



Department of  
**State Development,  
Infrastructure and Planning**

Our ref: WR14/32858

**9 JAN 2015**

Mr Michael Nash  
Director

Urban Planning Services Pty Ltd  
PO Box 2091  
SURFERS PARADISE QLD 4217

Dear Mr Nash

I refer to the previous letter dated 9 January 2015 requesting additional information regarding the ministerial call in development application for Pacific View Estate (PVE) at Hinkler Drive in Worongary.

The Department of State Development, Infrastructure and Planning has identified further additional information that is required to assist the Deputy Premier in his assessment of the application.

As per the previous request, this additional information is required by Monday 12 January 2015. Please advise at your earliest convenience if you need additional time to provide the information requested.

*Traffic*

1. Please provide any investigation that have been undertaken to determine the ability to implement proposed traffic mitigation measures, in particular, but not limited to, the proposed left slip lane bypass of the western roundabout at the Worongary North interchange (Exit 75) (see Figure 5.10: 2024 Improvement Measure - Left Turn Slip/Roundabout Bypass in the Pacific View Estate Traffic and Transport Report for Preliminary Approval Application dated 26 October 2012).
2. It is noted that traffic counts were requested by Gold Coast City Council (GCCC) in a letter to Urban Planning Services Pty Ltd (UPS) dated 25 March 2011 and that these counts were subsequently undertaken by Bitzios Consulting between 31 March 2011 and 6 April 2011. Please provide these traffic counts, confirm that these are the most recent counts, and advise whether there have been any significant alterations to traffic flow (e.g. as a result of M1 road upgrades, intersection improvements or developments) along Hinkler Drive since these counts were undertaken.
3. The *Urbis Study (Coomera)* as mentioned in GCCC's letter to UPS outlined a vehicle threshold of 6,000 vehicles per day for higher order roads where direct allotment access is to be

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provided. This threshold was adopted by GCCC in relation to Hinkler Drive for assessment of the PVE development. Please provide the *Urbis Study (Coamera)* report.

4. If available, please provide any other capacity calculations and assumptions applied to the surrounding local and state road network for the purpose of the assessment.
5. In addition to the Applicant's response to *Item 10 - Parking Rates for Precincts* in the Information Request Response (Volume 1) prepared by UPS in July 2014, please clarify how car parking rates in the PVE Development Code were determined and identify any reference documentation. If this involved the *Gold Coast Planning Scheme 2003*, please advise as to what extent this document influenced the parking rates proposed in the PVE Development Code (e.g. were the rates directly sourced from the Planning Scheme, was the Planning Scheme used as a starting point/reference only, etc.) If the Planning Scheme was used or referenced, please identify which specific parts of the relevant policy within the Planning Scheme were referenced.
6. It is noted that the intersection layouts tested in Paramics/SIDRA were developed by Bitzios Consulting in collaboration with DTMR's consultants (AECOM). Please advise whether DTMR were consulted during this process and if DTMR approves of the final tested layouts.
7. It is noted that the performance of some intersections improves after the addition of PVE development traffic (p.36 of the 2012 Traffic and Transport Report). Please explain these findings.

If you require any further information, Morag Elliott, Manager, Planning Services, Department of State Development, Infrastructure and Planning, will assist and can be contacted on 3452 7653.

Yours sincerely



**Graeme Bolton**  
**Director**  
**Development Assessment Division**  
**Planning and Property Group**