

Enquiry Phone: Customer Service (07) 3412 5269  
Property Key: 287482  
Document Number: 18592532  
Please Quote: COM/20/2025  
File Number: 1431444-1



12 June 2025

CFR NO.3 PTY LTD  
C/- Devalign  
PO Box 5122  
DAISY HILL QLD 4127

**Attn:** Shane Murrhiy

Dear Sir

### INFORMATION REQUEST

**APPLICATION NO:** COM/20/2025  
**PROPERTY ADDRESS:** 560 CHAMBERS FLAT ROAD, LOGAN RESERVE QLD 4133  
**PROPERTY DESCRIPTION:** LOT 4 RP 97736  
**APPLICATION DESCRIPTION:** COMBINED APPLICATION FOR:

- MATERIAL CHANGE OF USE FOR A VARIATION REQUEST TO VARY THE EFFECT OF THE LOGAN PLANNING SCHEME 2015; AND
- RECONFIGURING A LOT (1 LOT INTO 54 LOTS)

---

In accordance with Part 3 (Information Request) of the Development Assessment Rules, Council in the role of the Assessment Manager, requests the following further information to be submitted for the assessment of the abovementioned development application.

#### 1. INFRASTRUCTURE PLANNING – EXTRA PAYMENT CONDITIONS

The development is located partially or wholly outside of the Council's priority infrastructure area and is not planned in the local government infrastructure plan to be serviced by infrastructure. Infrastructure planning is required to demonstrate that the development is capable of being serviced by infrastructure. Council cannot be required to provide infrastructure to service the development. Council also has a discretion whether to accept external infrastructure being provided by an applicant to service the development. Should the infrastructure planning demonstrate that the development is capable of being serviced with infrastructure, Council will determine whether it is appropriate to impose an extra payment condition or negotiate an infrastructure agreement with the applicant.

##### **Sewer and Water**

1.1. In order for Council to provide lawful conditions in accordance with Section 131 and 133 of the *Planning Act*, the following information is required:

- 1.1.1. A water network detailed planning study, including options analysis, to find the most prudent and efficient servicing solution for the site and, most critically, the broader water network. This report is to be prepared by a Registered Professional Engineer of Queensland (RPEQ) and must demonstrate that the proposed development is able to be serviced by trunk infrastructure to the desired standards of service in the Local Government Infrastructure Plan and in compliance with the design and construction requirements in Planning Scheme Policy 5 – Infrastructure. This study

shall determine the preferred size and location of the water infrastructure. This report will:

- 1.1.1.1. Determine if trunk water infrastructure is required, or if the development is to be serviced by non-trunk (reticulation) infrastructure;
  - 1.1.1.2. Identify the required easement/land acquisitions;
  - 1.1.1.3. Confirm the DMA boundaries;
  - 1.1.1.4. Confirm the location of necessary water supply facilities e.g., DMA feed;
  - 1.1.1.5. Identify future planned road widening related to the necessary infrastructure; and
  - 1.1.1.6. Identify any proposed temporary infrastructure.
- 1.1.2. A sewer network planning study, including options analysis, to find the most prudent and efficient servicing solution for the site and, most critically, the ultimate sewer catchment. This report is to be prepared by a Registered Professional Engineer of Queensland (RPEQ) which demonstrates that the proposed development is able to be serviced by trunk infrastructure to the desired standards of service in the Local Government Infrastructure Plan and in compliance with the design and construction requirements in Planning Scheme Policy 5 – Infrastructure. This report will:
- 1.1.2.1. Determine if trunk sewer infrastructure is required, or if the development will be serviced by non-trunk (reticulation) infrastructure;
  - 1.1.2.2. Identify the sewer servicing strategy for the ultimate sewer catchment;
  - 1.1.2.3. Identify the required easement/land acquisitions;
  - 1.1.2.4. Provide conceptual plans and long-sections to demonstrate the control of the ultimate sewer catchment;
  - 1.1.2.5. Detail the geometry and proposed sewer main dimensions/sizes;
  - 1.1.2.6. Identify future planned road widening related to the necessary infrastructure; and
  - 1.1.2.7. Identify any proposed temporary infrastructure.
- 1.1.3. A design to determine the details of the preferred trunk infrastructure. The design needs to be of sufficient detail to inform the cost of the trunk infrastructure to provide conditions in accordance with Section 131 and Section 133 of the *Planning Act 2016*.
- 1.1.4. A cost estimate of the infrastructure using the above-mentioned design to inform the value of the trunk infrastructure to be referenced in the extra payment condition. This cost estimate will need to provide reasonable certainty as to the cost of the infrastructure.
- 1.1.5. Alternatively, Logan Water is prepared to provide the scope, costs and timeline to complete each step for the applicant as outlined above upon payment of an agreeable fee. Only after each step above is completed will Logan Water be in a position to provide a scope, costs and timeline to complete the following step.

*Advice Note: The above information needs to be prepared in accordance with the SEQ Code Water Supply and Sewerage Design and Construction Code and needs to have strong regard to the sewer and water network planning principles within the Code to ensure that trunk infrastructure required to service this development services the community's and the broader catchment's best interest.*

- 1.2. The above-mentioned studies in items 1.1.1 to 1.1.2 shall include but not necessarily be limited to the below:

- 1.2.1. Identify the relevant area to be serviced by trunk infrastructure for each development infrastructure network which is to include the development land as well as the rest of the area serviced by the trunk infrastructure (relevant service area);
- 1.2.2. Review any previous infrastructure planning reports prepared for the relevant service area for each development infrastructure network;
- 1.2.3. Identify any constraints and opportunities for the trunk infrastructure to service the relevant service area;
- 1.2.4. Identify the projected population and demand for trunk infrastructure within the relevant service area;
- 1.2.5. Identify the alignment of other proposed infrastructure within the relevant service area which may affect the delivery of trunk infrastructure;
- 1.2.6. Prepare a shortlist of the options for the trunk infrastructure which is necessary to service the development and the rest of the relevant service area;
- 1.2.7. Identify the sizing and timing of the shortlisted options for trunk infrastructure to service the development and the rest of the relevant service area;
- 1.2.8. Identify any temporary or permanent infrastructure which is:
  - 1.2.8.1. required to ensure the safe or efficient operation of infrastructure needed to service the development; and
  - 1.2.8.2. made necessary by the development.
- 1.2.9. Assess the feasibility of the shortlisted options for trunk infrastructure and temporary infrastructure to service the development and the rest of the relevant service area based on preliminary reporting including:
  - 1.2.9.1. ecological / environmental survey;
  - 1.2.9.2. flood study;
  - 1.2.9.3. cultural heritage assessment;
  - 1.2.9.4. land acquisition assessment;
  - 1.2.9.5. community impact assessment; and
  - 1.2.9.6. constructability and operational assessment.
- 1.2.10. Prepare an estimate of the establishment cost of the shortlisted options for the trunk infrastructure necessary to service the development and the rest of the relevant service area;
- 1.2.11. Prepare an estimate of the establishment cost of any temporary infrastructure, including the decommissioning, removal and rehabilitation costs of the temporary infrastructure;
- 1.2.12. Prepare an estimate of the maintenance and operating costs for up to 5 years of the trunk infrastructure and temporary infrastructure;
- 1.2.13. Undertake a net present value (NPV) assessment of the shortlisted options;
- 1.2.14. Determine the financial implications for the various servicing options (e.g. bring forward or deferral of infrastructure works, increase or reduction in operational and maintenance costs);
- 1.2.15. Identify non-cost impacts of each option including technical performance, environmental, community and property impacts and risk (operational and construction phases);

- 1.2.16. Prior to the design of the infrastructure, complete a Multi Criteria Analysis (MCA) to determine which option should proceed to the design phase;  
*Advice Note: MCA is a decision-making tool that uses a 'non-monetary' evaluation to compare options in a structured and transparent manner. The purpose of MCA is to differentiate and evaluate options systematically using a set of agreed assessment (or evaluation) criteria. MCA often is used to support Cost Benefit Analysis (CBA) when some or all of the project benefits are not able to be monetised. <<source: ACT Government - treasury>>*
- 1.2.17. Develop a design for the preferred trunk infrastructure and temporary infrastructure (30% design) based on the preferred outcome of the concept analysis and feasibility study;
- 1.2.18. Confirm the proposed construction techniques for the preferred trunk infrastructure and temporary infrastructure;
- 1.2.19. Identify the land and tenure required for the preferred trunk infrastructure and temporary infrastructure;
- 1.2.20. Undertake and report on site investigations for the preferred trunk infrastructure and temporary infrastructure based on detailed reporting including:
  - 1.2.20.1. ecological / environmental survey;
  - 1.2.20.2. flood study;
  - 1.2.20.3. cultural heritage assessment;
  - 1.2.20.4. land acquisition assessment;
  - 1.2.20.5. community impact assessment; and
  - 1.2.20.6. constructability and operational assessment.
- 1.2.21. Prepare a first principles estimate of the establishment cost of the preferred trunk infrastructure and temporary infrastructure and a land valuation (using the before and after valuation method) of the land required for the infrastructure. The establishment cost of any temporary infrastructure is to include the decommissioning, removal and rehabilitation costs of the temporary infrastructure;
- 1.2.22. Prepare a first principles estimate of the maintenance and operating costs for up to 5 years of the trunk infrastructure and temporary infrastructure; and
- 1.2.23. Update all technical reports, documents and plans to reflect the determinations, designs and land tenure agreed to under the Infrastructure Planning Report.

*Advice Note: Logan Water may provide considerably more details via separate correspondence regarding the above to clearly communicate what is expected to adequately satisfy Logan Water's requirements.*

#### **Sewer and Water – Owner's Consent**

- 1.3. If any infrastructure is required to traverse third-party lands, owner's consent must be provided for that infrastructure and any associated easements within third-party lands.

#### **Traffic**

- 1.4. Provide a Traffic Impact Assessment (TIA).

##### (a) Phase 1: Scoping Documentation

Identify the relevant area to be serviced by trunk infrastructure for the movement network which is to include the development land, **as well as the rest of the area serviced by the trunk infrastructure (relevant service area)**. The Traffic Impact Assessment is to demonstrate that the proposed development is able to be serviced by trunk infrastructure for

the movement network to the desired standards of service in the local government infrastructure plan and in compliance with the design and construction requirements in Planning Scheme Policy 5 - Infrastructure. The reporting is to be prepared in phases with 'Phase 1: Scoping Documentation' to contain the following information:

Provide a TIA to identify the following:

- All trunk footpath connections within 800m of the boundary of the subject site (direct line) which are a logical continuation of the LGIP-6.00 mapping, are within 800m of an existing or proposed school, are shown on Council's concept or detailed road design plans or are otherwise determined a necessary trunk connection due to the proposed road hierarchy;

*Advice note: This can and should include any interim measures to make the footpath network safe until future ultimate crossings are provided such as safe footpath crossings to schools.*

- All trunk cycle connections within 5km of the boundary of the subject site (direct line) which are a logical continuation of the LGIP-6.00 mapping, are shown on Council's concept or detailed road design plans, are shown in the figure in PSP5 or are otherwise determined a necessary trunk connection due to the proposed road hierarchy;

*Advice note: This can and should include any interim measures to make the cycle network safe until future ultimate crossings are provided such as safe footpath crossings to schools.*

- For residential development, all intersections where one or more road is a Collector or Arterial within 1km of the subject site;
- If the development site is located within a General Planning Layout (GPL), all identified GPL roads partially or wholly within the subject site;
- If the development site is not located within a GPL, undertake a structure planning exercise to be reviewed and approved by DA; and
- All frontage works and road widening required immediately adjoining the boundaries of the subject site and outside the adjoining premises.

*Advice note: Submit Phase 1 Scoping documentation to Council for discussion prior to proceeding to Phase 2. The intent of submitting this information to Council prior to proceeding with the following stages is to ensure the applicant is not undertaking costly reporting for unviable, unnecessary or incomplete options.*

Following completion and submission of the Traffic Impact Assessment (Phase 1) the process may proceed through the following process (subject to refinement) depending on the nature and scale of the movement network infrastructure identified.

(b) Phase 2: Concept Analysis and Feasibility Study

- (i) Review any previous infrastructure planning reports prepared for the relevant service area for each development infrastructure network.
- (ii) Identify any constraints and opportunities for the trunk infrastructure to service the relevant service area.
- (iii) Identify the projected population and demand for trunk infrastructure within the relevant service area.
- (iv) Identify the alignment of other proposed infrastructure within the relevant service area which may affect the delivery of trunk infrastructure.
- (v) Prepare a shortlist of the options for the trunk infrastructure which is necessary to service the development and the rest of the relevant service area.

- (vi) Identify the sizing and timing of the shortlisted options for trunk infrastructure to service the development and the rest of the relevant service area.
- (vii) Identify any temporary infrastructure which is:
  - (A) required to ensure the safe or efficient operation of infrastructure needed to service the development; and
  - (B) made necessary by the development.
- (viii) Assess the feasibility of the shortlisted options for trunk infrastructure and temporary infrastructure to service the development and the rest of the relevant service area based on preliminary reporting including:
  - (A) ecological / environmental survey;
  - (B) flood study;
  - (C) cultural heritage assessment;
  - (D) land acquisition assessment;
  - (E) community impact assessment;
  - (F) constructability and operational assessment.

*Advice note: Elements may be able to be completed desktop.*

- (ix) Prepare an estimate of the establishment cost of the shortlisted options for the trunk infrastructure necessary to service the development and the rest of the relevant service area.
- (x) Prepare an estimate of the establishment cost of any temporary infrastructure, including the decommissioning, removal and rehabilitation costs of the temporary infrastructure (a differentiation between the base cost, contingency and oncost will be required).
- (xi) Prepare an estimate of the maintenance and operating costs for up to 5 years of the trunk infrastructure and temporary infrastructure.
- (xii) Undertake a net present value (NPV) assessment of the shortlisted options.
- (xiii) Determine the financial implications for the various servicing options (eg bring forward or deferral of infrastructure works, increase or reduction in operational and maintenance costs).
- (xiv) Identify non-cost impacts of each option including technical performance, environmental, community and property impacts and risk (operational and construction phases).
- (xv) Prior to proceeding further, complete a Multi Criteria Analysis (MCA) to determine which option should proceed to Phase 3

*Advice Note: MCA is a decision-making tool that uses a 'non-monetary' evaluation to compare options in a structured and transparent manner. The purpose of MCA is to differentiate and evaluate options systematically using a set of agreed assessment (or evaluation) criteria. MCA often is used to support Cost Benefit Analysis (CBA) when some or all of the project benefits are not able to be monetised.*

(c) Phase 3: Concept Design

- (i) Develop a concept design for the preferred trunk infrastructure and temporary infrastructure (30% design) based on the preferred outcome of Phase 1: Concept analysis and feasibility study.
- (ii) Confirm the proposed construction techniques for the preferred trunk infrastructure and temporary infrastructure.

- (iii) Identify the land and tenure required for the preferred trunk infrastructure and temporary infrastructure.
- (iv) Undertake and report on site investigations for the preferred trunk infrastructure and temporary infrastructure based on detailed reporting including:
  - (A) a detailed survey;
  - (B) ecological / environmental survey;
  - (C) flood study;
  - (D) cultural heritage assessment;
  - (E) land acquisition assessment;
  - (F) community impact assessment; and
  - (G) constructability and operational assessment.

*Advice Note: Consider requirements of Phase 4 below.*

- (v) Prepare a first principles estimate of the establishment cost of the preferred trunk infrastructure and temporary infrastructure and a land valuation (using the before and after valuation method) of the land required for the infrastructure. The establishment cost of any temporary infrastructure is to include the decommissioning, removal and rehabilitation costs of the temporary infrastructure.
- (vi) Prepare a first principles estimate of the maintenance and operating costs for up to 5 years of the trunk infrastructure and temporary infrastructure.

(d) Phase 4: Update Documents/Reports

- (i) Update all technical reports, documents and plans to reflect the determinations, designs and land tenure agreed to under previous phases of the process.

**2. PROPOSED PLAN OF DEVELOPMENT**

- 2.1. Confirm the ultimate purpose of the parcel of land identified as a balance lot.

**3. BIODIVERSITY MANAGEMENT AREA AND WATERWAY CORRIDOR**

- 3.1. Provide an amended Impact Assessment plan (Figure 6.1 within the Ecological Site Assessment) that shows clearing areas in square metres that will be offset via replanting on site.
- 3.2. Provide a concept site-based rehabilitation plan that:
  - 3.2.1. shows the location of proposed restoration offsets in square metres to demonstrate a site-based restoration offset can be delivered in accordance with section 3.1 - Environmental offset standards in Planning scheme policy 3 - Environmental management;
  - 3.2.2. shows fencing strategies between the drainage area, balance lot and bio-basin to ensure fauna movement will be provided through this area;
  - 3.2.3. identifies the proposed Regional Ecosystems to be restored; and
  - 3.2.4. demonstrates how the mapped Waterway will be rehabilitated to achieve compliance with the assessment benchmarks of the Waterway corridors and wetlands overlay code.

*Advice note:*

*The concept rehabilitation plan should demonstrate how the development will rehabilitate the mapped Waterway and deliver on site restoration offsets required to comply with the Biodiversity areas overlay code.*

*Any site-based restoration offset are to be outside any areas subject to clearing exemptions under the Logan Planning Scheme 2015.*

#### **Works impacting adjoining site's vegetation**

- 3.3. Provide an Arborist Report (prepared by a minimum AQF Level 5 Arborist in accordance with AS 4970-2009 and Part 2, s2.2.8 of Planning Scheme Policy 5 - Infrastructure) that demonstrates native vegetation on neighbouring property to the east being Lot 21 RP97736 (95 School Road, Logan Reserve) will not be impacted upon due to proposed earthworks.

*Advice note:*

*Based on the earthworks plans provided, it appears that the area of proposed works may result in impacts to the tree protection zones of existing vegetation on the adjoining lot to the east which may result in the need to clear additional native vegetation.*

*If proposed works are anticipated to impact tree protection zones on adjoining Lot 21 RP97736 (95 School Road, Logan Reserve), provide a letter from the landowner giving support and demonstrate the native vegetation would not require environmental offsets.*

#### **4. LANDSCAPE AND CPTED**

##### **Amended concept landscape plan**

- 4.1. Provide an amended Landscape Concept Plan that shows:
- 4.1.1. Post earthwork treatment for the proposed balance lot; and
  - 4.1.2. Semi-transparent fencing along the interface of the rear boundaries of lots 35 to 39 and the adjoining environmental corridor.

##### **Landscape – maintenance access**

- 4.2. Demonstrate how the drainage reserve area adjoining Chambers Flat Road can be practically accessed for maintenance and management.

##### **CPTED**

- 4.3. Demonstrate that the proposed balance lot will not create a confined/fenced in space which creates a vulnerable area for entrapment. Provide details of proposed fencing strategies between the drainage area, balance lot and bio-basin to ensure an area of entrapment is not created for both pedestrians, and maintenance access can be achieved. fauna movement.

*Advice Note:*

*Council officers have concerns that the proposed balance lot may create vulnerability and/or entrapment. A response should demonstrate how clear sight lines will be maintained to provide casual surveillance.*

#### **5. STORMWATER MANAGEMENT – QUANTITY**

- 5.1. The submitted stormwater management report confirms that the development increases the peak flows external to the site, resulting in a stormwater worsening on the adjoining property 5RP97736, at the northwestern corner. Review the proposed stormwater discharge strategy and demonstrate how the peak flows are contained within pre-developed conditions up to Q100.

*Advice note:*

*The submitted Technical Memo (22-0502TM02-V1) concluded that it supports the development to occur without the requirement for on-site detention if developed in conjunction with the proposed regional solution. However, it is uncertain if this can be practically achieved due to the varied sequencing/isolation of future development within the lots in the proposed regional approach. Further, the adjoining development to the north*

*COM/60/2022 has not counted the subject catchment for their stormwater management report. Hence, on-site detention is required.*

- 5.2. The stormwater management strategy proposes a major overland flow path over the proposed balance lot. Council requires a dedicated drainage reserve over this overland flow path. Amend the development plan, providing a drainage reserve to accommodate the full width of the flow, free board, maximum 1:4 batters and a minimum 3.0m wide maintenance access. A typical cross-section of the flow path is required in support of the above.
- 5.3. Provide a minimum 3.0m wide maintenance access track along the full length of the proposed overland flow path from a public road.
- 5.4. The site is subject to runoff from an external catchment to the east, and a grassed swale on the eastern site boundary is proposed to divert runoff from the external catchment. Demonstrate the public safety in terms of discharge, velocity and D:V ratio as described in QUDM.

## **6. STORMWATER QUALITY**

- 6.1. A sediment forebay of 38m<sup>2</sup> has been provided, however no details have been provided on how this area was calculated. Provide details of the forebay on the plans including the calculations as per Equations 3 to 5 of the Bioretention Technical Design Guidelines.
- 6.2. Provide maintenance access according to Table 10 of the Bioretention Technical Design Guidelines.
- 6.3. Complete a filter media scour velocity check as per Section 3.4.5 of the Bioretention Technical Design Guidelines. This required as the proposed bioretention basin is relatively long and narrow.
- 6.4. Only 1 in 4 batters will be supported as per the Bioretention Technical Design Guidelines 2014 and all works are to be on the subject lot. Amend the drawings accordingly for any batters that do not comply.

*Advice note:*

*Drawing No. C310 has 1 in 3 batters and clearly shows works in the adjoining property to the south with a 1 in 2 batter.*

- 6.5. It appears that the bioretention basin is in line with a drainage easement which means that the bioretention basin will take all flows. This will lead to potential maintenance issues in the future (i.e., overloading/constant loading of the filter media). Outline whether the high flows will be bypassed to protect the basin as this basin is not combined with detention. If this is not occurring, then outline how the basin is protected to reduce the future maintenance burden onto Council.
- 6.6. Section 3.3.3 of the Bioretention Technical Design Guidelines outlines that the maximum basin length should be 40 metres to minimise the risk of uneven distribution of stormwater over the surface. This also makes it easier for Council in the future to carry out maintenance or reinstatement works. Amend the drawings to be in accordance with the requirements of Section 3.3.3.
- 6.7. Provide a copy of the MUSIC model (Email: Development@logan.qld.gov.au).

## **7. FLOODING**

*Advice note:*

*The review of the submitted material is ongoing and further information may requested at a later date under separate cover.*

## **8. ACCESS AND SERVICING**

- 8.1. Show a temporary turnaround/access easement for a 10.3m long RCV at the end of the proposed road near the western boundary. Provide a swept path diagram to demonstrate this can be achieved.

## **9. EARTHWORKS**

- 9.1. The earthwork proposal indicates an earthwork encroachment on adjoining property 3RP97736. Amend the earthwork proposal by removing the earthwork encroachment, as the adjoining property is not a party to this application.
- 9.2. The proposed 1:2 and 1:3 batters within the stormwater basin are not supported. Amend the basin with a maximum of 1:4 batters.

## **10. ROADS WORKS**

- 10.1. Provide the concept road longitudinal sections for the proposed internal roads. Demonstrate that the roads can be practically connected to the future road network to the north and the west by extending the longitudinal sections.

## **11. TRAFFIC / TRANSPORT**

- 11.1. Provide a Traffic Impact Statement (TIS) specifically to show the traffic generation of the proposal and its impact on the temporary access arrangement onto Chambers Flat Road approved as part of COM/60/2022.
- 11.2. Amend the plans of development to include the area for the Future Collector Road (C4) land dedication.
- 11.3. Amend the Concept Engineering Drawings to include the proposed connection of the internal road network to the Future Collector Road (C4) as per the plans of development.
- 11.4. Amend the Concept Earthworks Drawings to demonstrate how the connection of the internal road network to the Future Collector Road (C4) will be facilitated with the retaining wall and cut proposed currently proposed in this location.

## **12. WATER AND SEWER**

- 12.1. Confirm the purpose of the proposed balance lot and demonstrate how this lot is to be serviced by water and sewer.
- 12.2. Confirm whether proposed the driveway at Lots 50 and 51 is to be a Council road reserve or a privately owned driveway. For the latter, amend the concept plan to provide easement(s) covering the water and sewer services.
- 12.3. Amend the preliminary sewer and water layout plan (BE230588-C400 Rev A) to:
  - 12.3.1. Identify the locations where the sewer will be deeper than 4 metres;
  - 12.3.2. Extend the proposed sewer from the western boundary of Lot 51 to the western boundary of the proposed swale drain to the east. Demonstrate how this sewer can service the upper catchment;
  - 12.3.3. Amend the proposed W200 water main between Lot 50 and 54 to a 150 main; and
  - 12.3.4. Extend the W150 water main to eastern boundary of Lot 51 at the driveway.

## **REQUEST FOR FURTHER ADVICE**

In accordance with section 35 of the Development Assessment Rules, Council in the role of the Assessment Manager may, at any time before the application is decided, give further advice about the application to the applicant.

## **RESPONDING TO THIS INFORMATION REQUEST**

This Information Request may be responded to by giving Council:

- (a) All of the information requested; or
- (b) Part of the information requested; or
- (c) A notice stating that none of the information will be provided.

**Please indicate within your response if you have provided: all, part of or none of the required information.**

If an Information Response is not provided within three (3) months of receiving this Information Request or such further period agreed with the Council, Council's assessment will continue without the benefit of this information.

## **COPIES OF RESPONSES TO REFERRAL AGENCIES**

Please note that any referral agency for the application may make a separate Information Request. If responding to a referral agency Information Request, a copy of that response must also be given to Council in accordance with Part 3 of the Development Assessment Rules.

*Further advice: Fees may be payable for the preparation of any required Infrastructure Agreements related to the payment of infrastructure charges, delivery of infrastructure (excluding vegetation clearing and stormwater quality offset infrastructure agreements), and for the amendment of existing Infrastructure Agreements in accordance with Council's Register of Cost-Recovery Fees and Schedule of Commercial and Other Charges.*

For further information about this application please contact the assessment manager, Katie Parsons, on (07) 3412 5269 or via email on [development@logan.qld.gov.au](mailto:development@logan.qld.gov.au).

Yours faithfully,

Joel Millican  
Major Developments Coordinator  
Development Assessment Branch