INTRODUCTION

The purpose of this report is to:

- Provide an outline of and background to the draft Queanbeyan Local Environmental Plan (South Tralee) 2010 (the Draft Plan).
- Report on submissions arising from the recent public exhibition of the draft plan (1 October to 2 November 2010) under the preserved provisions of Section 66 of the Environmental Planning and Assessment Act 1979, and submissions from the previous section 66 consultation (17 November to 22 December 2009) to the extent that they remain relevant to the Draft Plan notwithstanding that the previous exhibition was held to be invalid.
- Seek Council’s support in proceeding with the Draft Plan with minor amendments as identified in Attachment 4. This will enable a submission to be provided to the Department of Planning (DoP) requesting that the Minister for Planning make the Draft Plan.

COMMENT

A key objective of the endorsed Queanbeyan Residential and Economic Strategy 2031 is to provide new release residential land in Queanbeyan on two major fronts (South Jerrabomberra and Googong) to increase competition, housing choice, and affordability. At the same time the Strategy and the Department of Planning (DoP) reviews in April 2007 and December 2008 recognised the economic importance and growth potential of Canberra Airport as well as aircraft noise. To this end it accepted the Airport’s Ultimate Practical Capacity ANEF despite reservations about the optimistic aircraft movement forecasts used to produce the ANEF. In this way it adopted a precautionary and conservative approach to aircraft noise.

DRAFT PLAN

Council has prepared Draft Queanbeyan Local Environmental Plan (South Tralee) 2010 in respect to the land known as South Tralee, Queanbeyan. This forms the first stage of the land releases in South Jerrabomberra as identified and supported in the endorsed Queanbeyan Residential and Economic Strategy 2031.
The Draft Plan includes B1-Neighbourhood Centre, B4-Mixed use, E2-Environmental Conservation, R1-General Residential, and RE2-Private Recreation Zones. The Draft Plan instrument and maps (as exhibited) have been provided to Councillors under separate cover. During public exhibition the draft plan was made available for download from Council’s website, provided on disk to some 75 government agencies and stakeholders, placed on exhibition in 5 exhibition venues, and disk copies were provided to interested persons upon request.

The Draft Plan instrument and maps are recommended to be amended in accordance with the comments contained in Issues 9.2-9.3, 9.6, 9.13, 9.31, 9.33, 9.38, 9.45 and 9.47 of Attachment 4 to this report prior to a submission to the DoP, should Council resolve to proceed. These are considered minor and the Draft Plan following amendment would not be materially different to the exhibited plan but in essence be the same as the exhibited Draft Plan. In this regard re-exhibition of the Draft Plan would not be warranted:

The Draft Plan follows exhaustive investigations which commenced in July 2002 and if endorsed by Council, would implement an important component of Stage 1 of the endorsed Queanbeyan Residential and Economic Strategy 2031.

The gazettal of the Draft Plan is the first key step in the long and complex process of delivering a green field urban release area with all the necessary infrastructure and compliance with legislative requirements. By endorsing the draft local environmental plan Council will enable the detailed planning to continue and enable the preparation of development control plan(s), section 94 contribution plan(s), and/or voluntary planning agreement(s).

Background

The rezoning or draft local environmental planning process for Tralee and more recently South Tralee has an extensive history beginning in 2002. The history of planning for Tralee/South Tralee is well documented and a detailed summary is outlined on page 2-1 of the South Tralee Supplementary Report 2010. This report and the recent community consultation (1 October – 2 November 2010) are the current phases in this process (Attachment 1 includes a summary of the planning background).

As indicated in Attachment 1 there have been many opportunities in the past for public authorities, adjoining land owners, general community and other stakeholders including private companies to comment on the proposed rezoning of land at South Tralee. These opportunities were invariably accepted and often raised issues common to those issues outlined during the recent public consultation, despite the preparation of updated studies.

A range of issues have informed the planning process to date including those raised as part of the most recent community consultation and the previous consultations undertaken, with some stakeholders making repeated and extensive submissions. In some cases submissions have been supported by attachments including reports and in one case by a Commonwealth Government discussion paper.
Previous opportunities to provide comment include the Section 66 consultation on the former Draft Plan and exhibited material during November to December 2009, separate Section 62 consultation processes, and a public inquiry.

Together these consultation opportunities constitute one of the most extensive and comprehensively consulted rezoning proposals in the history of the City.

**Documents Exhibited**

Documents exhibited during the recent public exhibition included:

- The Draft Plan including the written instrument and maps
- The local environmental study consisting of the Tralee Local Environmental Study 2005 (Tralee LES) and supplementary report to the Tralee LES 2010 (the Supplementary Report).
- Documents as required to be exhibited under the provisions of the *Environmental Planning and Assessment Act 1979* and *Regulations*.

Copies of the exhibited plans and studies and web links to other documents/policies/plans were forwarded with a covering letter to 75 public authorities, adjoining land owners and/or organisations including private companies.

**Context of the Draft Plan**

The Draft Plan must be considered in the context of a number of NSW Government strategic land use plans and other agreements.

These include the *Queanbeyan Residential and Economic Strategy 2031* (whereby the draft plan if endorsed by Council, would implement an important component of Stage 1) the *Sydney – Canberra Regional Strategy 2006-31*, and the *Queanbeyan Water Supply Agreement 2008*.

**Queanbeyan Residential and Economic Strategy**

The *Queanbeyan Residential and Economic Strategy 2031* has been endorsed on two separate occasions by the then responsible NSW Ministers for Planning following separate comprehensive reviews and reports by the DoP dated April 2007 and December 2008.

The endorsed *Strategy* clearly outlines that South Jerrabomberra (including South Tralee) is to comprise one of two major new release development fronts with the other being Googong.
The two comprehensive reviews of the Queanbeyan Residential and Economic Strategy 2031 by the DoP considered many of the issues raised by way of submission during the current consultation process. Examples include aircraft noise, housing affordability, alternative development options, community, recreational and engineering infrastructure, water supply, transport and traffic and cross border issues. In fact many of the major issues raised during the current consultation were carefully considered in the April 2007 and December 2008 DoP reviews of the endorsed Strategy.

The preparation of the Queanbeyan Residential and Economic Strategy 2031 by Council was requested by the then Minister of Planning following the Inquiry into Queanbeyan Land Releases.

For a number of reasons stated in the April 2007 review of this Strategy, the DoP found shortcomings in the Inquiry’s recommendations.

These included:

- Provide for only 15 years supply of residential land – at odds with the Department’s regional strategy process which aims to secure 25 year futures for each region
- Providing only a single land release area at Googong leaves the market exposed to a single supplier with potential for negative impacts on housing affordability and choice
- Gave excessive weight to a single issue (aircraft noise) as against other issues such as the desirability of multiple land releases and importance of land release contiguous to Queanbeyan.

The April 2007 review also included eight recommendations relating to land use planning, provision of community facilities, aircraft related noise, transport and traffic, satisfactory water and other service arrangements and the NSW/ACT Cross Border Region Settlement Strategy.

In regard to these the Director General of the DoP stated:

_The recommendations of this report provide a balance between the need for new affordable residential development in Queanbeyan, the provision of appropriate supporting infrastructure for roads, community facilities and water supply as well as the continued operation of Canberra Airport._

This endorsed Queanbeyan Residential and Economic Strategy 2031 was revised in August 2008 at the request of the DoP. This was in response to the altered Canberra Airport Ultimate Practical Capacity ANEF being endorsed for technical accuracy by AirServices Australia in June 2008. Again this was reviewed comprehensively by the DoP and once again endorsed subject to conditions.
The Sydney – Canberra Corridor Regional Strategy 2006-31 recognises the Queanbeyan Residential and Economic Strategy 2031 and incorporates the spatial arrangements and recommendations of that strategy. The Sydney – Canberra Regional Strategy 2006-31 has been endorsed by Cabinet and represents NSW Government planning policy for the Region.

The Draft Plan for south Tralee will assist in delivering a key component of the Strategy which is to ensure Queanbeyan develops as a major Regional Centre.

Queanbeyan Water Supply Agreement

A key issue for future urban development in both the DoP reviews of the Queanbeyan Residential and Economic Strategy 2031 was water supply.

Water is to be supplied to new greenfield sites in Queanbeyan including South Tralee under the Queanbeyan Water Supply Agreement. This was signed by the Commonwealth, NSW and ACT Governments on 16 September 2008.

Under the terms of the Agreement it is considered that South Tralee and other proposed developments within South Jerrabomberra meet the conditions for water to be supplied.

Urban development within the South Tralee Locality and surrounds is considered to be consistent with the intent of the Agreement. This is contingent on any development being approved by the NSW Minister for Planning or Queanbeyan City Council, as appropriate, which the relevant consent authority determines that the development is consistent with the Sydney-Canberra Corridor Regional Strategy and the Memorandum of Understanding on ACT and NSW Cross Border Region Settlement.

As indicated above the Draft Plan for South Tralee would give effect, in part to the Queanbeyan Residential and Economic Strategy 2031 being recognised and incorporated into the Sydney – Canberra Regional Strategy 2006-31.

In addition the DoP “Review of Queanbeyan Residential and Economic Strategy 2031 (April 2007)” stated that:

The Department considers that the residential proposals at South Jerrabomberra and Googong substantially satisfy the seven Settlement Principles in the MOU.

It went on to state:

The proposed approach of using the endorsed Council Strategy as the basis of the NSW input into a joint Settlement Strategy also ensures that any decision made by the Minister about the future of Queanbeyan is not inconsistent with the ACT Government’s expectations regarding the management of cross border settlement issues.

Background Studies/Information
Draft Queanbeyan Local Environmental Plan (South Tralee) 2010
(Ref: SF090104; Author: Carswell (Continued))

In its March 2009 section 54 response to preparing draft plans for South Tralee, The Poplars and North Tralee, the DoP identified that a broad range of issues were required in the background environmental studies:

While no specifications have been issued for the environmental study, Council should satisfy itself that matters specifically discussed in the Queanbeyan Residential and Economic Strategy 2031 are adequately addressed. Without limiting the extent of the studies the following matters appear to be the most critical: biodiversity and riparian issues; land capability; landscape/visual impact; cultural heritage; impact of aircraft; impact from industrial areas; infrastructure requirements; traffic impacts; and impacts on retail centre hierarchy.

In regard to the above the Department supports, where relevant, the use of previous studies prepared through earlier planning processes.

These issues and other issues raised during various Section 62 consultations are addressed in both the Tralee LES and the supplementary report (table of contents included as Attachments 2 and 3).

The supplementary report includes further background studies, updated investigations where considered necessary, and peer reviews where required. A number of these are in direct response to issues raised at previous consultations. Examples include Appendices d to h.

It also includes a wide coverage of relevant information (Attachment 3) and

...analyses each of the issues described in the Tralee LES (2005) in the light of additional planning outcomes, new information and the requirements identified in the previous chapters (Chapters 4 and 5).

Role of Ministerial or Section 117 Directions

Ministerial Directions or Section 117 Directions are directions under the Environmental Planning and Assessment Act 1979 which substantially govern the content of draft local environmental plans in NSW. As a general policy the DoP requires draft plans to be consistent with the directions. For South Tralee the key relevant Ministerial Directions include 3.5 Development Near Licensed Aerodromes and 5.1 Implementation of Regional Strategies. Notwithstanding this it should be noted that the proposal has been assessed against all applicable Ministerial Directions to ensure consistency which it is, except for Ministerial Direction 1.2 Rural Zones. This is justified by the Tralee LES 2010.
Ministerial Direction 3.5 Development Near Licensed Aerodromes and Ultimate Practical Capacity ANEF.

Ministerial Direction 3.5 Development Near Licensed Aerodromes applies in NSW to sites subject to aircraft noise. This direction ensures the provisions of AS 2021 - 2000 Acoustics - Aircraft noise intrusion, building, siting and construction for land within certain ANEFs are triggered by an ANEF prepared by the relevant Airport.

In recent correspondence to Council the DoP advises that:

The Department maintains that the ANEF system represents the only mechanism currently available to ensure that planning near airports is undertaken responsibly and with regard for the operation of the facility and the amenity of surrounding land uses. The land use planning for the South Jerrabomberra area more than meets these requirements, in fact it takes a conservative approach.

In South Tralee’s case the relevant ANEF is Canberra Airport’s Ultimate Practical Capacity ANEF as endorsed by AirServices for technical accuracy in June 2008. It also forms part of the Canberra Airport 2009 Master Plan approved under Commonwealth legislation which details the Airport’s future plans for international flights, proposed future use as a 24 hour freight hub, technological changes etc.

In relation to Canberra Airport’s Ultimate Practical ANEF the DoP’s December 2008 addendum report on the Queanbeyan Residential and Economic Strategy 2031 observed:

As the recently approved ANEF for Canberra Airport is based on supporting an overnight freight capacity, this is considered to have been appropriately factored into the ANEF and hence the land use planning response.

This ANEF estimates a future total number of aircraft movements of 282,119 for Canberra Airport as indicated in the Canberra Airport 2009 Master Plan. This compares with current movements of 78,784 for 2009-10 and current movements at Sydney Airport for the same period of 296,104 as indicated in AirServices Australia’s Movements at Australian Airports Financial YTD. Sydney Airport being the major international gateway into Australia.

It represents the existing physical capacity of Canberra Airport to be reached around 2050 to 2060 and includes domestic movements, freight movements, international movements, VIP/Military movements and general aviation. Given this, presumably it also represents the commercial objectives of Canberra Airport for its future aeronautical activities.

However despite this the Airport has consistently advocated over the life of proposals to develop part of this area as residential the use of a non ANEF standard such as the Airport’s High Noise Corridor. This approach is not supported by any legislation or government policy.
In regard to Canberra Airport’s Ultimate Practical Capacity ANEF and Ministerial Direction 3.5 *Development Near Licensed Aerodromes* clause 7.2 of the Draft Plan ensures that development will exceed the State Government requirements. Further recommendations in regard to aircraft noise are also contained in the supplementary report to the Tralee LES.

A number of submissions put a contrary view in regard to the use of the ANEF and promote an alternative land use control which is the High Noise Corridor which would effectively prohibit all residential development within South Jerrabomberra. Other submissions strongly defend the use of the ANEF and note that the recently released Commonwealth’s National Aviation White Paper will retain the ANEF system albeit with improvements.

The supplementary report to the Tralee LES also considered the findings of the National Aviation White Paper in relation to the ANEF system.

**Ministerial Direction 5.1 Implementation of Regional Strategies**

The objective of Ministerial Direction 5.1 *Implementation of Regional Strategies* is to give legal effect to the vision, land use strategy, policies, outcomes and actions contained in regional strategies. This direction includes the *Sydney–Canberra Corridor Regional Strategy 2006-31*. Consequently the Draft Plan is consistent with this direction given that it gives partial effect to the endorsed *Queanbeyan Residential and Economic Strategy 2031* and this is recognised and incorporated in the *Sydney–Canberra Corridor Regional Strategy 2006-31*.

**Other Matters**

**Draft Voluntary Planning Agreement, Draft Section 94 Plan and Background Material**

A number of conditions of the DoP reports on the *Queanbeyan Residential and Economic Strategy 2031* relate to infrastructure provision.

In response the proponent for South Tralee has prepared a draft voluntary planning agreement for South Tralee (draft VPA), a draft Section 94 Plan for the entire South Jerrabomberra Area, a South Jerrabomberra Strategic Social Plan as well as investigations into water supply and the wastewater treatment infrastructure to service the South Jerrabomberra area.

Amongst other matters the draft VPA and Section 94 Plan include provisions applying to:

- Dedication of land for various types of community, recreational/sporting and educational facilities as well as land for other types of infrastructure and roads
- The embellishment of land for recreational/sporting facilities
- Construction of community facilities
- Construction of roads and other infrastructure
- Contributions towards the construction of other roads and road works.
A draft South Jerrabomberra Strategic Social Plan has also been submitted as a component of the draft VPA/Section 94 plan and examines in detail community recreational and cultural infrastructure needs reflected in the draft VPA.

The draft VPA and draft Section 94 Plan have been subject to negotiations and Council review, and will be publicly exhibited as part of a separate process consistent with legislative requirements.

The Gabites Porter study or the Googong and Tralee Traffic Study (2031) adopted by Council in August 2009 is also a relevant consideration in relation to required road and transport infrastructure.

Recent correspondence from the DoP addresses transport and infrastructure matters and outlines that:

*The Queanbeyan Residential and Economic Strategy 2031 requires the completion of transport and traffic analysis and supporting infrastructure delivery plans prior to the finalisation of rezonings. The strategic network analysis undertaken by Gabites Porter satisfies the first part of the requirement in the Strategy. The analysis was based on assumptions, methodologies and data inputs that were endorsed by the Council and both ACT and NSW roads agencies.*

*In terms of the development of infrastructure delivery plans, I understand that Council is continuing to discuss local infrastructure requirements and funding arrangements with the proponent. In addition, the NSW Government will continue to work towards confirmation of a scope of works and appropriate contributions for State and cross border infrastructure requirements. The inclusion of the "satisfactory arrangements" clause for State infrastructure is sufficient to enable finalisation of the LEP while a Special Infrastructure Contributions Plan or VPA is being finalised.*

It is noted that Council is an active participant in this matter through the Eastern Region Public Transport Taskforce that is very much involved with cross border transport related issues, including public transport considerations.

**Part 3A Application – Water Cycle Infrastructure**

A component of the infrastructure requirements are to be delivered through a separate (Part 3A) process which involves the DoP as the consent authority. This parallels the approach for water and sewerage infrastructure at Googong.

To this end the proponent for South Tralee has submitted a Part 3A application to the DoP for the South Jerrabomberra Water Cycle Infrastructure Project. Components of that application include sewerage collection and treatment including a new sewerage treatment plant and reticulation network, water supply networks and an access road.

**Community Consultation**

From 1st October to 2nd November 2010 community consultation through public exhibition of the Draft Plan was undertaken in accordance with the preserved Section 66 of the *Environmental Planning and Assessment Act 1979*. A notice was placed in local papers circulating within the local area (the advertisement appeared twice per week during the exhibition period), and a news article regarding the exhibition period also appeared in the Canberra Times prior to exhibition. The Draft Plan and other material was also exhibited at five locations.
In addition the Draft Plan, background LES 2005, including the supplementary report and web links to other documents/policies/plans were forwarded with a covering letter to 75 public authorities, adjoining land owners and/or organisations including private companies.

During the exhibition period 1953 submissions (including duplicates and submissions from unknown submitters) were received. In addition, 36 late submissions were also received, resulting in a total of 1989 submissions. Where possible these were considered by Council staff.

A copy of submissions have been provided to all Councillors and a hard copy of the major submissions was placed in the Councillor's Room.

All submissions received during the exhibition period were reviewed and the submitters’ were provided with an acknowledgement letter.

Many of the submissions lodged were pro forma letters or emails outlining support for, or objection to, the proposed Draft Plan. Multiple submissions from the same submitter were also made (in some case up to 30 submissions, one with four volumes of attachments and others with numerous attachments). A number of submissions include attachments incorporating commissioned studies and in one case a Commonwealth Government discussion paper. Most commonly these cover issues such as aircraft noise and the economic implications of developing South Jerrabomberra and its perceived economic impacts on Canberra Airport as well as impacts of the Draft Plan on housing affordability and the provision of community, recreational and engineering infrastructure.

Submissions expressed strong views on these issues and others which in many cases were diametrically opposed.

For example arguments supporting the Draft Plan in relation to aircraft noise include that buildings will comply with Australian Standard for residential development in areas affected by aircraft noise (AS2021) and the Draft Plan should not be opposed based on this issue. They also submit that the National Standard (ANEF) is be retained as outlined in the Commonwealth National Aviation White Paper, that the Draft Plan is reasonable and it makes appropriate provisions for dealing with aircraft noise.

Arguments in regard to aircraft noise opposing the Draft Plan include that the ANEF system is inadequate and has been found to be so by the National Aviation White Paper, that even with insulation there will be complaints based on current evidence, that these will lead to the curtailment of the potential of Canberra Airport to become a freight hub and international destination with adverse impacts for Canberra Airport, Canberra and the Region. Opponents also argue that building houses under a “flight path” could result in noise sharing to the detriment of the entire Region.
In some cases submissions also respond in detail to particular points raised in other submissions which express a contrary view. This seems to be the result of scrutinising material provided under Freedom of Information legislation.

The review of submissions has identified issues as outlined in Attachment 4. It should be noted that many of these issues are addressed in the supplementary report to the Tralee LES. In some cases they are also responded by clauses in the Draft Plan e.g. clauses 7.2 Development and 7.5 Land adjoining Hume Industrial Area and Goulbourn/Bombala Railway Line.

In other cases they would be better responded to at a different stage of the development process (Attachment 4).

A number of submissions received have been re-submitted from the 2009 consultations. Other submissions simply provide broad statements in opposition to, or in support of the Draft Plan, providing minimal detail, with little regard to the Draft Plan and/or background studies.

It is important to note that the 2010 supplementary report to the Tralee LES is a new report, and the Draft Plan is a different plan to that previously exhibited in 2009. As such submissions made in 2009 must be considered in this context together with the fact that the 2009 public exhibition was held to be invalid.

Attachments 5 and 6 (Confidential) contain a list of all submitters from the recent October to November 2010 Section 66 consultation and the November to December 2009 consultation.

**Prior Consultation**

A previous Draft Plan and supplementary report to the Tralee LES was advertised for community consultation from 17 November to 22 December 2009. As a result 389 submissions were received on that occasion. These submissions have been considered to the extent that they remain relevant to the current Draft Plan. In a number of cases previous submissions have been re-submitted as part of the most recent consultation.

The recently concluded public exhibition followed a new Section 62 consultation process (the fourth for a Draft Plan for Tralee or South Tralee) and the preparation of a new supplementary report and additional sub-consultant studies to the Tralee LES. The revised and updated supplementary report considered additional Section 62 submissions received as a result of Section 62 consultations during March – April this year. It also contained further studies, updates and peer reviews.

Council received eleven (11) Section 62 submissions as a result of this further consultation, including submissions from the same public authority and/or company that attached previously submitted reports or submissions. A number of submitters at Section 62 stage have also made further submissions to the recent public exhibition process.
The above processes followed Canberra Airport’s successful challenge in the Land and Environment Court in December 2009 against the previous Draft Plan on procedural grounds. This resulted in the NSW Government’s subsequent amendment of the relevant legislation.

As outlined in Attachment 1, the 2010 Section 62 consultation process and the recently concluded public exhibition process represent only two recent opportunities provided to community and stakeholders to comment on the proposed rezoning over the last eight years. The proposed rezoning of South Tralee has also experienced unprecedented media coverage.

Many of the issues previously raised have also been considered and addressed within the supplementary report to the Tralee LES and in the 2010 Draft Plan, where agreed by Council. These include the major submissions from public authorities and from private companies.

**Public Hearing**

One series of 30 submissions repeatedly calls for a public hearing under the preserved Section 68 *Environmental Planning and Assessment Act 1979*. This is on the grounds that important matters have been raised in submissions, the controversial nature of this development, the fact that it is opposed by surrounding governments and local and Federal members, and the significant effect that it will have on the ACT the Community, and the Region and the Airport. On other occasions this series also calls for a Commission of Inquiry or referral to a Planning Assessment Commission. In relation to the latter material submitted as part of submission indicate political donations by the applicant company. Consequently referral to a Planning Assessment Commission is a possibility should Council support the Draft Plan. However this will be a decision of the DoP.

A public hearing is not supported for the following reasons:

- Two separate public exhibitions have been undertaken
- Four separate Section 62 consultation processes, including two government agency stakeholder workshops have been undertaken
- A Inquiry on the Queanbeyan Land Releases has already been held in June 2006
- The major issues raised by this consultation period remain substantially the same as those considered and comprehensively reviewed by the DoP in their April 2007 and December 2008 reviews of the Queanbeyan Residential and Economic Strategy 2031.
Draft Local Environmental Plan Recommended Amendments

A number of submissions have sought changes to the Draft Plan. These requested amendments are outlined in Attachment 4. Following a review of the proposed amendments the following minor amendments in Issues 9.2-9.3, 9.6, 9.13, 9.31, 9.33, 9.38, 9.45 and 9.47 of Attachment 4 are supported. The proposed amendments are considered minor and the Draft Plan following amendment would not in Council’s opinion be materially different to the exhibited plan but in essence the same as the exhibited Draft Plan. In this regard re-exhibition of the Draft Plan is not warranted.

The Draft Plan instrument and maps will be amended in accordance with the above recommendations of this report prior to a submission to the Department of Planning, should Council resolve to proceed.

Environmental Implications

The environmental implications of the Draft Plan are reviewed in the supplementary report to the Tralee LES and the Tralee LES 2005. Where appropriate, provisions have been included in the Draft Plan.

Overall it is considered that the Draft Plan if implemented will have positive environmental implications due to the creation of a conservation area of some 82 hectares (E2-Environmental Conservation zone) and ensure the conservation of identified biodiversity attributes.

Financial Implications

Administrative Costs

Council has experienced considerable administrative costs associated with processing, preparing, consulting and re-exhibiting the Draft Plan, being a party to the 2009 Land and Environment challenge to the previous Draft Plan, undertaking preliminary negotiations on Voluntary Planning Agreement (VPA) and Section 94 Plans (S94), and reviewing their background material and public submissions.

Should Council endorse the Draft Plan, the remaining administrative costs will include the submission of the Draft Plan to the Department of Planning, preparation of a VPA and/or Section 94 Plan, preparation of a DCP and review of master plans, development assessment, engineering design and assessment.

The proponents have contributed to the costs of this rezoning in the form of fees and proportional payment of a project officer employed by Council and costs associated with preparing local environmental and other background studies.
**Infrastructure Costs**

In the event the Minister makes the Draft Plan, significant infrastructure costs will result. These will generally form part of the VPA and Section 94 Contribution Plan and Council has advised the proponents that infrastructure costs will not be borne by Council.

A number of infrastructure costs are proposed to form part of a State Developer Agreement. Council will seek to have input into the State Development Agreement to ensure an appropriate level of provision of infrastructure and facilities.

**Legal/Compliance Considerations**

The preparation of the Draft Plan has been undertaken in accordance with the preserved provisions of the *Environmental Planning and Assessment Act 1979* and the *Environmental Planning and Assessment Regulations 2000*.

**Conclusion**

The delivery of new urban release areas is vital for the future growth and prosperity of Queanbeyan and to ensure housing affordability and choice, including location and form.

The Draft Plan if endorsed by Council, would implement an important component of Stage 1 of the endorsed *Queanbeyan Residential and Economic Strategy 2031*.

A key objective of the endorsed *Queanbeyan Residential and Economic Strategy 2031* is to provide new release residential land in Queanbeyan on two major fronts (South Jerrabomberra and Googong) to increase competition, housing choice, and affordability. At the same time the economic importance and growth potential of Canberra Airport as well as aircraft noise have been recognised by the *Strategy* and the Department of Planning (DoP) reviews in April 2007 and December 2008. To this end the *Strategy* accepted the Airport’s Ultimate Practical Capacity ANEF despite reservations about the aircraft movement forecasts used to produce the ANEF. In this way it adopted a precautionary and conservative approach to aircraft noise.

The DoP and Council have long advocated that residential development within the Local Government Area should occur on several fronts to provide appropriate housing choice and competition in terms of location, style, form and affordability. Gazettal of the Draft Plan would complement the 2009 gazettal of the draft plan for Googong. It should be noted that the DoP in their reviews do not consider an enlarged Googong as a replacement for development in South Jerrabomberra as advocated by a number of submitters. Development of Googong alone would not deliver the objectives of the endorsed *Queanbeyan Residential and Economic Strategy 2031*.
The Draft Plan exceeds the relevant standard in NSW for areas affected by aircraft noise which is outlined in Ministerial Direction 3.5 *Development Near Licensed Aerodromes*. This requires noise insulation in accordance with Australian Standard AS 2021 within ANEF 20-25 and prohibits residential beyond ANEF 25. However the Draft Plan contains a clause (clause 7.2) which requires all development to be insulated to AS 2021 interior design standards for noise amelioration, including development located outside of ANEF 20. This is in addition to other recommendations in relation to aircraft noise outlined in the supplementary report to Tralee LES to be implemented at development stage.

Notwithstanding this it is noted that a number of submissions do not accept such provisions as being adequate and consider that the ANEF should not be adopted for planning purposes in this situation. Instead they advocate that Council reject or at least delay the Draft Plan until a National Land Use Planning regime around airports is implemented. In effect this requires Council to adopt an approach in regard to aircraft noise that is contrary to Ministerial Direction 3.5 *Development Near Licensed Aerodromes* and the long standing policy position of the State Government on aircraft noise, discards the ANEF system which is recommended to be retained as a land use planning tool (albeit with improvements) by the Commonwealth’s National Aviation White Paper. This approach would also have Council ignore the relevant Australian Standard as well as the recommendations of the supplementary report. This approach cannot be supported as it is contrary to the Ministerial direction.

The Draft Plan and required material was publicly exhibited between 1 October and 2 November 2010. During the exhibition period 1989 submissions (including duplicates and submissions from unknown submitters) were received. All submissions received during the exhibition period were reviewed as indicated in this Report and Attachment 4.

Consequently Sections 66 and 67 of the preserved of the *Environmental Planning and Assessment Act 1979* have been satisfied.

As outlined in Attachment 1, the 2010 section 62 consultation process and the recently concluded public exhibition process represent only two of the recent opportunities provided to community and stakeholders to comment on the proposed rezoning over the last eight years. The proposed rezoning of South Tralee has also experienced unprecedented media coverage.

The submissions received during the period of public exhibition raise many issues in relation to the Draft Plan and the proposed development of South Tralee. These have either been addressed as outlined in this report, considered by the supplementary report, previously considered by the NSW Government strategic land use plans or the endorsed *Queanbeyan Residential and Economic Strategy 2031* and the DoP reviews and reports in relation to that Strategy. Some issues relate to Commonwealth matters such as the suitability of the ANEF system. Such issues are beyond the scope of local government decision making and require a Commonwealth policy position and State government amendments to relevant legislation to implement any new Commonwealth policy. Many of the issues raised may be overcome by appropriate
design and the implementation of relevant and considered controls. Other issues may be overcome by ensuring the delivery of crucial infrastructure such as required road upgrading at the appropriate time(s) and under mechanisms which are not part of the rezoning or draft local environmental planning process. Yet still other issues raised such as contributions toward infrastructure in the ACT are also beyond the control of Council and involve either State, ACT and/or Commonwealth negotiation and/or legislation.

The endorsement by Council of the Draft Plan, as amended as outlined in this report, will enable Council, in accordance with the preserved Section 68 of the Environmental Planning and Assessment Act 1979, to submit the Draft Plan to the Director-General of the DoP. These amendments include Issues 9.2-9.3, 9.6, 9.13, 9.31, 9.33, 9.38, 9.45 and 9.47 of Attachment 4 and are considered to be minor such that the Draft Plan to be submitted is not materially different to the Draft Plan as exhibited.

Council will subsequently request that the Director-General of the Department of Planning submit a report under the preserved provisions of Section 69 of the Environmental Planning and Assessment Act 1979 to the Minister for Planning recommending that the Minister make the Draft Plan.

The gazettal of the Draft Plan will be the first key step in the comprehensive and complex process of delivering a new urban area with all the necessary infrastructure and compliance with legislative requirements. By endorsing the Draft Plan Council will enable detailed planning to continue and enable the preparation of Section 94 contribution plan(s), and/or VPA’s as well as development control plan(s) including master plan(s).

**Recommendation**

It is recommended that:

1. Council in accordance with the preserved Section 68 of the Environmental Planning and Assessment Act 1979 resolve to submit Queanbeyan Local Environmental Plan (South Tralee) 2010 as amended in accordance with the matters raised in this report outlined in Issues 9.2-9.3, 9.6, 9.13, 9.31, 9.33, 9.38, 9.45 and 9.47 of Attachment 4 to the Director-General of the Department of Planning.

2. Council resolve that re-exhibition of the amended draft Queanbeyan Local Environmental Plan (South Tralee) 2010 is not required as the amendments to the Draft Plan are minor and in response to submissions made during public exhibition.

3. Council resolve that a public hearing under the provisions of the preserved Section 68 of Environmental Planning and Assessment Act 1979 not be held.
4. Council request the Director-General of the Department of Planning to submit a report under the provisions of preserved Section 69 of the Environmental Planning and Assessment Act 1979 recommending that the Minister make the plan.

5. Council endorse in principle the proposal to enter into a Voluntary Planning Agreement with Canberra Estates Consortium No 4 Pty Limited to be executed prior to the approval of the first development stage subdivision Development Application, outlining infrastructure and servicing commitments as well as affordability commitments associated with the proposed development that will be provided or met by the developers.

6. Council resolve to prepare a Development Control Plan under the provisions of section 74C of the Environmental Planning and Assessment Act 1979 for that area covered by Queanbeyan Local Environmental Plan (South Tralee) 2010 and that once prepared be referred back to Council for adoption.

7. Council note that in addition to 6 above that a Section 94 Contributions Plan under the provisions of section 94 of the Environmental Planning and Assessment Act 1979 for South Jerrabomberra may be prepared.

8. All persons that lodged a submission be advised of Council’s resolution in relation to Queanbeyan Local Environmental Plan (South Tralee) 2010.
Attachment 1 – Brief history of the Draft Plan, earlier rezonings and other opportunities to make submissions

Altogether public authorities and other organisations (including private companies) have had ten opportunities to comment on the rezoning and future development of this site either as part of a rezoning or draft local environmental planning process or as part of a broader strategy whilst the general public have had three (3) opportunities. These are as follows:

2002
- 17 July 2002 – Council resolved to prepare a draft LEP or Draft Plan for the original Tralee application. This originally related to both North and South Tralee.

2003
- 28 February and 9 April 2003 – These were two workshops which focused on traffic issues associated with the original rezoning application.
- August 2003 – February 2004 – First s.62 consultation on a draft Plan undertaken. Again this related to the original rezoning application and included a workshop.
- 12 December 2003 – 16 January 2004 - Public authorities, organisations and the general public had the opportunity to comment on development within South Tralee and other parts of South Jerrabomberra as part of Council’s draft 2004 Queanbeyan Structure Plan. Two workshops on the draft 2004 Queanbeyan Structure Plan were held on 1 September and 8 December 2003.

2005
- 30 March 2005 – s.64 submission to DoP seeking s.65 certificate to exhibit the draft LEP or Draft Plan for the original application.

2006
- 27 – 29 June 2006 – This occurred during the Queanbeyan Land Release Inquiry which considered South Tralee along with all other proposed and potential rezoning sites in South Jerrabomberra and Googong. It provided an opportunity for the public authorities, organisations and the general public to comment.

2007
- August - October 2007 – Agency workshop and second s.62 consultation undertaken.


Extraordinary Meeting – 17 November 2010

Draft Queanbeyan Local Environmental Plan (South Tralee) 2010
(Ref: SF090104; Author: Carswell (Continued))

2009

- February 2009 – Fresh application lodged and only covering South Tralee considered by Council which resolved to prepare a Draft Plan.

- May – June 2009 – Third s.62 consultation on a Draft Plan undertaken including two workshops.

- 17 November – 22 December 2009 – s.66 consultation on the then draft South Tralee LEP and background material. It provided a further opportunity for the public authorities, organisations and the general public to comment.

2010


- 1 October – 2 November 2010 – Current community consultation or second S66 consultation on a Draft Plan undertaken.

In addition the public authorities, organisations including private companies and the public have had the opportunity to comment on development on the Site and other parts of South Jerrabomberra as part of the Department of Planning’s exhibition of the draft Sydney - Canberra Corridor Regional Strategy 2031. This was exhibited between October – December 2007. It provided an opportunity to comment as development in South Tralee was indicated in the endorsed Queanbeyan Residential and Economic Strategy 2031 which the Regional Strategy recognises and incorporates.
1 Introduction
1.1 Background
1.2 Study Site
1.3 Site History and Zoning
1.4 Study Approach and Methodology
1.4.1 Role and Structure of the LES
1.4.2 Suitability Assessment
1.4.3 Physical Site Issues
1.4.4 Environmental Issues
1.4.5 Surrounding Development and Land Use Issues
1.5 Consultation

2 Statutory Planning
2.1 Commonwealth Legislation
2.2 State and Territory Legislation
2.2.1 NSW Planning Policies and Legislation
2.2.2 Other NSW Legislation & Policies
2.2.3 ACT and Sub-region Planning Legislation and Strategies
2.2.4 ACT and Sub-Region Planning Strategy 1998
2.2.5 The Sydney to Canberra Corridor Strategy
2.2.6 Future Regional/State Planning Implications
2.3 Local Planning Controls
2.3.1 Queanbeyan Local Environmental Plan (LEP) 1998
2.3.2 Development Control Plans
2.3.3 Queanbeyan Section 94 Contribution Plan
2.3.4 Section 117(2) Ministerial Directions
2.3.5 Queanbeyan 2004 Structure Plan

3 Likely Development Types
3.1 Introduction
3.2 Development Type 1
3.3 Development Type 2
3.4 Development Type 3
3.5 Development Type 4
3.6 LES Process and Scope

4 Existing Environment
4.1 General Description
4.2 Land Ownership
4.3 Existing Land Uses
4.4 Natural Resources

5 Geophysical Environment
5.1 Topography
5.2 Drainage
5.3 Terrain
5.4 Geology
5.5 Soils
5.6 Soil Erosion and Management
6 Landscape and Visual Assessment
6.1 Existing Landscape
6.2 Landscape Units
6.2.1 Landscape Units – Tralee South
6.2.2 Landscape Units - Tralee North
6.3 Visual Assessment

7 Climate and Air Quality
7.1 Climate and Meteorology
7.1.1 Temperature
7.1.2 Humidity
7.1.3 Rainfall and Evaporation
7.1.4 Sunshine and Cloud Cover
7.1.5 Wind Direction and Wind Speed
7.2 Existing Local Air Quality

8 Cultural Heritage
8.1 Introduction
8.2 Field Survey
8.3 Aboriginal Heritage
8.4 European Heritage
8.5 Legal Implications
8.6 Recommendations

9 Ecology
9.1 Introduction
9.2 Vegetation Communities
9.2.1 Box Gum Woodland
9.2.2 Native Grassland (includes secondary grasslands)
9.2.3 Stony Knoll Shrubland
9.2.4 Rocky Outcrop Shrubland/Herbfield Mosaic
9.2.5 Cleared/Degraded Grasslands
9.3 Fauna
9.3.1 Species Recorded on the Study Area
9.3.2 Fauna Habitats
9.4 Habitat Corridors & Connectivity
9.5 Results and Discussion
9.6 Recommendations

10 Hydrology & Water Management
10.1 Introduction
10.2 Jerrabomberra Creek and Catchment
10.2.1 Jerrabomberra Creek at Tralee North
10.2.2 Infrastructure and Other Issues
10.3 Flood Impact
10.3.1 Maintenance of Pre-Development Flows
10.4 Stormwater Management
10.4.1 Modelling Water Quantity and Flows
10.5 Best Management Practices
10.6 Conclusions
11 Noise
11.1 Introduction
11.2 Existing Environment
11.3 Noise Issues
11.4 Opportunities and Constraints
11.5 Aircraft noise associated with the Canberra Airport
11.5.1 Noise Sharing
11.6 Industrial Noise
11.6.1 Hume Industrial Area
11.6.2 Existing Acoustic Environment
11.6.3 Appropriate Noise Criteria
11.7 Review of Impacts
11.7.1 Existing Industrial Noise Impacts
11.7.2 Future Industrial Noise Impacts
11.7.3 Noise Control Options
11.8 Recommendations
11.9 Traffic Noise
11.10 Rail Noise
11.11 Cumulative Noise Impact

12 Bushfire Assessment
12.1 Introduction
12.2 Fire Hazard
12.3 Access
12.4 Constraints and Opportunities
12.5 Tralee North
12.6 Tralee South

13 Contaminated Land
13.1 Preliminary Site Investigation
13.2 Legislative Requirements
13.3 Detailed Site Investigation and Assessment
13.4 Site Remedial Action Plan
13.5 On-site Remediation Works, including Site Validation and Monitoring

14 Economic Considerations
14.1 Introduction
14.1.1 Location
14.1.2 Methodology
14.2 Demographics
14.2.1 Overview
14.2.2 Population Growth and Projections
14.2.3 Age Structure
14.3 Economic and Employment Characteristics
14.3.1 Educational Qualifications
14.3.2 Labour Force Characteristics
14.3.3 Household Income
14.4 Dwelling Characteristics
14.4.1 Structure of Occupied Dwellings
14.4.2 Dwelling Types
14.4.3 Dwelling Ownership
14.4.4 Housing Loan Repayments
14.4.5 Motor Vehicle Ownership
14.5 Journey To Work Patterns (JTW)
14.6 Future Industrial Development
14.7 Future Residential Land Market
14.8 Implications

15 Traffic and Access
15.1 Introduction
15.2 Existing Network
15.3 Existing Traffic Flows
15.3.1 Traffic Flows and Conditions
15.3.2 Accident History
15.4 Planning Context
15.4.1 The Greater Queanbeyan City
15.4.2 Canberra
15.5 Consultation
15.6 Results
15.6.1 Medium Term Network - Access Constraints
15.6.2 Short Term Network Options
15.6.3 Transport Services
15.7 Road Network Conclusions
15.8 Traffic Demand and Assessment
15.8.1 Short Term
15.8.2 Medium term
15.8.3 Conclusion
15.9 Infrastructure Costs and Funding
15.9.1 Cost Estimate
15.9.2 Section 94
15.9.3 Indicative Roadworks Cost Apportionment

16 Infrastructure/Services
16.1 Electricity
16.2 Reticulated Gas
16.3 Telecommunications
16.4 Waste Services
16.5 Potable Water Supply
16.6 Sewerage
16.7 Discussion

17 Evaluation and Planning Strategy
17.1 Introduction
17.2 Likely Development Types
17.3 Suitability Assessment
17.3.1 Geophysical Criteria
17.3.2 Visual Criteria
17.3.3 Ecological Criteria

18 Consultation
18.1 Introduction
18.2 Summary of Principal Issues Raised and Suggested Responses

19 Planning Issues
19.1 Planning Issues
19.2 Socio-Economic Issues
19.3 ESD Principles

20 Conclusions and Recommendations
20.1 Master Planning
20.2 Geophysical
20.3 Landscape
20.1 Climate and Air Quality
20.2 Cultural Heritage
20.3 Ecology
20.4 Hydrological
20.5 Noise
20.6 Bushfire
20.7 Contaminated Sites
20.8 Socio-Economic
20.9 Traffic and Access
20.10 Infrastructure
20.11 Consultation
20.12 ESD Principles

Appendix A Natural Heritage Assessment of Tralee, Queanbeyan, NSW - Biosis Research (June 2003)

Appendix B Tralee LES Environmental Acoustic Assessment - Renzo Tonin & Associates (June 2003)

Appendix C Tralee Traffic Study, Short to Medium Term Assessment - SMEC (April 2005)

Appendix D Tralee LES Land Use Issues - URS Australia (August 2003)

Appendix E Tralee LES Socio Economic Analysis - URS Australia (August 2003)

Appendix F Tralee LES Infrastructure Report - URS Australia (August 2003)

Appendix G Tralee LES Jerrabomberra Creek Flood Study - URS Australia (August 2003) including attachments A and B.


Appendix I Urban Capability Survey of Two Areas of Tralee Station, South East NSW - URS Australia (May 2003)

Appendix J Tralee LES Cultural Heritage Assessment - Navin Officer (April 2003)

Appendix K Review of Technical Submissions received in relation to Tralee LES - URS Australia (Jan 2004)
Draft Queanbeyan Local Environmental Plan (South Tralee) 2010
(Ref: SF090104; Author: Carswell (Continued))

Appendix L Ecological Constraints for Tralee Release Area - URS Australia
(February 2005)

Appendix M Noise Report - Response to Public Submissions - Renzo Tonin &
Associates (November 2004)

Appendix N Assessment of Air Quality Issues for the Proposed Tralee Development
- Area Pacific Air and Environment (Feb 2005)
1 Introduction
1.1 New Information
1.2 Background
1.3 Purpose of this Supplementary Report
1.4 Legislative Requirements
1.5 Report Structure
1.6 Public Consultation and S.62 comments
1.7 Specialist Studies
1.8 Background Documents
1.9 Summary
1.10 Current Development Type

2 Planning History

3 Study Area
3.1 Regional Context
3.2 General Description of the Site
3.3 Site History
3.4 Land Use History
3.5 Land Ownership and Zoning
3.6 Natural Resources
3.7 Surrounding Development - NSW
3.8 Surrounding Development - ACT
3.9 Transport Infrastructure

4 Strategic Planning Framework
4.1 Key Planning Outcome
4.1.1 Queanbeyan Land Release Inquiry
4.1.2 Queanbeyan Residential and Economic Strategy 2031
4.1.4 Sydney – Canberra Corridor Regional Strategy 2006 - 2031
4.1.5 Section 5.1 of the Queanbeyan Water Supply Agreement
4.1.6 Canberra International Airport Master Plan and Approval of ANEF
4.1.7 Spatial Re-configuration for South Jerrabomberra
4.2 NSW DoP – Strategic Direction Letter
4.3 ACT Planning Legislation and Strategies
4.3.1 The National Capital Plan
4.3.2 The Canberra Spatial Plan 2004 and Proposed Revision
4.3.3 The Territory Plan 2008
4.3.4 Eastern Broadacre Planning Study

5 Statutory Framework
5.1 Commonwealth Legislation
5.1.1 Environmental Protection Biodiversity and Conservation Act, 1999
5.2 NSW Legislation
5.2.1 Environmental Planning and Assessment Act 1979
5.2.2 Section 117 (2A) Directions
5.3 Other NSW Legislation & Policies
5.4 State Environmental Planning Policies (SEPPs)
  5.4.1 SEPP (Rural Lands) 2008
  5.4.2 SEPP 55 – Remediation of Land
  5.4.3 SEPP (Building Sustainability Index: BASIX) 2004
  5.4.4 SEPP (Major Development) 2005
  5.4.5 SEPP (Infrastructure) 2007
  5.4.6 SEPP (Exempt and Complying Development Codes) 2008
  5.4.7 Standard Instrument (Local Environmental Plans) Order 2006
5.5 Local Environmental Plans
  5.5.1 Queanbeyan Local Environmental Plan 1998 (QLEP)
5.6 Development Control Plans & Developer Contributions Plans
5.7 Other Council Policies/Information Packs

6 Existing Environment

6.1 Landscape
  6.1.1 Background
  6.1.2 Tralee LES (2005) Recommendations
  6.1.3 New Information
  6.1.4 Landscape Conclusion
6.2 Geophysical
  6.2.1 Background
  6.2.2 Tralee LES (2005) Recommendations
  6.2.3 New Information
  6.2.4 Geophysical Conclusion
6.3 Ecology
  6.3.1 Background
  6.3.2 Tralee LES (2005) Recommendations
  6.3.3 New Information
  6.3.4 Dunn’s Creek Road Alignment
  6.3.5 Ecology Conclusion
6.4 Hydrological
  6.4.1 Background
  6.4.2 Tralee LES (2005) Recommendations
  6.4.3 Hydrological New Information
  6.4.4 Conclusion
6.5 Bushfire
  6.5.1 Background
  6.5.2 Tralee LES (2005) Recommendations
  6.5.3 New Information
  6.5.4 Conclusion
6.6 Cultural Heritage
  6.6.1 Background
  6.6.2 Tralee LES (2005) Recommendations
  6.6.3 New Information
  6.6.4 Conclusion
6.7 Contaminated Sites
  6.7.1 Background
Draft Queanbeyan Local Environmental Plan (South Tralee) 2010
(Ref: SF090104; Author: Carswell (Continued))

6.7.2 Tralee LES (2005) Recommendations
6.7.3 New Information
6.7.4 Contamination Conclusion
6.8 Overall Site Environment – Conclusions

7 Land Use Issues
7.1 Noise
7.1.1 Background
7.1.2 Aircraft Noise 7.1.3 Aircraft Noise Recommendations
7.1.4 Industrial Noise
7.1.5 Industrial Noise Mitigation Options 7.1.6 Recommendations for South Tralee – Industrial Noise
7.1.7 Rail
7.1.8 Road Traffic Noise
7.1.9 Renzo Tonin 2010 Update of Traffic Noise Impacts
7.1.10 Noise Conclusion
7.2 Air Quality
7.2.1 Background
7.2.2 Tralee LES (2005) Recommendations
7.2.3 New Information
7.2.4 Pae Holmes 2010 Review of S.26 Submissions
7.2.5 Air Quality Conclusion
7.3 Economic Considerations
7.3.1 Background
7.3.2 Tralee LES (2005) Recommendations
7.3.3 Hill PDA 2010 South Tralee Retail Demand Study
7.3.4 Economic Conclusion
7.4 Land Use Conclusions/Recommendations

8 Infrastructure Requirements
8.1 Transport
8.1.1 Background
8.1.2 Tralee LES (2005) Recommendations
8.1.3 New Information
8.1.4 Transport Measures Currently Being Undertaken 8.1.5 Googong and Tralee Traffic Study (2031)
8.1.6 Draft Village Building Company Traffic Impact Assessment Review 8.1.7 Dunn’s Creek Road
8.1.8 Regional Roads
8.1.9 Rail
8.1.10 Buses
8.1.11 Walking and Cycling
8.1.12 Transport Conclusion
8.2 Sewage, Water and Services
8.2.1 Background
8.2.2 Tralee LES (2005) Recommendations
8.2.3 New Information
8.2.4 Sewage & Water (Part 3A Application)
8.2.5 Infrastructure Conclusion
8.3 Community Infrastructure
8.3.1 Background
8.3.2 Tralee LES (2005) Recommendations
8.3.3 New Information
8.4 ESD Principles
8.4.1 Tralee LES (2005) Recommendations
8.4.2 New Information

9 Consultation

10 Summary of Recommendations
10.1 Preparation of a Development Control Plan/Master Planning
10.2 Landscape
10.3 Geophysical
10.4 Drainage
10.5 Ecology
10.6 Hydrological
10.7 Bushfire
10.8 Cultural Heritage
10.9 Contamination
10.10 Noise
10.11 Air Quality
10.12 Socio Economic
10.13 Economic
10.14 Transport
10.15 Infrastructure
10.16 Consultation
10.17 ESD Principles

11 Conclusion

Appendix A Draft Dunn’s Creek Road Corridor Study (2007) - GHD
Appendix B Air Quality Review of Submissions (2010) - Pae Holmes
Appendix C Strategic Direction Letter (May 2010) – DoP
Appendix D Bushfire Assessment (2010) – Ecological Australia
Appendix E PEER Review of Noise Assessment (2009) - Renzo Tonin
Appendix G Air Quality Review (2009) – Pae Holmes
Appendix H Retail Demand Study (2010) - Hill PDA
Appendix I Draft VBC Traffic Review (2010) - Gabites Porter
Appendix J S.62 Submissions