Our Ref: BE220612 20240917 RFI Response
Enquiries to: Harrison Lister

13 February 2025

Logan City Council
150 Wembley Road
LOGAN CENTRAL QLD 4114

Attention: Lisa Heanue

Dear Madam

Re: Lot 10 on RP 97736, 524-530 Chambers Flat Road, Logan Reserve
Information Request Response (LCC Ref: COM/49/2024)

We refer to the Logan City Council Information Response dated 13 September 2024 regarding the above project. Please find below appropriate responses to the issues raised.

Submission

Item	Information Requested	Response
	3. ENVIRONMENT	
3.1.	**Biodiversity Management Area** Provide an amended vegetation impact assessment that considers the full extent of earthworks as depicted in engineering drawing C200 within the mapped Primary vegetation management area.	Refer to Figure 6.1 of the ESA.
3.2.	Provide an arborist assessment (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) for all trees within 10 metres of the interface to proposed earthworks.	All regrowth and riparian vegetation within the development footprint has be included in the impact and offset assessment, including all native trees within 10.0m buffer to earthworks – refer to Section 6 in the ESA.
Advice Note	Proposed earthworks depicted in engineering drawing C200 appear to extend further west than the impact footprint depicted on Figure 6.1 of the Ecological Site	Refer to updated Figure 6.1 of the ESA.

	Assessment. Further, it appears that the proposed earthworks could result in encroachment into the tree protection zones of trees excluded from the impact footprint extent.	
3.3.	Provide a tree schedule for proposed standalone trees to be removed that includes a unique identifier for each tree and includes the following tree particulars at a minimum: species, diameter at breast height (DBH), height, and presence/absence of hollows.	Refer to Table 5.1 of the ESA.
3.4.	Provide a GIS shape file (emailed to DATechServices@logan.qld.gov.au) containing polygon object(s) projected as MGA2020 Zone 56 showing the extent of proposed area based clearing.	Refer to email sent to DATechServices@logan.qld.gov.au on the 23/10/2024.
Further Advice	Should a financial offset be proposed, the following is required to allow Council officers to draft and prepare an Infrastructure Agreement for Vegetation Clearing: • Name of proponent • Name of landowner	Noted
3.5.	**Waterway** Provide a plan that shows all impacts to the mapped Waterway corridors and wetlands overlay that includes the full extent of proposed earthworks and any resulting impacts to vegetation within the 'Vegetation Unit A' area.	All regrowth and riparian vegetation within the development footprint has been included in the impact and offset assessment, including all native trees within 10.0m buffer to earthworks – refer to Section 6 in the ESA.
3.6.	Provide:	
3.6.1.	amended plans that show the existing dam on site to be dewatered and rehabilitated; and	Refer to Section 6 in the ESA and the Rehabilitation Management Plan which outlines the proposed restoration strategy for this area including reconstruction of a natural channel and waterway corridor to improve ecological and hydraulic functions of this area. Dewatering impacts on fauna will be managed by the Spotter Catcher.
3.6.2.	support from the adjoining land owner for the dewatering of the dam.	Owners consent from adjoining properties for the dewatering will be sought and provided to Council prior to prestart.
Advice Note	Council cannot accept dedication of land containing an open water body on public land that may pose a safety risk.	Refer to Section 6 in the ESA and the Rehabilitation Management Plan which outlines the proposed restoration strategy for this area including reconstruction of a natural channel and waterway corridor to improve ecological and hydraulic functions of this area. Dewatering

		impacts on fauna will be managed by the Spotter Catcher.
3.7.	Demonstrate how the development will protect the ecosystem processes, water quality, function, scenic amenity and landscape values of a Waterway corridors by providing a concept rehabilitation plan that includes proposed species, densities and planting matrices applicable to each area.	Refer to the Rehabilitation Management Plan which outlines the proposed restoration strategy for this area including reconstruction of a natural channel and waterway corridor to improve ecological and hydraulic functions of this area. All restoration is proposed to use species and densities to restore the preclearing regional ecosystem RE 12.3.11 – including the palustrine wetland subtype that will form the natural drainage channel.
Advice Note	Council officers have concerns with the location of proposed Lot 30 being wholly within the mapped waterway and insufficient information to demonstrate how the proposal demonstrates complance with the Waterway corridors and wetlands overlay code. Any response should also consider the detwatering of the dam on site.	Refer to Section 6 in the ESA and the Rehabilitation Management Plan which outlines the proposed restoration strategy for this area to improve ecological and hydraulic functions of the waterway corridor and to demonstrate compliance with the Waterway corridors and wetlands overlay code.
Further Advice	Rehabilitation and dedication of the waterway corridor is for the purpose if demonstrating compliance with the Waterway corridors and wetlands overlay code only and infrastructure credits are not applicable for the works.	Noted
4. FLOODING		
4.1.	Amend the Hydraulic Impact Assessment to include local flood risk area mapping and hazard mapping in accordance with SC6.2.10 in the Logan Planning Scheme. Advice Note: Planning Scheme Policy 10 – Flood provides the criteria for risk categories.	The local flood risk area mapping and hazard mapping has been added into the Hydraulic Impact Assessment.
4.2.	Amend the climate change factor adopted in the Hydraulic Impact Assessment to RCP 4.5 for 2100 in accordance with SC6.2.10 in the Logan Planning Scheme.	Climate change runs have been completed for the 1% AEP event and extreme events.
4.3.	Amend the Hydraulic Impact Assessment to include the full suite of design events in accordance with SC6.2.10 in the Logan Planning Scheme.	A full suite of design events have been included with the addition of the 2000-year ARI event.
4.4.	Demonstrate the stormwater management devices are in accordance with PO/26 and PO/27 of the Flood hazard overlay code.	The high level basin outlet is above the Q50 flood event level. Please refer to Civil Drawings BE220612-C451-B.

4.5.	Include the 1% AEP post development local flood level on concept design drawings.	1% AEP Local flood level has been included on concept design drawings. Please refer to Civil Drawings BE220612-C451-B.
4.6.	Amend the Hydraulic Impact Assessment to include a full address of the Flood hazard overlay code	A flood hazard overlay code response has been included in the amended Hydraulic Impact Assessment.
5. TRAFFIC		
5.1.	**Traffic/Transport** Provide a Traffic Impact Statement (TIS) which includes the following:	A Traffic impact Statement is provided. Refer document BE220612-TIS-01a dated 11th February 2025 which is attached to this RFI response.
5.1.1.	The traffic generation of the proposal and its impact on the road network from the year of opening and 10 years after the year opening of the final stage of development.	The year of opening is considered as 2028 and 10 years post opening adopted for the calculations is 2038.
5.1.2.	A brief description of the existing operational conditions of the road network in the immediate vicinity of the development	Traffic surveys show high traffic volumes along Chambers Flat Road (CFR) during the evening peak hour. This is approximately double the AM peak hour volumes.
5.1.3.	Analysis of the operation of the accesses to the development including a turn warrant assessment.	Sidra analysis is included in the above-mentioned TIS which demonstrates the left-in/ left-out operates satisfactorily post 2038. Turn warrant analysis not included as no right turn movements involved with the Intersection layout proposed. Design includes an auxiliary left turn lane
5.1.4.	Analysis of the operation of the first intersection, as a minimum, on either side of the accesses.	The traffic volumes from the development are dispersed throughout the network resulting in minimal impacts at adjoining intersections.
5.1.5.	A conceptual geometric layout of the access arrangements.	Included in TIS document provided as referenced previously.
5.1.6.	For the purposes of determining existing site conditions, recent traffic surveys should be used with an accurate minimum background growth rate as determined by the traffic reporting and surveys.	Recent traffic surveys used.
5.1.7.	Provide information on all modes of people and goods movement, including, but not limited to, cars, pedestrians, bicycles, service vehicles and public transport.	Included in original TIA document provided with the application.

5.1.8.	All vehicles shall enter and exit the site in the forward direction. Servicing includes waste removal and furniture and goods loading/unloading and the TIS needs to demonstrate how such servicing is undertaken.	COMPLIES. Refer original TIA document provided with application.
5.1.9.	All vehicles shall enter and exit the site in the forward direction. Servicing includes waste removal and furniture and goods loading/unloading and the TIS needs to demonstrate how such servicing is undertaken.	COMPLIES. Refer original TIA document provided with application
5.1.10.	Provide details of the sight distance provided at the site entrance(s) in accordance with AS2890.1 – Off Street Parking and Austroads Guide to Road Design – Part 4A – Unsignalised and Signalised Intersections.	COMPLIES. Sight distance considerations included in attached TIS document
5.1.11.	Professional opinion on the expected traffic impact based on a site observation during the expected critical peak hour and the analysis conducted.	The SIDRA analysis included demonstrates the intersection performs within the accepted paraments during the critical peak hours. The higher Traffic volumes in CFR for the PM peak hour result in higher values but still within the acceptable limits for the 10 years post completion.
Further Advice	• The traffic impact statement submitted to Council must be certified by a suitably qualified Registered Professional Engineer of Queensland (RPEQ) specialising in traffic engineering. • Refer to Austroads Guide to Traffic Management Part 12: Traffic Impacts of development (2016). • Traffic survey(s) should be conducted during the busiest periods of the week to ensure the best possible recommendations are provided by the consultant. • Logan City Council prefers traffic survey(s) to be conducted on Thursdays and Saturdays during am/pm peak hour traffic. • Peak periods are typically from 6am to 9:30am and 3pm to 6:30pm on week days.	TIS submitted with response signed by RPEQ.
6. ENGINEERING		
6.1.	**Roadworks** Provide an amended plan of development to demonstrate how the proposed layout provides an efficient network with external properties to the north.	Refer to the amended Civil Engineering Drawing set prepared by Burchills Engineering Solutions which is attached to this RFI response.
Advice Note	This item can be addressed in conjunction with item 1.4 regarding the submission of a structure plan.	Noted.
6.2.	**Servicing** Demonstrate that Driveway 01 has sufficient length to cater for the turn around movements of a Medium Rigid Vehicle (MRV) from the proposed detention basin.	Driveway 01 has been removed.

7. WATER DEVELOPMENT SERVICES		
Material Change of Use		
7.1.	**Water and Sewer** Demonstrate how the proposed balance lot (Lot 50) is going to be serviced.	Lot 50 is intended to be a balance lot and hence servicing will be resolved under a future application. There is an exiting watermain that fronts this lot on Chambers Flat Road and a future trunk sewer traversing the site that will be readily available to allow for service connections at a later date.
Reconfiguration of a Lot		
7.2.	**Water** Submit a water supply analysis report to Council to ensure that the proposed internal water reticulation meets Council's Desired Standards of Service (DSOS) and does not disadvantage existing customers. The water analysis report must include a water reticulation schematic plan detailing sizes of proposed water mains.	As part of COM/60/2022 (Park Lane Stage 1), Council had previously provided trunk water main specifications that was designed to cater for future development for the site and its surrounds. As such, a water network analysis will not be provided.
Note	Contact Council's Water Development Services Program for further information regarding modelling requirements and the provision of hydraulic models and relevant information to undertake any analysis. All new development is required to meet an ondemand water supply service standard, unless otherwise indicated in writing from Council.	
7.3.	Amended Preliminary Sewer & Water Layout Plan (C500-D) to:	
7.3.1.	Identify water supply infrastructure to be decommissioned or relocated to service the development;	Refer to drawing BE220612-C500-B which proposed to connect the water reticulation to the existing water network that is servicing Park Lane Stage 1.
7.3.2.	Give sizing of water mains;	The size of the mains is subject to detailed design but is anticipated that a DN100 or DN150 will be required. Further details to be provided at OPW phase.
7.3.3.	Show provision for future connection of any adjacent properties;	Refer to drawing BE220612-C500-B which shows provision for future connection.
7.3.4.	Complete water main loop along Road 02 to connect to the former development (remove dead end on former development).	Noted. This is to be detailed in the operational works phase of this development.
7.4.	**Sewer**	Refer to drawing BE220612-C500-B which shows the Trunk Sewer

	Nominate the location for the Trunk Sewer (by Council) that will be traversing through the eastern boundary of the Drainage Reserve. The sewer is very likely to be traversing through Lot 30.	(by Council) proposed alternate alignment to fall within the road reserve and divert around the basin.
Advice Note	There is a trunk sewer identified in Council's planned works, with the current alignment traversing through the location of proposed lot 30. The Applicant is encouraged to provide a northern road connection as per item 1.5.3, which will additionally allow for the trunk sewer to be located through the road reserve in lieu of a private lot. For enquiries regarding this item see contact details below.	Noted.
7.5.	Amended Preliminary Sewer & Water Layout Plan (C500-D) to:	
7.5.1.	Give sizing of sewer mains;	The size of the mains is subject to detailed design but is anticipated that a DN150 will be required. Further details to be provided at OPW phase.
7.5.2.	Correct sewer offset where sewer only in the verge;	Refer to drawing BE220612-C500-B.
7.5.3.	Show provisions for future connections to any adjacent properties.	Refer to drawing BE220612-C500-B.

If additional information is needed or you require clarification on any of the issues addressed, please do not hesitate to contact myself on (07) 5509 6400.

Yours faithfully

HARRISON LISTER
Civil Engineer & Project Manager