyn Road, Wearing Road and all properties east of the Mount Lindesay Highway will be provided at the Chambers Flat Road interchange from the north and at the upgraded Greenbank Road intersection from the south.

Detailed design for these safety works will be prepared in 2017, with early works including service relocations to be undertaken in the first half of 2018. Construction of the service road and signalised intersection will follow and the whole project is expected to take up to 12 months to complete.

Please find attached a concept plan of these safety improvements. Information is also available on TMR's website (go to [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au) and search for Mount Lindesay Highway – North Maclean Safety Improvements).

If you have any queries or feedback regarding the upcoming project and future changes to your property access, please contact the TMR South Coast region on (07) 5563 6600 or by email [southcoast@tmr.qld.gov.au](mailto:southcoast@tmr.qld.gov.au)

Yours sincerely

Paul Noonan  
**Regional Director (South Coast Region)**

Released under RTI - DTMR



Department of  
**Transport and Main Roads**

30 June 2017

Mushroom Exchange Pty Ltd  
4696-4754 Mount Lindesay Highway  
NORTH MACLEAN QLD 4280

Dear Mushroom Exchange Pty Ltd

The Department of Transport and Main Roads (TMR) is planning to start work on road safety improvements on the Mount Lindesay Highway at North Maclean next year (2018). The project aims to reduce fatal and serious crashes by managing safer access to and from the Mount Lindesay Highway.

This project continues the highway service road network from Browns Plains and is part of longer term plans for upgrading of the Mount Lindesay Highway to improve motorist safety and travel efficiency. The work will include:

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Program Delivery and Operations  
South Coast Region  
Floor 1 Nerang - Gold Coast Office  
36-38 Cotton Street Nerang  
PO Box 442 Nerang Qld 4211

**Telephone** +61 7 5563 6600  
**Facsimile** +61 7 5563 6611  
**Website** [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)  
**Email** [southcoast@tmr.qld.gov.au](mailto:southcoast@tmr.qld.gov.au)

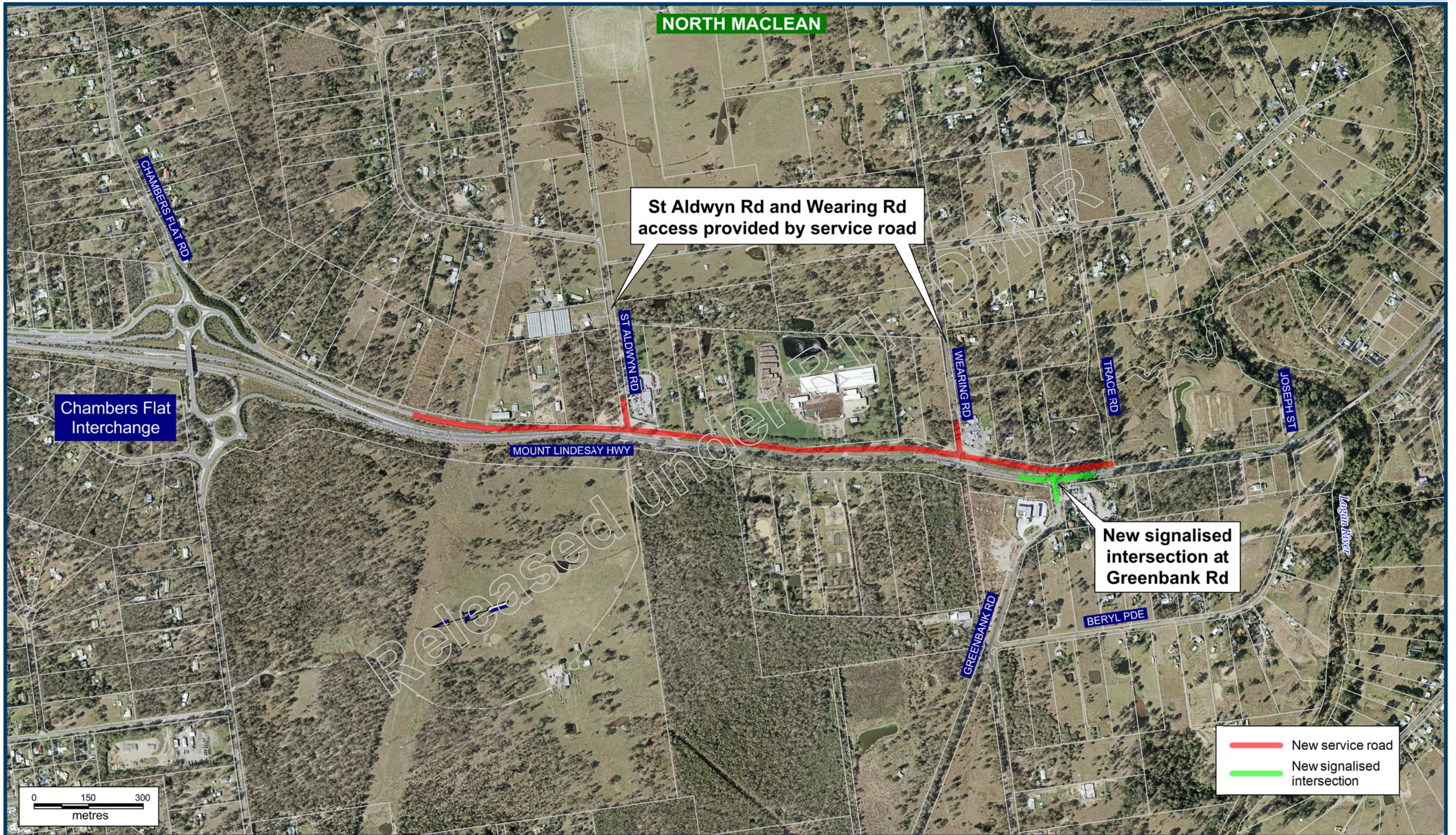
ABN 39 407 690 291

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Yours sincerely

Paul Noonan  
**Regional Director (South Coast Region)**

Released under RTI - DTMR





Queensland  
Government

Our ref 495/00023  
Your ref  
Enquiries 07 5563 6600

Department of  
Transport and Main Roads

8 June 2017

Sch.4 Part 4 s.6 Personal information

Dear

The Department of Transport and Main Roads is currently undertaking the design for a series of road safety improvements on the Mount Lindesay Highway at North Maclean with early construction works to commence early next year.

The improvements will provide safer access to and from the Mount Lindesay Highway by managing access points to reduce serious crashes through the North McLean section of highway. The service road network from Browns Plains will also be continued through to Greenbank Road as part of longer term plans for progressively upgrading the Mount Lindesay Highway to improve safety and capacity.

As part of the design process, the project team would like to meet with you to discuss these safety improvements and the impact on your property

To arrange a meeting, please contact Kelly Bentson, Principal Communications Officer by phone 07 5563 6600 or email [southcoast@tmr.qld.gov.au](mailto:southcoast@tmr.qld.gov.au). A meeting can be scheduled at a time and place for your convenience.

We look forward to the opportunity to discuss these safety improvements with you.

Yours sincerely

Paul Noonan  
Regional Director (South Coast)

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Facsimile +61 7  
Website [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)  
Email  
ABN 39 407 690 291



Our ref 495/00023  
Your ref  
Enquiries 07 5563 6600

Department of  
Transport and Main Roads

8 June 2017

Oxley Sports Drome Corporation Pty Ltd

Sch.4 Part 4 s.6 Personal information

PO Box 136  
COOPERS PLAINS QLD 4108

Dear

The Department of Transport and Main Roads is currently undertaking the design for a series of road safety improvements on the Mount Lindesay Highway at North Maclean with early construction works to commence early next year.


The improvements will provide safer access to and from the Mount Lindesay Highway by managing access points to reduce serious crashes through the North Maclean section of highway. The service road network from Browns Plains will also be continued through to Greenbank Road as part of longer term plans for progressively upgrading the Mount Lindesay Highway to improve safety and capacity.

As part of the design process, the project team would like to meet with you to discuss these safety improvements and the impact on your property L25 RP106105 at 4788 Mount Lindesay Highway NORTH MACLEAN QLD 4280.

To arrange a meeting, please contact Kelly Bentson, Principal Communications Officer by phone 07 5563 6600 or email [southcoast@tmr.qld.gov.au](mailto:southcoast@tmr.qld.gov.au). A meeting can be scheduled at a time and place for your convenience.

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Yours sincerely

  
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Regional Director (South Coast)

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Facsimile +61 7  
Website [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)  
Email  
ABN 39 407 690 291



Department of  
Transport and Main Roads

Our ref 495/00023  
Your ref  
Enquiries 07 5563 6600

8 June 2017

Philip Usher Construction Pty Ltd

Sch.4 Part 4 s.6 Personal information

PO Box 1536  
BROWNS PLAINS QLD 4118

Dear

The Department of Transport and Main Roads is currently undertaking the design for a series of road safety improvements on the Mount Lindesay Highway at North Maclean with early construction works to commence early next year.

The improvements will provide safer access to and from the Mount Lindesay Highway by managing access points to reduce serious crashes through the North Maclean section of highway. The service road network from Browns Plains will also be continued through to Greenbank Road as part of longer term plans for progressively upgrading the Mount Lindesay Highway to improve safety and capacity.

As part of the design process, the project team would like to meet with you to discuss these safety improvements and the impact on your property L26 RP106105 at 4798 Mount Lindesay Highway NORTH MACLEAN QLD 4280.

To arrange a meeting, please contact Kelly Bentson, Principal Communications Officer by phone 07 5563 6600 or email [southcoast@tmr.qld.gov.au](mailto:southcoast@tmr.qld.gov.au). A meeting can be scheduled at a time and place for your convenience.

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Yours sincerely

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ABN 39 407 690 291



Our ref 495/00023  
Your ref  
Enquiries 07 5563 6600

Department of  
Transport and Main Roads

8 June 2017

Sch.4 Part 4 s.6 Personal information

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Yours sincerely

Paul Noonan  
Regional Director (South Coast)

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Facsimile +61 7  
Website [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)  
Email  
ABN 39 407 690 291

**From:** [Nathan A Bright](#)  
**To:** [Paul D Noonan](#); [Gavin A Massingham](#)  
**Cc:** [South Coast IDAS](#)  
**Subject:** FW: 4808-4822 Mt Lindesay Highway, North Maclean (Santoshi Development Consultants)  
**Date:** Tuesday, 5 April 2016 4:06:31 PM  
**Attachments:** [Santoshi Approved POD.pdf](#)  
[Logan City Council Decision Notice 2016 - conditions pdf.pdf](#)  
[DILGP Concurrence Agency Response 19 Dec 2014.pdf](#)  
[Council DILGP DTMR emails late 2015 and Jan 2016 - reducing on site uses.pdf](#)  
[Logan City Council Decision Notice 2016 - Cover Letter pdf.pdf](#)

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Hi Paul and Gavin

Please find attached the development approval from Logan for the proposed Educational Establishment, dated 5 Feb 2016. It is understood the scope of land uses has reduced from the original proposed. TMR provided conditions to SARA on 4 December 2015 and SARA issued the state response on 19 December 2014 to Logan City.

The Applicant is conditioned to undertake access works for service road to connect with Wearing Road in Mt Lindesay Highway road reserve. The works were proposed by the Applicant to provide safe access to the site. TMR and Logan City Council would not permit them access to Trace Road by reason of flooding, safe access to MLH and interfere with future corridor planning

Please do not hesitate if you have any questions.

Kind regards,

**Nathan Bright**

Principal Advisor (Land Management) | South Coast Region / Gold Coast Office  
Program Delivery & Operations | Department of Transport and Main Roads

Ground Floor | Nerang - Gold Coast Office | 36-38 Cotton Street | Nerang Qld 4211

PO Box 442 | Nerang Qld 4211

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E: [south.coast.IDAS@tmr.qld.gov.au](mailto:south.coast.IDAS@tmr.qld.gov.au) / [nathan.a.bright@tmr.qld.gov.au](mailto:nathan.a.bright@tmr.qld.gov.au)

W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)



---

**From:** Carly J Stebbing

**Sent:** Tuesday, 5 April 2016 3:00 PM

**To:** Nathan A Bright <[Nathan.A.Bright@tmr.qld.gov.au](mailto:Nathan.A.Bright@tmr.qld.gov.au)>

**Subject:** 4808-4822 Mt Lindesay Highway, North Maclean (Santoshi Development Consultants)

Nathan.

Council recently issued their latest Decision Notice (attached 'conditions' and 'cover letter'). These Council conditions support the State's access works, as per DILGP's 2014 response.

**Carly Stebbing**

Planner | South Coast Region / Gold Coast Office

Program Delivery & Operations | Department of Transport and Main Roads

First Floor | Nerang - Gold Coast Office | 36-38 Cotton Street | Nerang Qld 4211

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W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)



**From:** Isaac Harslett [<mailto:Isaac.Harslett@dilgp.qld.gov.au>]

**Sent:** Monday, 18 May 2015 9:25 AM

**To:** Carly J Stebbing

**Subject:** You should give me a call when you get back in

**Isaac Harslett**

**Principal Planning Officer**

Department of Infrastructure, Local Government and Planning

Level 1, 7 Short Street, Southport QLD 4215

p. 07 5644 3222 | e. [isaac.harslett@dip.qld.gov.au](mailto:isaac.harslett@dip.qld.gov.au)

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\*\*\*\*\*  
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Opinions contained in this email do not necessarily reflect the opinions of the Department of Transport and Main Roads, or endorsed organisations utilising the same infrastructure.

\*\*\*\*\*

Your Reference: SAN/2706/14  
Enquiry Phone: Customer Service (07) 3412 5269  
Document Reference: 10109981/plait:haywosh  
Property Key: 295097  
Please Quote File: 909188-1

5 February 2016

1301011130200030222211313023120020213

SARA (State Assessment & Referral Agency)  
PO Box 3290  
AUSTRALIA FAIR QLD 4215

Dear Sir/Madam

**DECISION NOTICE**

**APPLICATION NO:** MCUI/22/2014  
**PROPERTY DESCRIPTION:** LOT 27 RP 106105, LOT 28 RP 106105  
**PROPERTY LOCATION:** 4808-4822 MOUNT LINDESAY HIGHWAY, NORTH  
MACLEAN QLD 4280, 18-34 TRACE ROAD, NORTH  
MACLEAN QLD 4280

**APPLICATION DESCRIPTION:**

- **MATERIAL CHANGE OF USE - EDUCATIONAL ESTABLISHMENT (HORTICULTURE & AGRICULTURAL TECHNOLOGY - OUTDOOR INSTRUCTION)**
- 

Reference is made to the above development application.

In accordance with Section 334 of the *Sustainable Planning Act 2009* (SPA), please find enclosed a copy of the Decision Notice and Development Conditions issued by Council on 4 February 2016.

For further information about this application please contact Council on (07) 3412 5269 or via email on <mailto:bpuda@logan.qld.gov.au>.

Yours faithfully

Justin Bougoure  
Coordinator – Planning Assessment  
(on behalf of Chris Rose, Chief Executive Officer)

## DEVELOPMENT CONDITIONS

**APPLICANT:** SANTOSHI DEVELOPMENT CONSULTANTS  
**APPLICATION NUMBER:** MCUI/22/2014  
**TYPE & DESCRIPTION:** Material Change of Use Impact - Educational Establishment (Horticulture and Agricultural Technology - Outdoor Instruction)

### OFFICER DETAILS

The Assessment Manager for this application was:

**Officer Name:** Tonnia Plail

**Doc Id:** 10108115

### LAND

Draft Conditions of Development apply to the following land:

**Street Address:** 4808-4822 Mount Lindesay Highway, NORTH MACLEAN QLD 4280, 18-34 Trace Road, NORTH MACLEAN QLD 4280

**Real Property Description:** Lot 27 RP 106105, Lot 28 RP 106105

### CONDITIONS OF DEVELOPMENT

#### 1. GENERAL

##### Approved Documents

- 1.1. Undertake development generally in accordance with the following approved plan(s) of development and/or document(s); except as altered by other conditions of this development approval including any amendments wherever made in red on the approved plan(s) and/or documents(s):

Title	Plan Number	Issue	Date	Prepared by
Plan of Proposed Development over Lots 27 & 28 on RP106105 18 Trace Road, North McLean	SDC 1093-207	A	21/1/16	Santoshi
Preliminary Wearing Road & Service Road Intersection Layout Plan	C301	A	16/9	Burchills

##### Compliance Timing

- 1.2. Comply with all conditions of this development approval at no cost to Council and prior to the commencement of the use unless otherwise stated in a specific condition.

##### Terms

- 1.3. interpret words and terms used in this development approval as having the meaning ascribed to them in the *Beaudesert Planning Scheme 2007* under which this development approval has been given unless otherwise stated in a specific condition.

##### Use Specific

- 1.4. Ensure the following:

- 1.4.1. No classrooms or additional structures other than those in the approved plan of development are to be constructed, with the exception of a shade cover which must not exceed 12 metres in height.
- 1.4.2. No indoor classes to be conducted on the site. The use of the site is for outdoor instruction on horticulture only.
- 1.4.3. Ensure existing houses, are to be used for residential purposes or as a caretakers dwelling only.

*Note: No indoor classrooms, function rooms or office buildings will be supported on the site. This is to ensure occupants are not subject to the reverse amenity impacts from odour emissions from the Mushroom Exchange.*

- 1.4.4. Ensure no more than a maximum number of 25 students and two (2) staff members are allowed on the site at a time, for no more than half a day.

## 2. PROPERTY

### Demolish Building(s) and/or Structure(s)

- 2.1. Demolish or relocate off site all existing buildings and/or structures (where not used as part of the development) on that part of the site where the proposed development is located and disconnect and where required cap all associated services in accordance with a Plumbing and Drainage application/the Water Infrastructure Branch guidelines prior to demolition commencing.

### Property Notation - Odour:

- 2.2. Ensure a property notation is placed on the property in relation to odour from the mushroom farm.

#### Further Advice:

- A Property Record Notation will be imposed on this lot advising that there is a potential that odour from the nearby mushroom farm may impact upon the property especially during the process of mushroom substrate manufacturing. The property Record notation is to be as follows:

*Mushroom Farm Odour: Please be advised that through the ongoing operations of the existing mushroom farm to the north, there is a potential that odour may be present especially during the mushroom substrate manufacturing process.*

### Odour Buffer

- 2.3. Provide a buffer with a minimum width of 5 metres containing drought resistant trees and other vegetation with fragrant flowers to assist with background odour masking along the north and north-eastern boundary of the site.

### Advertising Generally

- 2.1. Do not install any advertising on site unless the advertising is:
  - 2.1.1. exempt development under the applicable planning scheme; or
  - 2.1.2. self assessable development under the applicable planning scheme and the advertising device complies with any applicable criteria; or
  - 2.1.3. explicitly allowed for in this development approval or any other development approval applicable to the site that has not lapsed where approval for advertising was specifically sought and was not an artistic note, reference or sketch on the approved plan(s) of development.

### Advertising Maintenance

- 2.2. Maintain all advertising in a clean and tidy state. Any damaged signs must be replaced or repaired to the same state as when originally installed within 20 business days of the damage having occurred.

### Advertising - Bunting

- 2.3. Do not install bunting on the premises at any time.

### 3. LANDSCAPE AND AMENITY

- 3.1. Submit for Council approval detailed landscape drawings and documentation consistent with the conditions of this approval, the approved plans of development, and modified as follows:
  - 3.1.1. Provide street tree planting (between the driveway and the north of the lot) including:
    - 3.1.1.1. To locations with clearances, spacing, and setbacks coordinated with aboveground infrastructure, underground infrastructure;
    - 3.1.1.2. Street tree species selection based on maximised suitability to site soil conditions and as per recommend;
    - 3.1.1.3. Street tree installed to standard detail;
  - 3.1.2. Provide a full surrounding screen fence to proposed bin store, including swing gate/s for access, secure locking and maintenance, to ensure full visual screening of refuse bins from public access area/s;
  - 3.1.3. Provide edge protection to retaining walls to ensure there is no risk of falling;
  - 3.1.4. Identify location of bollards to internal vehicle path, including parking, and open space interface;
  - 3.1.5. Identify location and design of proposed external and internal fencing;
  - 3.1.6. Provide equitable access connections to satisfy the intent for safe pedestrian entry and movement within the development;
  - 3.1.7. Illustrate adequate protection of pedestrians within the site from vehicles using the driveway;
  - 3.1.8. Identify any carpark shade structure;
  - 3.1.9. Provide tree locations with a minimum setback of two (2) metres from any proposed or existing underground infrastructure;
  - 3.1.10. Indicate planting numbers and densities;
- 3.2. Obtain a Compliance Certificate – Landscape (Documents) from Council, at same time as submission of any Operational Works – Civil application, for landscape drawings and documentation in accordance with the Planning Scheme Policy 5 – Infrastructure landscape drawing standards that is a coordinated and responsive landscape design.
- 3.3. Obtain a Compliance Certificate – Landscape (Works) from Council, prior to the commencement of the use, that the required landscape works have been done on site in accordance with Planning Scheme Policy 5 – Infrastructure landscape works standards consistent with the conditions of this approval and Compliance Certificate - Landscape (Documents) or if not done prior to the commencement of the use have been bonded to ensure their compliance.

#### Advice Notes: - Landscape and Amenity

Provide at submission of Compliance Certification – Landscaping (documents and works) application:

- a completed IDAS Form 32;
- a completed Council's Supplementary Information Sheet – Landscape (for calculation of application fees);
- 3 copies of landscape drawings being 1 x A1 size and 2 x A3 size; and
- payment of fees for Compliance Certification – Landscaping (documents and works) application.

#### **Refuse Storage Area**

- 3.4. Provide a refuse storage area on the site. Alternatively, provide enclosures for bulk bins in strategic locations. Bulk bin storage areas must be:
  - 3.4.1. impervious, drained and provided with a hose cock;
  - 3.4.2. enclosed so the area is able to be secured after hours;
  - 3.4.3. located in accordance with crime prevention through environmental design principles so as not to create a natural ladder;
  - 3.4.4. illuminated for night time use; and
  - 3.4.5. screened from view from public land with a maximum transparency of 20%.

#### 4. ENVIRONMENT, HEALTH AND OPERATION

##### Hours of Operation - Operation

- 4.1. Undertake activities associated with the operation of the use only between the hours of 7:00 am and 6 pm Monday to Sunday unless stated otherwise in another condition of this approval.

Note: The maximum period of time students and staff are permitted on the site is as detailed in a previous condition and is to occur within these listed hours.

##### Lighting Emissions

- 4.2. Provide certification to Council from a suitably qualified person that all on site lighting (particularly outdoor lighting) complies with AS4282:1997 (Control of Obtrusive Effects of Outdoor Lighting) and any requirements of the planning scheme.

##### Vegetation

- 4.3. Develop a Vegetation Clearing and Management Plan (VMP) that addresses all activities associated with construction of the development (including Building Works, Operational Works and Plumbing and Drainage Works) as they relate to existing vegetation on site. The VMP must comply with all other conditions of this approval and must include, but is not limited to, the following items:
- 4.3.1. a clear indication of all trees to be removed and retained;
  - 4.3.2. details of all operational works likely to impact on existing vegetation;
  - 4.3.3. temporary and permanent exclusion and protection fencing;
  - 4.3.4. roles and responsibilities for site contractors, the proponent, and the consultant group;
  - 4.3.5. stockpiling and reuse of cleared vegetation;
  - 4.3.6. a clearing sequencing plan showing the commencement of clearing and the direction of removal (this should be in conjunction with the Fauna Management Plan to allow the appropriate flushing of fauna to surrounding safe haven areas);
  - 4.3.7. ongoing weed management;
  - 4.3.8. a detailed ongoing rehabilitation and maintenance plan including the restoration and enhancement of disturbed areas in the post construction phase and processes to maximise survival opportunities for areas of retained vegetation and newly rehabilitated areas;
  - 4.3.9. specific details on the removal of potential habitat trees.
- 4.4. The VMP must be:
- 4.4.1. prepared and signed by a suitably qualified environmental consultant (or an alternative person determined by Council as being suitably qualified to prepare such a plan) as being in accordance with the applicable planning scheme and this development approval; and
  - 4.4.2. submitted to Council as an Operational Works Vegetation Management application for assessment under the *Sustainable Planning Act 2009*; and
  - 4.4.3. approved by Council.
- 4.5. Implement any approved Vegetation Clearing and Management Plan at all times during construction of the development.
- 4.6. Ensure a legible copy of the approved Vegetation Clearing and Management Plan and approval conditions are available on site at all times during construction and earthworks.

##### Acoustics

- 4.7. Conduct the activity in a manner that achieves the noise emission standards outlined in the planning scheme and the acoustic quality objectives outlined in Schedule 1 of the *Environmental Protection (Noise) Policy 2008*, and does not allow the unreasonable emission of noise to the environment.



- 4.8. In the event of a noise complaint regarding the operation of the activity, conduct an appropriate investigation to determine whether the operation of the activity has exceeded the noise emission standards outlined in the planning scheme and the acoustic quality objectives outlined in Schedule 1 of the *Environmental Protection (Noise) Policy 2008*.
- 4.9. If the noise emission standards outlined in the planning scheme and the acoustic quality objectives outlined in Schedule 1 of the *Environmental Protection (Noise) Policy 2008* have been exceeded, prepare and submit a Transitional Environmental Program (TEP) to Council for approval within one month of the noise complaint being received. The TEP must address all relevant sections of the *Environmental Protection Act 1994*, particularly sections 331, 334 and 335. The TEP must include, but is not restricted to:
- 4.9.1. objectives of the program;
  - 4.9.2. measures to be implemented to achieve the objectives;
  - 4.9.3. appropriate performance indicators at intervals of less than 6 months; and
  - 4.9.4. provisions for monitoring and compliance recording.
- 4.10. The TEP must demonstrate how compliance with the noise emission criteria outlined above will be achieved, and include a timetabled implementation plan. Once approved, the use must operate in accordance with the approved TEP.

## 5. ENGINEERING

### General - Engineering standard

- 5.1. Construct all works in accordance with the approved plan(s) of development and in accordance with the Council's adopted standards.

### Rectification

- 5.2. Be responsible for the full cost of any alteration necessary to electricity, telephone, water mains, sewer mains, stormwater drainage systems or easements and/or other public utility installations resulting from the development or from road and drainage works required in connection with the development.

### Stormwater Quantity - Design

- 5.3. Provide stormwater drainage for the development in accordance with the Queensland Urban Drainage Manual (QUDM) and the applicable planning scheme.
- 5.4. Ensure that existing overland flow paths across property boundaries are not obstructed or redirected creating nuisance or increasing flood damage on other properties.

### Roadworks – Frontage works

- 5.5. Design and construct the service road from the Wearing Road intersection to the entrance of the development site as a Rural Access road including tapers to existing road pavement and line marking and signage in accordance with Manual of Uniform Traffic Control Devices (MUTCD) and in accordance with the drawing and cross section provided on Burchills Engineering Solutions BE140071-00C301A Preliminary Wearing Road & Service Road Intersection Layout plan as amended in red.

*Note: Final plans for the Service Road intersection and service road to be submitted to DTMR for planning of the future upgrading of the Wearing Rd/MLH intersection according to the recommendation in the Traffic impact Assessment report (Page 24).*

### Roadworks – internal

- 5.6. Design and construct all internal access driveways and parking areas/lots in accordance with AS2891.1 & AS2891.2 (as appropriate) such that all vehicles will be able to enter and exit the developed site in forward direction after completion of each stage.

### Parking and Access - General

- 5.7. An operational works permit is not required for parking and access.

- 5.8. Provide a minimum of 16 car parking spaces, one (1) bus parking/drop off bay including a minimum of one disabled car parking space on the site.
- 5.9. Design all access driveways, circulation driveways, parking aisles and car parking spaces in accordance with Australian Standard 2890.1 - Parking Facilities - Off Street Car Parking except where stated otherwise in the planning scheme.
- 5.10. All car parking spaces must be laid out, paved, line marked, signposted, drained and maintained in accordance with the planning scheme and Australian Standard 2890.1 and Australian Standard 2890.2
- 5.11. Design all disabled car parking spaces in accordance with Australian Standard AS 2890.6.

#### **Vehicle Access – New Crossovers (Commercial and Industrial)**

- 5.12. Construct a reinforced concrete industrial crossover between the property boundary and the edge of the road pavement, in accordance with IPWEAQ Drawing No. R-0052.

#### **Parking – directional signage**

- 5.13. Line mark the car park aisles and driveways within the development with directional arrows on the pavement consistent with the directions shown on the approved plan(s) of development a minimum distance of every 20 metres and in accordance with AS 1742.11 Manual of Uniform Traffic Control Devices - Parking Controls.
- 5.14. Install at the entrance into, and within, the development directional signage to the visitor car park that is clearly visible to visitors when arriving in their vehicle.
- 5.15. Remove all redundant electrical and telecommunication connections.

#### **Construction Management - General**

- 5.16. Advise Council in writing of the name of the responsible contractor and that the contractor has received a notice of appointment of principal contractor under the provisions of the *Workplace Health and Safety Act 2011*.

#### **General - Engineering standard - Obtain Permit**

- 5.17. Obtain an operational works permit for the service road (road work and stormwater drainage).

### **6. LOGAN WATER**

#### **General Conditions**

- 6.1. Design and construct any water infrastructure to be owned and operated by Council in accordance with the South East Queensland Water Supply and Sewerage Design and Construction Code (SEQ WS&S D&C Code).
- 6.2. Obtain a development permit for operational work for any water infrastructure assets to be owned and operated by Council.
- 6.3. Ensure that any live works to Council's water supply network are performed by Council at the applicant's cost.

#### **Water Supply**

- 6.4. Connect the development to Council's water supply network, prior to the commencement of use of the premises, at the applicant's cost.
- 6.5. Ensure that property service connections and water meters servicing the development are installed by Council at the applicant's cost.

**Note to applicant:** The installation of property service connections and water meters for the development requires the lodgement of a "Water Meter Connection" application with Council's Water Operations Branch via [waterapplications@logan.qld.gov.au](mailto:waterapplications@logan.qld.gov.au)

## **Sediment and Erosion Control**

- 6.6. An operational works permit is not required for Sediment and Erosion Control.
- 6.7. Install, monitor and amend where necessary erosion and sediment control measures during all phases of the development to ensure all reasonable and practicable measures are taken to prevent environmental harm.
- 6.8. Prior to each rainfall event ensure:
  - 6.8.1. concentrated stormwater flow paths are diverted around the site or conveyed through the site without causing erosion and without contaminating the flow and receiving waters;
  - 6.8.2. erosion control measures are implemented which prevent or minimise erosion; and
  - 6.8.3. sediment control measures are installed and implemented as necessary to maximise sediment capture.
- 6.9. Effectively stabilise all site surfaces using methods which achieve effective short term stabilisation and which will continue to achieve effective stabilisation in the long term. For the purpose of this condition, an effectively stabilised surface is defined as one that, as a result of rainfall and stormwater runoff, does not erode, does not cause sedimentation and does not cause water contamination.

## **General - RPEQ Certification**

- 6.10. Prior to commencement of use, submit to Council a certification from a Registered Professional Engineer of Queensland (RPEQ-Civil), certifying that internal driveways and car parking areas have been designed and constructed in accordance with AS 1742.11 Manual of Uniform Traffic Control Devices - Parking Controls.

## **7. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

- 7.1. To increase visibility and sightlines all plantings at the front of the establishment must:
  - 7.1.1. Ensure that the canopy of a mature tree does not hang below 2 metres;
  - 7.1.2. Use plants that grow to a maximum height of 600mm;
  - 7.1.3. Ensure the vegetation does not result in a concealment or entrapment area; and
  - 7.1.4. Not plant dense vegetation within 3 metres of a pedestrian path.
- 7.2. Any fencing, other than acoustic fencing, has a maximum height of:
  - 7.2.1. 1.2m; or
  - 7.2.2. 1.8m if the fence is constructed of materials that have a minimum transparency of 50%.
- 7.3. Directional and informational signage must be installed throughout the development particularly upon entry (which clearly articulates the name and address of the precinct) and from the car parks, directing users to the administration building at a minimum. All signage must be legible, concise, comprise strong colours and contrast, and must not be obscured by vegetation.
- 7.4. A property identification number must be provided with a minimum height of 300mm that is visible from the primary street frontage and must be illuminated at night.
- 7.5. In order to deter unintended and illegitimate access the development must:
  - 7.5.1. Demarcate a change in territory and ownership through landscaping and/or pavement treating;
  - 7.5.2. Provide a physical barrier at the entry, such as a gate; and
  - 7.5.3. Provide a security device such as an alarm or sensor and associated signage.

## **FURTHER ADVICE TO APPLICANT**

In relation to the application, the applicant is further advised:

- 1. The relevant period for this approval is in accordance with Section 341 of the *Sustainable Planning Act 2009*.

2. Authorised persons of the Council may enter the premises the subject of this approval at any reasonable time to ascertain whether the above conditions have been complied with (and/or whether the above requirements have been carried out).
3. All site works and earthworks must be carried out in accordance with the Standard Drawings and policies in the assessable Planning Scheme.
4. Commencement of works which will ultimately revert to Council or on adjacent roads or drainage schemes is not permitted until Council has been advised in writing, of the name of the responsible contractor and that the contractor has received from Council a notice of appointment of principal contractor under the provisions of the Workplace Health and Safety Act 2011.

**The applicant and owner be further advised:-**

It is the owner's and occupants responsibility under the *Environmental Protection Act 1994* to advise the Chief Executive of the Environmental Protection Agency, of any Notifiable Activity conducted on the site or contamination or suspected contamination which may cause a hazard to human health or the environment within 30 days of becoming aware of the operation of a Notifiable Activity on the site or of any contamination or suspected contamination. The Chief Executive, pursuant to the Act, is empowered to require that the development complies with the provisions of the Act, including the preparation of site investigation reports and if necessary the remediation of the site at the owners expense.

Under the *Plumbing and Drainage Act 2002*, regulated work requires a complete 'Compliance assessment application for plumbing, drainage and on-site sewerage work' Form 1, to be lodged and a compliance permit issued by Council's Plumbing Services section prior to commencement of any plumbing and drainage work.

Regulated work can be defined as plumbing and drainage work that will not become a service providers assets. Examples are where:

- House drainage and/or water service is to be installed along an access driveway/easement to rear lots
- Existing dwellings require house drains and/or water services to be connected to new wastewater (sewer) and/or new water meters

In the case of a **Dual Occupancy**, a separate wastewater (sewer) connection, roof water and water meter connection must be provided for each unit within their own designated area.

You are also advised that it is the developer's responsibility to ensure that all development should proceed in accordance with the Duty of Care Guidelines under the *Aboriginal Cultural Heritage Act 2003*, Penalties apply where the duty of care is breached.

For further information in regards to the provisions of the *Aboriginal Cultural Heritage Act 2003*, please contact the Cultural Heritage Coordination Unit, Department of Natural Resources and Water on (07)3238 3838.

The Applicant, at their discretion, may make application to Council for the installation of a fire hydrant on the existing water main in Mt Lindesay Highway.

**FURTHER DEVELOPMENT PERMITS OR COMPLIANCE PERMITS REQUIRED UNDER THE SUSTAINABLE PLANNING ACT 2009**

- Operational Works for:
  - Civil engineering works - service road (road works and stormwater),
  - Vegetation management.
- Building Works
- Plumbing and Drainage Works

**DECISION**

That in accordance with delegation to the Development Assessment Manager under Section 277 of the *Local Government Act 2009* it is recommended that in accordance with the matters set out in the submission to the Delegate and the recommendation of the officer, I am satisfied that the conditions accord with relevant standards and the *Sustainable Planning Act 2009* where applicable and as such approve the above conditions.

Dated the .....day of February 2016

.....  
Stephen Ball  
Planning Assessment Program Leader  
Development Assessment  
**AS DELEGATE OF THE COUNCIL**

Released under RTI - DTMR



SEE DIAGRAM FOR WEARING ROAD INTERSECTION DETAILS

# AUSTRALIAN TECHNOLOGY & AGRICULTURAL COLLEGE

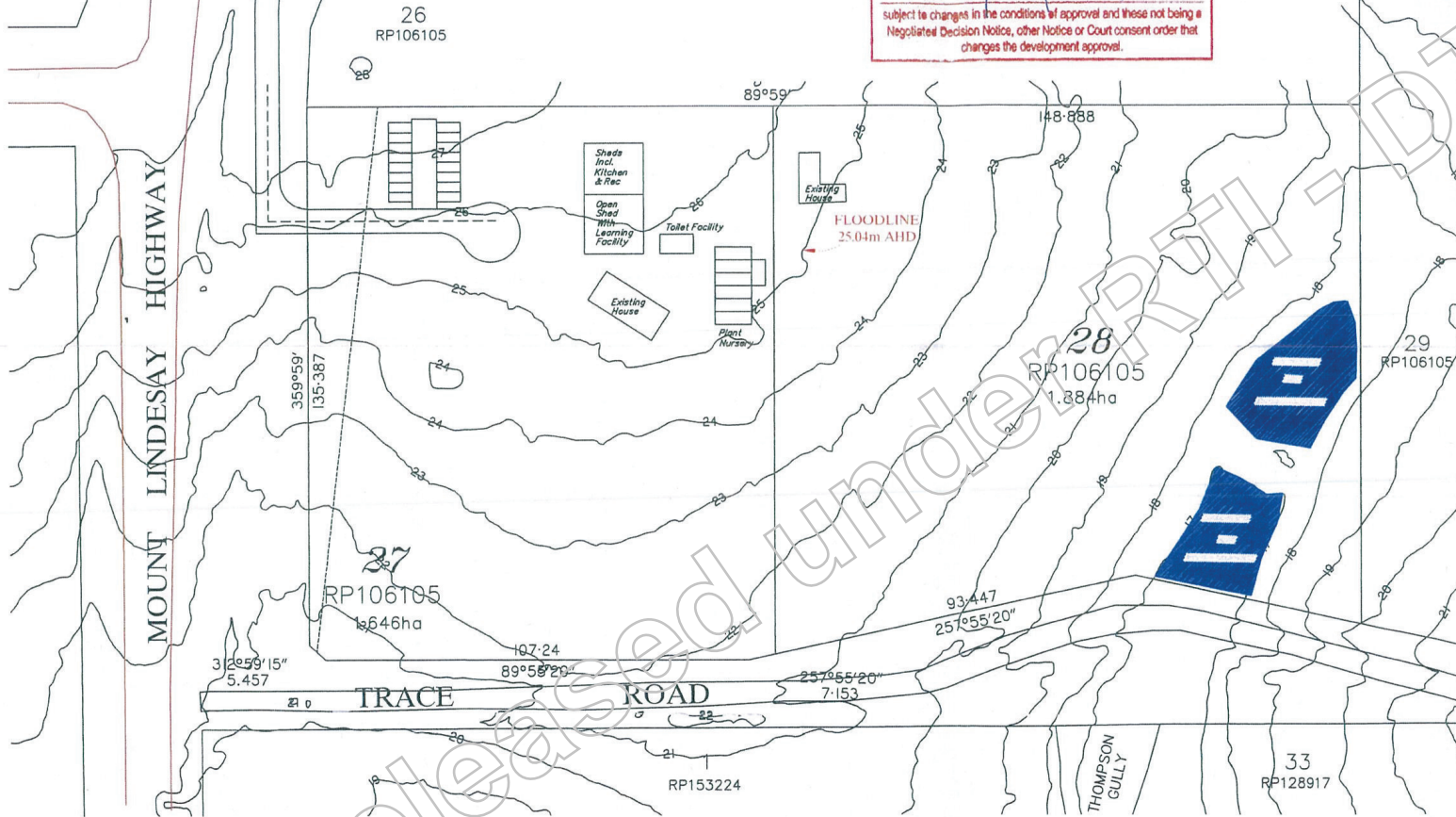
4808 Mt Lindesay Highway - North MacLean

## DECISION NOTICE

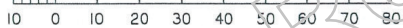
The Approved Plan of Development for Development Approval

MCU1/22/2014

subject to changes in the conditions of approval and these not being a Negotiated Decision Notice, other Notice or Court consent order that changes the development approval.



Scale 1:1200 - Lengths are in Metres.



**NOTES:**

The title boundaries shown on this plan have not been marked by this company and have been determined by plan dimensions only and not by field survey. Features shown on this plan have not been located by field survey. Where dimensions or offsets to cadastral boundaries are critical, field survey will be required. Services not shown on this plan should be sourced from the relevant authority records and confirmed by field survey where necessary. Prior to any demolition, excavation or construction on the site, the relevant authority should be contacted for possible location of further underground services and detailed location of all services. This note is an integral part of this plan.

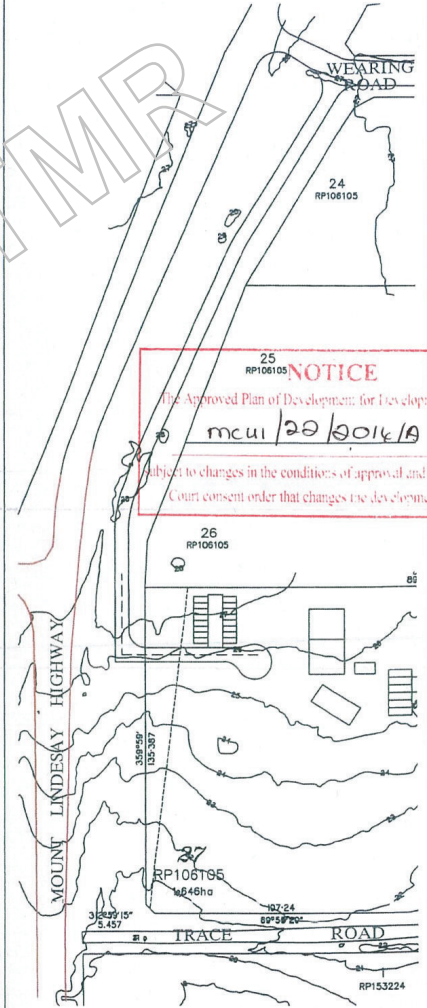
DATE	No.	AMENDMENT DESCRIPTION

38 Lochside Drive, North Lakes QLD 4509  
 P: 3886 2183 F: 3886 2183 M: 0411 627 881  
 E: ds@cs.santoshi.com.au  
 PO BOX 986, North Lakes QLD 4509

CLIENT: Australian Trade & Agricultural College	
TITLE: Plan of Proposed Development over Lots 27 & 28 on RP106105 18 Trace Road, North Maclean	
PARISH: McLean	LEVEL DATUM: A/L
COUNTY: Stanley	AZIMUTH: A/L
COORD SYSTEM:	ORIGIN: Aerial Photography

# DIAGRAM FOR WEARING ROAD INTERSECTION

NOT TO SCALE



**NOTICE**  
 The Approved Plan of Development for Development Approval  
 MCU1/22/2014/19  
 subject to changes in the conditions of approval and these not being a Court consent order that changes the development approval.

ORIGIN: N/A	SURVEYED:
ASSOCIATES:	DRAWN:
SCALE: 1:1200	CHECKED:
DRAWING No.: SDC 1093-207	QT:
	DATE: 21/1/16
	AMEND. No.: A

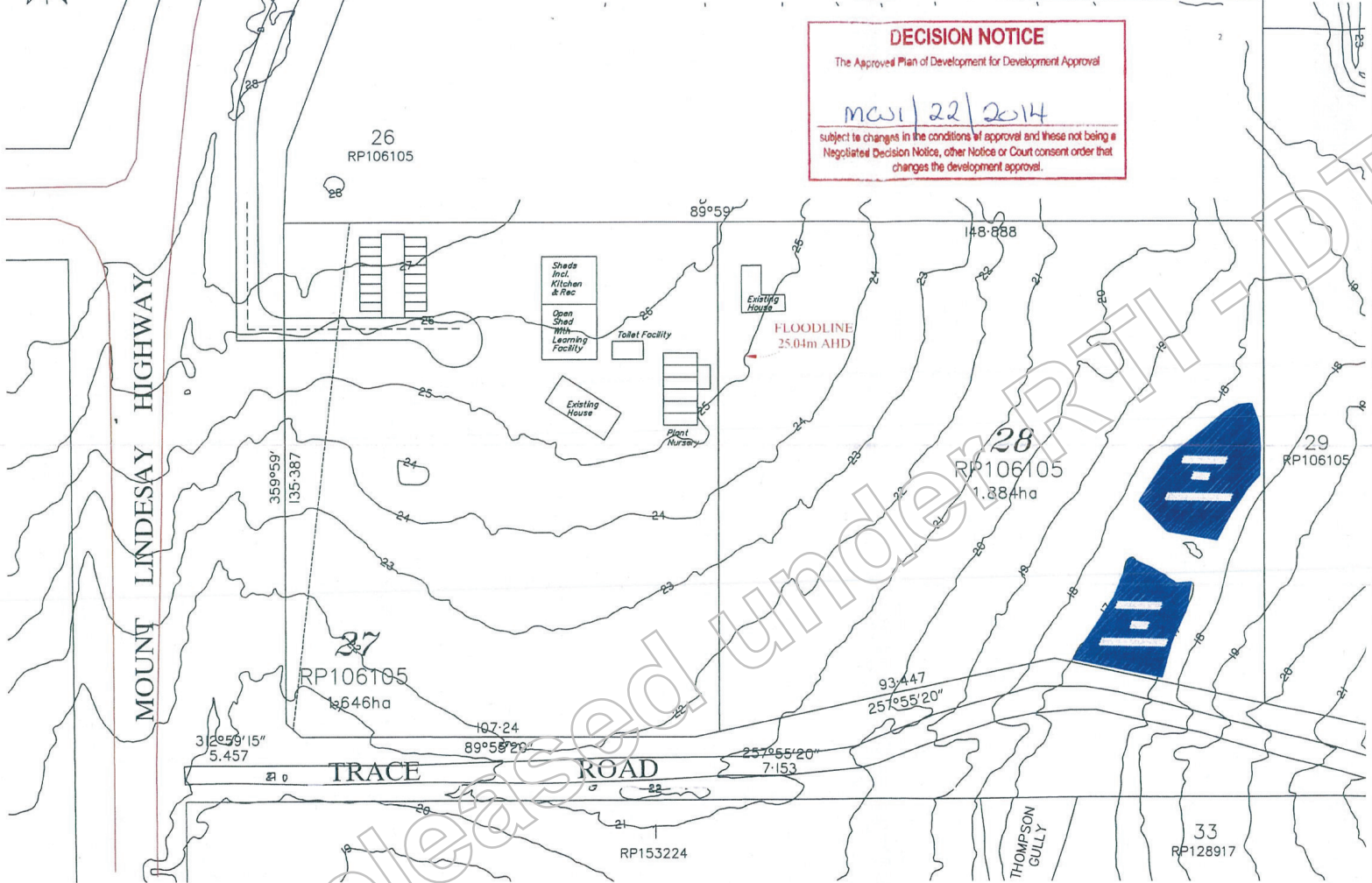


SEE DIAGRAM FOR WEARING ROAD INTERSECTION DETAILS

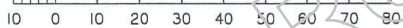
# AUSTRALIAN TECHNOLOGY & AGRICULTURAL COLLEGE

4808 Mt Lindesay Highway - North MacLean

**DECISION NOTICE**  
 The Approved Plan of Development for Development Approval  
 mcul 22/2014  
 subject to changes in the conditions of approval and these not being a Negotiated Decision Notice, other Notice or Court consent order that changes the development approval.



Scale 1:1200 - Lengths are in Metres.



**NOTES:**

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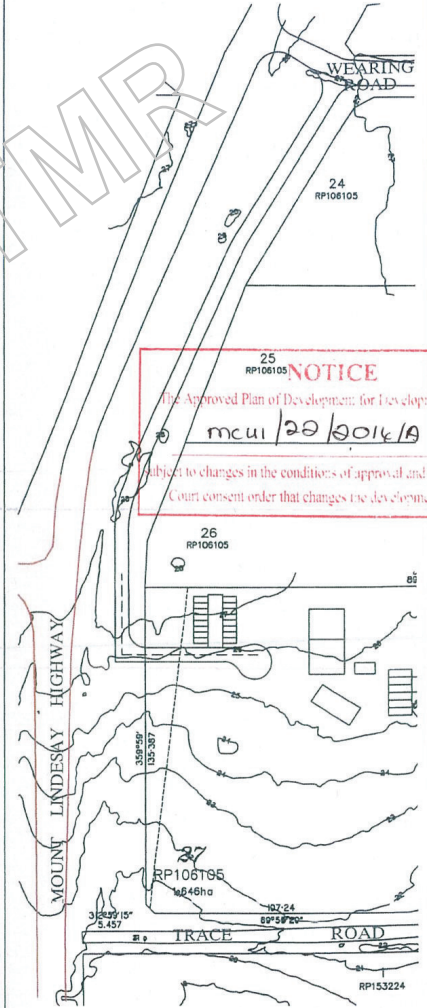
DATE	No.	AMENDMENT DESCRIPTION

**SANTOSHI**  
 CONSULTANTS  
 38 Lochside Drive, North Lakes QLD 4509  
 P: 3886 2183 F: 3886 2183 M: 0411 627 361  
 E: ds@cs.santoshi.com.au  
 PO BOX 980, North Lakes QLD 4509

CLIENT: Australian Trade & Agricultural College	
TITLE: Plan of Proposed Development over Lots 27 & 28 on RP106105 18 Trace Road, North Maclean	
PARISH: McLean	LEVEL DATUM: A/L
COUNTY: Stanley	AZIMUTH: A/L
COORD SYSTEM:	ORIGIN: Aerial Photography

ORIGIN: N/A	SURVEYED:
ASSOCIATES:	DRAWN:
SCALE: 1:1200	CHECKED:
DRAWING No.: SDC 1093-207	QT:
	DATE: 21/1/16
	AMEND. No.: A

## DIAGRAM FOR WEARING ROAD INTERSECTION NOT TO SCALE



**NOTICE**  
 The Approved Plan of Development for Development Approval  
 mcul 22/2014  
 subject to changes in the conditions of approval and these not being a Court consent order that changes the development approval.

## Carly J Stebbing

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**From:** Carly J Stebbing  
**Sent:** Wednesday, 5 April 2017 11:29 AM  
**To:** Sch.4 Part 4 s.6 Personal Information@sa.gov.au  
**Cc:** 'Ashleigh Slater'  
**Subject:** Mount Lindesay Highway

**Educational Establishment (Horticulture & Agricultural Technology Outdoor Instruction)**  
**Lots 27 & 28 on RP106105 situated at 4808-4822 Mount Lindesay Highway & 18-34 Trace Road, North Maclean**  
**(MCUI/22/2014)**  
**(SPL-0514-009868; SDA-0714-012139; SPD-1116-031940)**  
**(TMR14-010010; TMR14-011256)**

Good morning

Reference is made to our telephone conversation this morning regarding the matter of the existing State required road works for the above mentioned approved development application, and, the Department of Transport and Main Roads' (DTMR) future planning project for Mount Lindesay Highway. To confirm, the DTMR Mount Lindesay Highway future planning project is progressing ahead well and DTMR now has a preliminary design plan for this section of Mount Lindesay Highway. This planning shows a local service road situated within the State-controlled road reserve area which your site will obtain direct driveway access to, for your anticipated development.

As discussed, it was noted that, this preliminary design plan is different to what your existing State requirements are for the development. Due to the DTMR Mount Lindesay Highway future planning project progression, our department in conjunction with the Department of Infrastructure, Local Government and Planning (DILGP), would like to further liaise with you and work through what State requirements are now likely. The State would like to reach a good outcome for all involved and any unnecessary road works (even temporary in nature) is best circumvented if possible.

Please advise of meeting times that you're available for at our South Coast Regional office here in Nerang. We mentioned that this Friday morning may be a good meeting time, however if not, next week or the week after is preferred.

DILGP and our department, will make contact with Logan City Council after our meeting. When the State liaises with Council, Council will become aware and informed of the matter to better assist with what requirements are necessary for your development. Our full State assistance is offered to highlight to Council what the current State



requirements could be reduced to due to the project, and, if any State requirements (current or potential) could likely interfere with Council's current requirements - should that occur. (FYI our combined discussions will reveal any possible local government matters)

Thanks [redacted] and look forward to working with you.

Kindest regards.

Carly

**Carly Stebbing**

Planner (Land Management) | South Coast Region / Gold Coast Office  
Program Delivery & Operations | Department of Transport and Main Roads

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E: [south.coast.IDAS@tmr.qld.gov.au](mailto:south.coast.IDAS@tmr.qld.gov.au) / [carly.j.stebbing@tmr.qld.gov.au](mailto:carly.j.stebbing@tmr.qld.gov.au)

W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

Released under RTI - DTMR

**From:** [Carly J Stebbing](#)  
**To:** [South Coast IDAS](#)  
**Subject:** FW: College & Associated Uses DA situated at 4808-4822 Mt Lindesay Highway, North Maclean (DTMR Ref: TMR14-011256) - email 2  
**Date:** Tuesday, 19 May 2015 8:56:18 AM  
**Attachments:** [image001.png](#)

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Internal Email Reply From Mt Lindesay Hwy Project Manager

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**From:** Peter S McCarten  
**Sent:** Monday, 18 May 2015 6:25 PM  
**To:** Carly J Stebbing; Nathan A Bright; Ken W Jensen  
**Subject:** RE: College & Associated Uses DA situated at 4808-4822 Mt Lindesay Highway, North Maclean (DTMR Ref: TMR14-011256) - email 2

Hi Carly,

Thanks for that information – SARA are clearly sticking to their mandate, and that’s fine. The developer building layout seems to have accepted the TMR advice on a future land requirement over the property – even though it was not conditioned. The reason I raised the matter was that the planned meeting with Logan City Council may suggest that LCC wants to challenge the SARA directions but I suspect LCC just wants to determine the TMR interim upgrade strategy and preferably confirm both parties are taking a ‘one network’ approach to transport planning. Having the details of recent and planned upgrade works at the Mt Lindesay Highway/Wearing Road intersection should suffice

As discussed the interim planning on Mt Lindesay Highway is not expected to involve a four lane upgrade but undertake minor improvements to maximise capacity and safety until a major upgrade is justified. It is recognised the planned service road sealing work will essentially become ‘throw away’ work – it is also recognised that any utilities provided to the development (for example, water supply pipe line) will be in the existing road corridor and most likely will need to be relocated when major upgrade of Mt Lindesay Highway proceeds. It is my expectation the greatest development demands will be west of Mt Lindesay Highway in the Greater Flagstone development area. As we discussed there are many options for configuring the Mt Lindesay Highway panel from Chambers Flat interchange to the Logan River Bridge and I have an expectation TMR would limit accesses along this panel to maximise through traffic capacity.

It is noted that should funding come available to encourage development in this area then clearly the timeframe for major road upgrades will need to be reviewed. It is not TMR responsibility to initiate this type of work – and as you are aware funding is limited.

Provided the above points are conveyed at your planned meeting with Logan City Council and SARA then I consider it unnecessary for me to attend.

---

**From:** Carly J Stebbing [<mailto:Carly.J.Stebbing@tmr.qld.gov.au>]  
**Sent:** Monday, 18 May 2015 10:34 AM  
**To:** Isaac Harslett  
**Subject:** RE: DTMR Ref: TMR14-011256: 4808-4822 Mount Lindesay Highway, North Maclean

All ok about us taking our own car now. Thanks for letting me know.

Ken's email: [ken.j.jensen@tmr.qld.gov.au](mailto:ken.j.jensen@tmr.qld.gov.au)

**Carly Stebbing**

Planner | South Coast Region / Gold Coast Office

**Program Delivery & Operations** | Department of Transport and Main Roads

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W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)



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**From:** Isaac Harslett [<mailto:Isaac.Harslett@dilgp.qld.gov.au>]  
**Sent:** Monday, 18 May 2015 10:32 AM  
**To:** Carly J Stebbing  
**Subject:** RE: DTMR Ref: TMR14-011256: 4808-4822 Mount Lindesay Highway, North Maclean

[Sorry can you also please send me Ken Jensen's email address](#)

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**From:** Carly J Stebbing [<mailto:Carly.J.Stebbing@tmr.qld.gov.au>]  
**Sent:** Monday, 18 May 2015 10:07 AM  
**To:** Isaac Harslett  
**Subject:** DTMR Ref: TMR14-011256: 4808-4822 Mount Lindesay Highway, North Maclean

Hey. Regarding the above application and Council's request for a meeting about timing and future road works, can you please send a meeting invite and include Nathan Bright, Ken Jensen and myself? Thanks heaps Isaac.

importantly, Council are questioning/enquiring:

- the recent safer roads sooner Mt Lindesay Highway upgrades at this immediate vicinity; &
- the DTMR ultimate future planning for Mt Lindesay Highway.

Council are not disclosing exactly what they wish to discuss regarding these topics and hence the meeting request.

In relation to the above DA, attached is the original traffic report prepared by Burchills (**issue 1**) that DTMR as assessed for the proposed development application proposal. Also attached FYI is:

- the amended traffic report prepared by Burchills (**issue 2**) that DTMR did not receive. Issue 2 was submitted directly to Council in response to Council's information request dated.
- DSDIP GC SARA Concurrence Agency Response dated 19 December 2014.
- DTMR technical advice issued to DSDIP GC SARA on 4 December 2014.

At a quick glance, it appears that the applicant may have referred to ultimate Mt Lindesay Highway planning in the Burchills (**issue 2**) report. Over the next few days I'll go through this Burchills (**issue 2**) report better. However Ken, if possible, I'd greatly appreciate if you could please read/scan through the Burchills (**issue 2**) report and advise of any comments, should you wish to. Peter, as you are the Project Manager, this email is FYI. However please advise should you like to attend this meeting and/or any comments you may have.

Thank you.

Carly

**Carly Stebbing**

Planner | South Coast Region / Gold Coast Office

**Program Delivery & Operations** | Department of Transport and Main Roads

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W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)



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**From:** Isaac Harslett [<mailto:Isaac.Harslett@dilgp.qld.gov.au>]

**Sent:** Monday, 18 May 2015 11:04 AM

**To:** Carly J Stebbing

**Subject:** RE: DTMR Ref: TMR14-011256: 4808-4822 Mount Lindesay Highway, North Maclean

[That email doesn't work](#)

Kind regards

**Peter McCarten**

Senior Civil Engineer | South Coast Region / Gold Coast Office

**Program Delivery and Operations Branch | Department of Transport and Main Roads**

First Floor | Nerang - Gold Coast Office | 36-38 Cotton Street | Nerang Qld 4211

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W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

---

**From:** Carly J Stebbing

**Sent:** Monday, 18 May 2015 4:29 PM

**To:** Nathan A Bright; Ken W Jensen; Peter S McCarten

**Subject:** College & Associated Uses DA situated at 4808-4822 Mt Lindesay Highway, North Maclean (DTMR Ref: TMR14-011256) - email 2

Further to my below email, please see TP Sketch provided to the applicant in the prelodgement stage and a brief written conversation with Council. The developer was fully made aware of the TP Sketch however this setback requirement area was not placed as a condition or advice on DSDIP GC SARA's outgoing December 2014 Concurrence Agency Response letter externally issued. As you will see, DTMR 'tried' to request DSDIP GC SARA to include the subject TP Sketch as advice, to be within the Concurrence Agency Response letter.

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**From:** Carly J Stebbing

**Sent:** Monday, 18 May 2015 12:08 PM

**To:** Nathan A Bright; Ken W Jensen; Peter S McCarten

**Subject:** College & Associated Uses DA situated at 4808-4822 Mt Lindesay Highway, North Maclean (DTMR Ref: TMR14-011256)

Gentleman.

Logan City Council (Stephen Ball), via GC SARA, requested a meeting on Thursday 21 May 2015 regarding the above proposal DTMR assessed in prelodgement stage and formal assessment stage. As confirmed this morning, Nathan and I are attending this meeting along with GC SARA people. Ken and Peter please advise should you wish to.

In late 2014, Conditions were issued for the subject DA as seen in the State's Concurrence Agency Response letter externally issued.

To my knowledge, Council wish to discuss timing of the conditioned road works for the development application proposal (being the College & Associated Uses DA). Further and most

Also attached is the very last item listed on Logan's pd-online 'Santoshi Approved POD'.

Lastly, there were a few emails between Council, DILGP & DTMR (attached) detailing Council's direction about significantly reducing the assessed uses that the State originally saw. Regardless, DTMR advised that we had no issue with the reduction in uses because there was zero mention of the driveway access, and nevertheless, there is no other alternative for driveway access to the subject site.

**Carly Stebbing**

Planner | South Coast Region / Gold Coast Office

Program Delivery & Operations | Department of Transport and Main Roads

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**From:** Nathan A Bright

**Sent:** Tuesday, 5 April 2016 12:26 PM

**To:** Carly J Stebbing <[Carly.J.Stebbing@tmr.qld.gov.au](mailto:Carly.J.Stebbing@tmr.qld.gov.au)>

**Subject:** FW: Mt Lindesay Hwy

Hi Carly

Can you collate some background

Kind regards,

**Nathan Bright**

Principal Advisor (Land Management) | South Coast Region / Gold Coast Office

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**From:** Paul D Noonan

**Sent:** Tuesday, 5 April 2016 12:18 PM

**To:** Gavin A Massingham <[Gavin.A.Massingham@tmr.qld.gov.au](mailto:Gavin.A.Massingham@tmr.qld.gov.au)>

**Cc:** Nathan A Bright <[Nathan.A.Bright@tmr.qld.gov.au](mailto:Nathan.A.Bright@tmr.qld.gov.au)>

**Subject:** Mt Lindesay Hwy

Gav,

Can you please check whether we have received a DA for:

Australian Technical and Agricultural College

Cnr Mt Lindesay Hwy and Trace (Trays) Rd.

It is supposedly a yr 10-12 vocational college opposite Greenbank Rd and the local MP is concerned about access arrangements if any.

Can you please advise and I will let Linus know.

Kind regards,

**Paul Noonan**

**Regional Director (South Coast) | South Coast Region**

**Program Delivery And Operations | Department of Transport and Main Roads**

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Released under RTI - DTMR

## Minutes

### Mount Lindesay Highway - Safety improvements meeting

**Date** 21 June 2017 **Time** 2:00pm

**Place** Nerang office

**Chair** Paul Noonan

**Minute taker** Kelly Bentson, Principal Communications Officer

#### Attendees

#### Presence

Alan Stone, TMR

Present

David Selth, TMR

Present

Andrew Wheeler, TMR

Present

#### BP North Maclean

QM Properties

Present

Sch.4 Part 4 s.6 Personal information

Turnham Nominees

Present

**Agenda item 1** Information regarding the design elements of the safety improvement project, opportunity for feedback on proposal.

#### Meeting overview

- Paul Noonan, Regional Director gave a high-level overview of the strategy for the future Mt Lindesay Highway (MLH) and design philosophy behind it. The ultimate long term plan is for the southerly extension of the four lane high-speed highway with connected service roads for local trips at interchanges that will support future high volumes of freight traffic accessing the Bromelton State development Area (SDA). Until the Bromelton SDA further develops in the coming decades, the current strategy is to progressively improve the safety of the highway, by first targeting intersections and controlling direct property accesses. Additional highway lanes will be prioritised in stages to manage congestion levels between Park Ridge South and Jimboomba. Road safety will be vastly improved with the control of all turning movements onto and off the highway via this network of signalised intersections and service roads, reducing crashes and thus fatalities and serious injuries to road users.
- Four-laning of the MLH is coming in the not too distant future. The latest State budget has funded two sections of MLH upgrades, \$20M for North Maclean safety improvements, \$20M to widen from two to four lanes between Rosia Road to Stoney Camp Road Interchange, and \$1.3M to complete business cases (concept designs) for the next priority sections of four laning and safety upgrades.
- Future projected traffic demands will require MLH to progressively grow from two to four lanes. Concept planning continues the service roads south through North Maclean to Greenbank Road on the eastern side with the recently announced safety project. Four laning of the MLH and service roads on the western side is planned in future stages.
- To improve safety now at both St Aldwyns Road and Wearing Road intersections, all existing right and left turning movements are to be removed and direct access replaced with an extension of the eastern service road south to Greenbank Road. Access to St Aldwyns Road



from the north will be from the Chambers Flat Road interchange. Access to Wearing Road, and St Aldwyns Road from the south, will be from the Greenbank Road intersection.

- The existing Greenbank Road intersection with MLH will be signalised, providing four way access to adjoining roads.
- Safety is TMR's number one priority, we consider amenity where possible, however we cannot compromise on safety.

Follow up points regarding design decisions are being provided to Member for Logan directly this week.

#### Response from BP representatives.

- BP service station, very concerned about losing direct access. TMRs response, you are not losing access, you have a safe entrance only 200-300 metres away at a safe signalised intersection allowing for all movements of traffic.

Sch.4 Part 4 s.6 Personal information brought with him an old Logan City Council planning scheme from 2015 that was unclear, however he insisted it was relayed to him that Wearing Road/Scott Lane was identified as a possible new intersection. TMR responded by explaining that while Logan City Council may include some connecting roads, it is the Department of Transport and Main Roads that plan and construct the state controlled road network.

- Would be their preference to upgrade Wearing Road/ Mt Lindesay Highway intersection and add Scott Lane? It was explained that the Greenbank Road Intersection is being upgraded as it's the major side road in the area. It is a key feeder route to the west. The eastern end of Scott lane is a narrow corridor with no road. To connect Scott Lane to the highway would likely require further resumptions from private property and also reconfiguration of the existing Scott Lane/Greenbank Road/Beryl Parade intersection that's managed by Logan City Council. These suggested changes are not consistent with TMR's long term plans for upgrading the highway, do not provide any improvement to safety for users of the highway corridor, and would be very expensive to construct.
- Further questions about the service road decisions. TMR advised that Mt Lindesay Highway is a priority route within south east Queensland providing a vital north south link for local, tourist and freight traffic connecting Brisbane to Logan to Scenic Rim and the Bromelton State Development Area.

#### Other issues raised

- Actions required -- give further justification direct to Linus about the decisions around Wearing/ Greenbank design decisions.

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