Our ref: 11382
Council ref: COM/77/2023

7 March 2024

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Attention: Dale Schroeder
Logan City Council
PO Box 3226
Logan City DC QLD 4114

Via email: development@logan.qld.gov.au

Dear Dale,

RE: RESPONSE TO INFORMATION REQUEST
SECTION 13.2 OF THE DEVELOPMENT ASSESSMENT RULES
62-84 & 86-108 TALINGA DRIVE, PARK RIDGE QLD 4125

Saunders Havill Group (SHG) act on behalf of Quantum Investment Pty Ltd (the Applicant) in relation to a Development Application lodged with Logan City Council under the *Planning Act 2016* (the Planning Act) over the above land seeking:

- Preliminary Approval for Material Change of Use to vary the effect of the Logan Planning Scheme 2015 v9 (Planning Scheme) to adopt the planning framework of the Low Density Residential Zone – Suburban Precinct;
- Development Permit for Reconfiguring a Lot (2 into 89 residential lots plus new road, 2 x drainage reserve lots and a Council reserve lot over 4 stages); and
- Development Permit for Operational Works (Clearing Vegetation).

On 9 November 2023 we received an Information Request from Logan City under Part 3 of the *Development Assessment Rules* (DA Rules). In accordance with Section 13.2 (a) of the DA Rules, we now provide a response to all of the information requested. A response to each item of Council's Information Request is included below. The response is supported by the following attachments:

- Appendix A - Revised Proposal Plan, prepared by SHG
- Appendix B - Landscape Concept Plans, prepared by SHG
- Appendix C – Engineering Response, prepared by Arcadis
- Appendix D – Traffic Response, prepared by TTM
- Appendix E – Environmental Response, prepared by SHG
- Appendix F – Clearing GIS Shape File, prepared by SHG
- Appendix G –Bushfire Response, prepared by Brisbane Bushfire Consulting
- Appendix H – Revised Rehabilitation Concept Plan, prepared by SHG
- Appendix I – Revised Engineering Services Report, prepared by Arcadis
- Appendix J – Revised SBSMP, prepared by Arcadis
- Appendix K – Music Modelling, provided by Arcadis

To address items raised in Council's Information Request, it has been necessary to make a number of changes to the proposed subdivision layout. The following is a summary of the key changes:

- Minor realignment of the Compal Road corridor to reflect that shown on the proposed Structure Plan for COM/10/2022. This allows for this road alignment to continue North along the Eastern boundary of the adjoining land to the North – which is the intention of the Structure Plan. Note: the location of the Talinga Drive / Compal Road intersection has been retained as per Council's Preliminary Planning Layouts – as requested by Council.
- Removal of the second detention basin East of Compal Road (Lot 800) and combine this area with Lot 900 to create a larger environmental reserve and minimise any impacts on the existing waterway corridor;
- Minor adjustment to the proposed subdivision layout to accommodate the above changes and to create more variety in lot frontages, particularly within the central block ;

For details of all proposed changes, refer to the revised proposal plan in **Appendix A**.

In order to facilitate the above changes, we wish to change the existing application, in accordance with Section 51(1) of the *Planning Act 2016*. In this instance, we believe that the change is considered a "minor change" under the Act, in that it does not result in substantially different development. However, even if the changes are not considered a minor change, we understand that the development assessment process does not stop, as the changes being made are in response to an information request for the application.

Response to Information Request

1. PLANNING

Increased lot frontages

1.1 *Provide an amended Subdivision Concept plan which illustrates a minimum frontage width of 14 metres for Lots 29, 37, 47 and 55.*

Advice note

The increased frontage width for the above lots will provide an identifiable difference in the lot frontages when compared to adjoining lots with proposed frontage widths of 12.5. The amended frontages will avoid concentrations of similar sized lots while adding to the overall lot diversity of the development.

Response:

As requested by Council, the lot frontages have been adjusted within the Central block to ensure a greater variety of lot widths are provided, where possible. In particular, there are no more than 3 lots in a row with the same size and frontage, lots 30 and 54 have been increased to 14m in width and Lots 36 and 48 have been increased to 13.2m in width to provide more of an identifiable difference in frontages. Refer to the revised plans in **Appendix A**. While the width of Lot 36 and 48 (13.2m) are only 0.7m different than the surrounding 12.5m wide lots, we note that this variation in lot widths (+/- 0.7m) is consistent with Figure 2.3.3.1 of the Planning scheme policy 8 - Urban Design (being examples of diverse mix of frontage sizes in the Low density residential zone), which shows 14.3m wide lots being broken up by 15.0m wide lots (difference of 0.7m) - refer to **Figure 1** below.

Figure 1 – Extract of Figure 2.3.3.1 of the Planning scheme policy 8 - Urban Design : Example of diverse mix of frontage sizes in the Low density residential zone

Lot Diversity

1.2 *Identify the number of lots proposed /percentages in each lot size category, as follows:*

Lot Area	Number of lots/ Percentage
400m² to 449m²	
450m² to 499m²	
500m² to 549m²	
550m² to 599m²	
600m² +	

Response:

The development proposes the following number of lots (broken down by lot sizes):

Lot Area	**Number of Lots**	**Percentage**
400m² to 449m²	45	50.6%
450m² to 499m²	18	20.2%
500m² to 549m²	15	16.9%
550m² to 599m²	3	3.4%
> 600m²	8	9.0%
Total Residential Allotments	**89**	**100%**

Not unexpectedly, the majority of lots are within the 400m² to 449m² range, which is the most affordable and in-demand lot product in the market for buyers. Importantly, the majority of lots need to be 400m² or close to 400m², being the minimum lot size in the suburban precinct, in an attempted approach to achieving the density targets for the zone. The development currently achieves 10.9 dw/ha. Even if the future road dedication/widening and constrained areas of the site (Lot 900) are excluded, the development still only achieves a dwelling density of 15.4 dw/ha, which is well below the intended target of 20 dwellings/ha, largely due to the minimum lot size requirements. Regardless, the development is

considered to provide sufficient housing choice and diversity and allows people to choose a range of lifestyle options in relation to different locations, densities and building sizes.

Park Ridge Land Use Area Plan (LUAP) Designation

1.3 *Provide a Site Plan of the proposed development which includes an overlay of the site's designation under the Park Ridge Land Use Area Plan (LUAP). The plan will be used to identify which components of the development fall within the Low density residential designation and those which are located in the Environmental management area designation.*

Response:

Figure 2 below shows the proposed Concept Plan in relation to the Park Ridge Land Use Area Plan (LUAP), although it is important to note that plan is not particularly accurate given the North-South Collector Road is shown as 100m wide on the Park Ridge LUAP (when it only needs to be 23m wide as per Council's standards). However, it is clear that the land to the East of Compal Road is intended to be within the environmental management area while the land to the West of Compal Road is intended to be within the low density residential zone. Given the future alignment/design of Compal Road has been locked in and has been provided generally as per Council's preliminary road design, no development will be located within the environmental management area. Similarly, as illustrated in **Figure 3** below, no development is proposed within the mapped Biodiversity Corridor, other than some of the future trunk road, which is required to be located within this corridor – as this is where it has been designed by Council.

Figure 2 – Concept Plan in relation to the Park Ridge LUAP

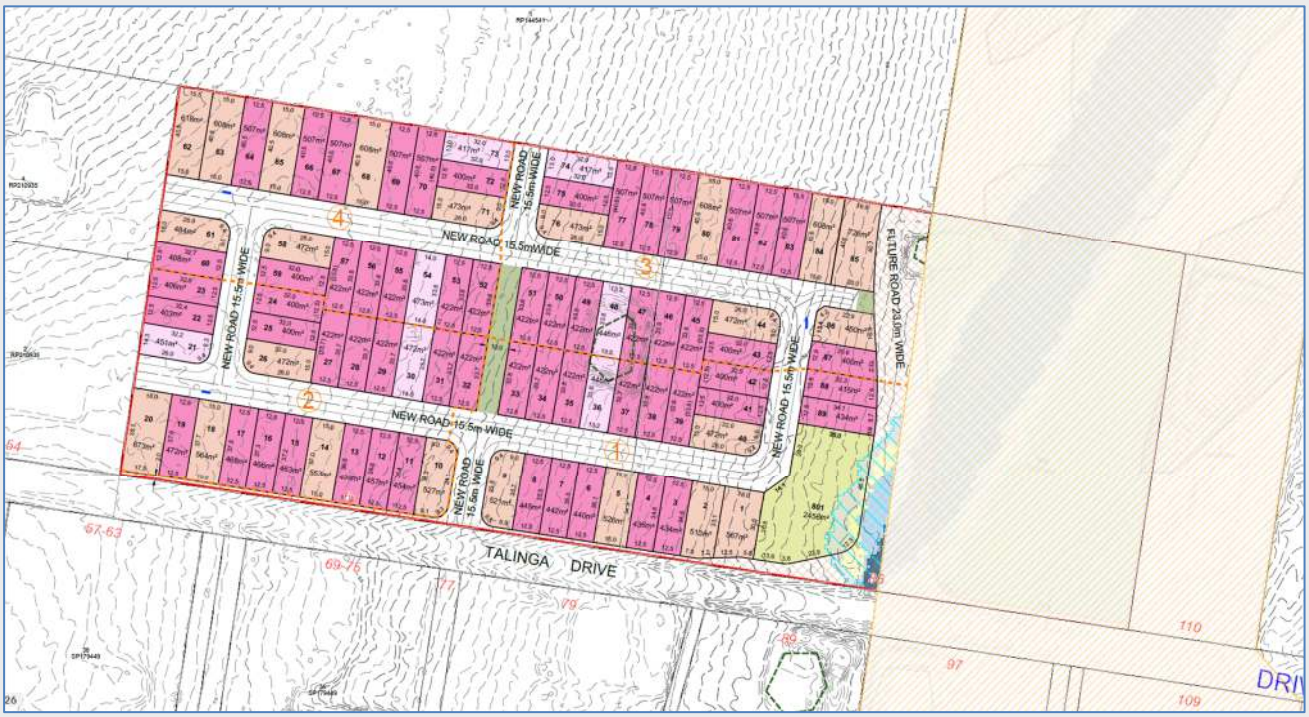

Figure 3 – Concept Plan in relation to the mapped Biodiversity Corridor

Retaining walls/Boundary fences

1.4. *Provide plans and details which illustrate how boundary fences and the proposed retaining walls will be positioned to ensure the total combined height does not exceed 2.0 metres in one plane (i.e. no offset). Retaining walls and fences should be designed to limit the visual impacts to internal and neighbouring allotments, the streetscape and public areas.*

<u>Advice note</u>

A combined retaining wall and fence height exceeding 2.0 metres would not be supported, as this is not considered to result in an outcome consistent with an urban landscape setting, as per Specific outcomes of the Design and place making Element (s3.11.2.1) as well as Specific outcome 3.11.3.1 (4) of the Amenity Element of the Strategic Framework.

Response:

While the type and height of internal boundary fencing is not known at this stage, privacy fencing is typically 1.5m – 1.8m in height. Therefore, there is likely to be many instances throughout the development where the combined height of boundary fencing and retaining walls will exceed 2.0m. The only way for this not to be the case is if retaining walls were limited to 0.2m – 0.5m in height – which is obviously not achievable for anything other than a flat site.

However, the earthworks design is considered to appropriately balance the slope of the site with amenity considerations. Specifically:

- The majority of retaining walls are provided to the side and rear boundaries of lots in order to minimise any retaining walls at the street interface. Internally within the development, there are only 4 instances where the height of retaining walls along the street frontage exceeds 0.4m in height and only 1 instance where the height exceeds 1.0m;

- The majority of retaining walls are <1.0m in height with only a few instances where the contours of the site necessitate a slightly higher retaining wall;
- Along the interface with Talinga Drive, there are no retaining walls >0.4m proposed so the height of the proposed fencing will not have any adverse impacts on the streetscape or character of the area (refer to the Sections in the revised Landscape Concept Plan in **Appendix B**);
- Along the interface with the future Compal Road corridor, there are retaining walls proposed in fill up to 2.0m in height. However, this is necessary to tie in with the future levels of Compal Road which are higher than the current ground level in that area. Therefore, the visual impacts of these walls (and the fencing above) will be substantially reduced when Compal Road is actually constructed and the road is raised to match the levels proposed within Lots 85 – 89.

Overall, the development (and specifically the proposed earthworks/fencing) is consistent with 3.11.2.1 and 3.11.3.1 of the Strategic Framework and creates a high quality, attractive and functional built environment while providing an appropriate level of amenity.

1.5. *Provide details of the proposed treatment of retaining walls and their presentation to adjoining properties and streetscape.*
Advice note
The use of textured colour concrete block/sleepers for the proposed retaining walls will improve the visual presentation to the adjoining properties and streetscape.

Response:
The engineering drawings (CV-0101 & CV-0102) have nominated the retaining walls to be textured and coloured as per Landscape Architect details. Refer to the response from Arcadis in **Appendix C**.

1.6. *Submit plans (cross section and/or elevation plans) which illustrates the proposed landscaping and fencing treatment to be used along the site's frontage to Talinga Drive as well as to the 'Future Urban Collector Road'.*
Advice note
The proposed visual treatment of fencing/retaining walls and landscaping along the site's frontages should create a streetscape that positively responds to the urban collector classifications of Talinga Drive and the future road to the east and avoid a road frontage and streetscape dominated by fencing.

Response:
Refer to the revised Landscape Concept Plan in **Appendix B** which contains these requested cross section plans.

2. STORMWATER

Stormwater Quality

2.1. Confirm that the rainfall runoff parameters and pollutant export parameters used in the MUSIC model are consistent with the values outlined in the MUSIC Modelling Guidelines.
2.2. Amend the Stormwater Management Plan and the MUSIC model to use the recommended impervious fractions outlined in the MUSIC Modelling Guidelines.
2.3. Amend the Stormwater Management Plan and the MUSIC model to use the recommended area breakdown percentages of each catchment.

2.4. Provide a copy of the MUSIC model used to assess the effectiveness of the proposed treatment train (email: Development@logan.qld.gov.au).
Advice note
The Stormwater Management Plan indicates that two catchment areas of 3.04ha 3.023ha have been modelled and the required areas of the bio-retention basins to meet the stormwater quality design objective are 350m^2 and 120m^2 respectively. However, it should be noted that each bioretention basin is required to meet the stormwater quality design objectives.

2.5. Use Equation 4 of the Bioretention Technical Design Guidelines to determine the minimum forebay area.
Advice note
As per the Bioretention Technical Design Guidelines,

- The minimum sediment forebay volume should be determined using Equation 3,
- Then, the minimum forebay area should be determined using Equation 4,
- Then, the depth for forebays should be determined using Equation 5.

A R value of 0.7 may be more acceptable than 0.8, where the use of 0.8 results in a very large forebay for minimal extra benefit.

Response:
Refer to the response from Arcadis in **Appendix C**, the revised Engineering Services Report in **Appendix I** and the revised Site Based Stormwater Management Plan in **Appendix J**.

3. TRAFFIC

3.1. Amend the plans of development to show Compal Road aligning with the COM/10/2022 proposed structure plan. The location of the Talinga Drive / Compal Road intersection is to remain as per Council's Preliminary Planning Layouts.
Advice note
COM/10/2022 has proposed to change the alignment of Compal Road. This alignment is to be reflected in the proposed alignment of Compal Road through the development site. The location of the Talinga Drive / Compal Road intersection is to be as per Council's Preliminary Planning Layouts.

3.2. Amend the plans of development to include the second connection to the north as shown on the COM/10/2022 proposed structure plan (see Figure 1: Excerpt from COM/10/2022 structure plan below), ensuring that both connections align with the future road network proposed by COM/10/2022.

3.3. Amend the plans of development to move the Talinga Drive / New Site Access intersection further to the west to provide additional separation from the Talinga Drive / Compal Road intersection.
Advice note
It is acknowledged that sight distance limits the areas in which this intersection can be placed; however, additional separation from the Talinga Drive / Compal Road intersection is to be considered.

3.4. Amend the sight distance assessment in the Traffic Engineering Assessment to reflect any changes to the location of the Talinga Drive / New Site Access intersection.

3.5. Amend the Traffic Engineering Assessment to include drawings showing horizontal and vertical compliance with sight distance requirements outlined in Austroads Guide to Road Design Part 4A.

3.6. Amend the Traffic Engineering Assessment to amend Section 2.6.3. It is noted that the values provided in the first paragraph of Section 2.6.3 are not consistent with the figures calculated in Table 2.2 (see Figure 2: Excerpt from traffic engineering assessment below).

3.7. Provide concept roadwork plans and cross sections at 20 metre intervals for the design and construction of the Talinga Drive frontage to its ultimate Urban Collector Single Carriageway standard from the western site boundary to just east of the new access intersection.
Advice note
The concept roadwork plans are to include the new access intersection design.

3.8. Amend the concept earthwork plans to show the retaining wall levels to match the ultimate road levels provided in the preliminary planning layouts for Talinga Drive and Compal Road.

Response:

Refer to the response from TTM in **Appendix D** and the response from Arcadis in **Appendix C**. In relation to Item 3.2, it is acknowledged that the proposed Northern road connection does not exactly align with the indicative future Southern road connection/s shown on the proposed Precinct Plan prepared by Urbis for the adjoining development application to the North (Council Reference: COM/10/2022) – refer to **Figure 4** below. However, it is important to note the following:

- The adjoining development application is for Preliminary Approval only to vary the effect of the Logan Planning Scheme 2015. The Precinct Plan prepared by the applicant is a high-level strategic planning document which was prepared to demonstrate to Council how the subject site could be developed in future and how future road connections could be provided to facilitate the orderly development of the adjoining land (including 62 – 108 Talinga Drive);
- The exact design and location of future roads within the land associated with COM/10/2022 (including future road connections to the adjoining land) will be formalised/refined as part of subsequent Reconfiguration of a Lot applications and it's highly likely that the location of the proposed roads will differ slightly from those shown on the Precinct Plan as the development becomes more refined.
- As per the indicative Precinct Plan, the two Southern road connections that are currently shown on the Precinct Plan are to be delivered as part of Precinct 3 which is a "future residential precinct" and likely to the one of the final stages of the adjoining residential development. Therefore, this application will be decided well before any detailed planning/road design has been undertaken for a future ROL application involving Precinct 3;
- COM/10/2022 has not yet been approved by Council and is still being assessed – therefore it may be subject to change. However, even if COM/10/2022 is approved and Precinct Plan forms part of this approval, the proposed development is not considered to be inconsistent with the overall road network strategy identified in this Precinct Plan. The two current blocks shown on the Precinct Plan (formed by Compal Road and the two Southern road connections) are ~140m wide. These grids could easily be made slightly longer and the subsequent road network adjusted accordingly and still achieve an outcome that is almost identical to the current Precinct Plan (refer to **Figure 5** below), and providing a functional grid pattern. **Figure 5** below illustrates that an additional Northern road connection could easily be provided as part of the future development of the adjoining land to the West.

Overall, the proposed Northern road connections are considered adequate given the circumstances and the location of these doesn't conflict with the future planning for the adjoining site to the North.

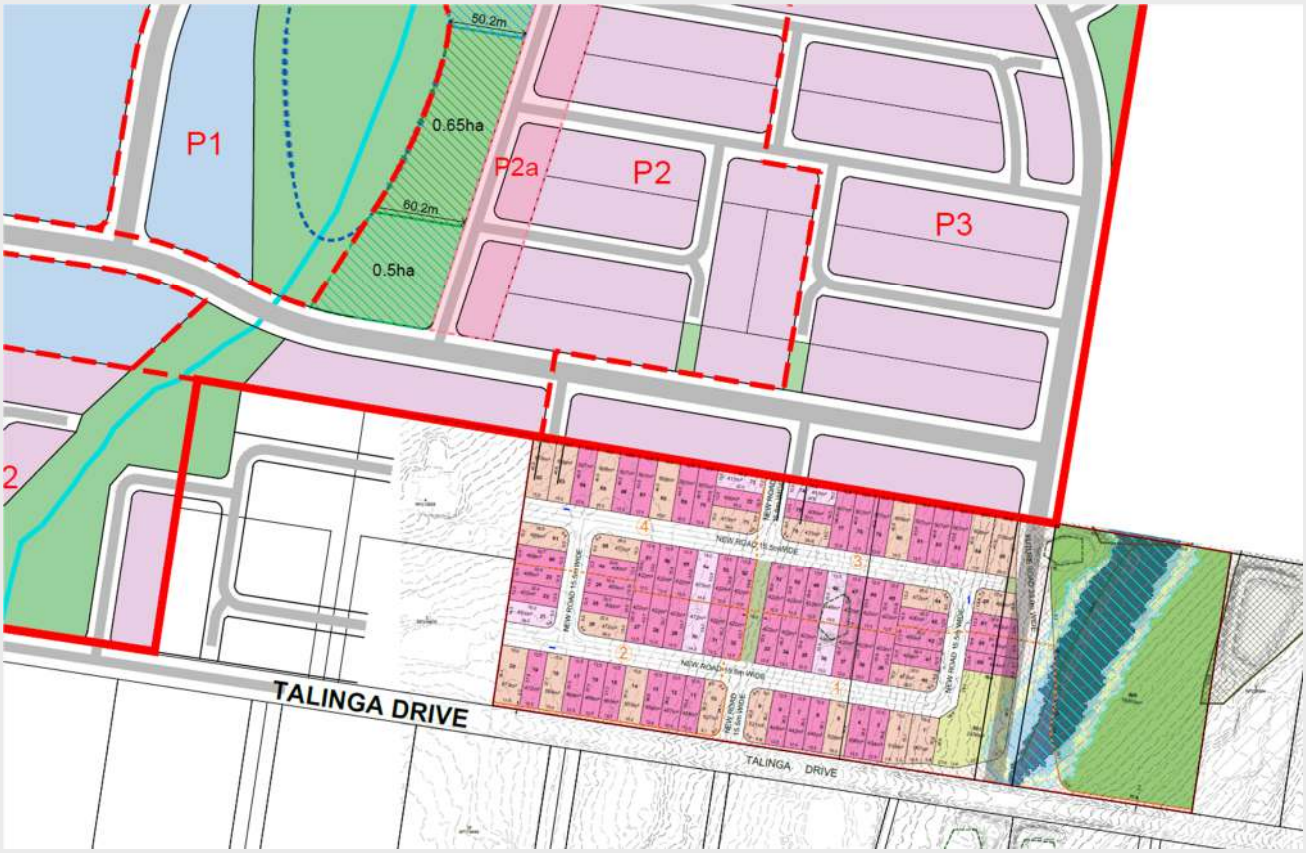

Figure 4 – Proposed plans in relation to the Precinct Plan for COM/10/2022

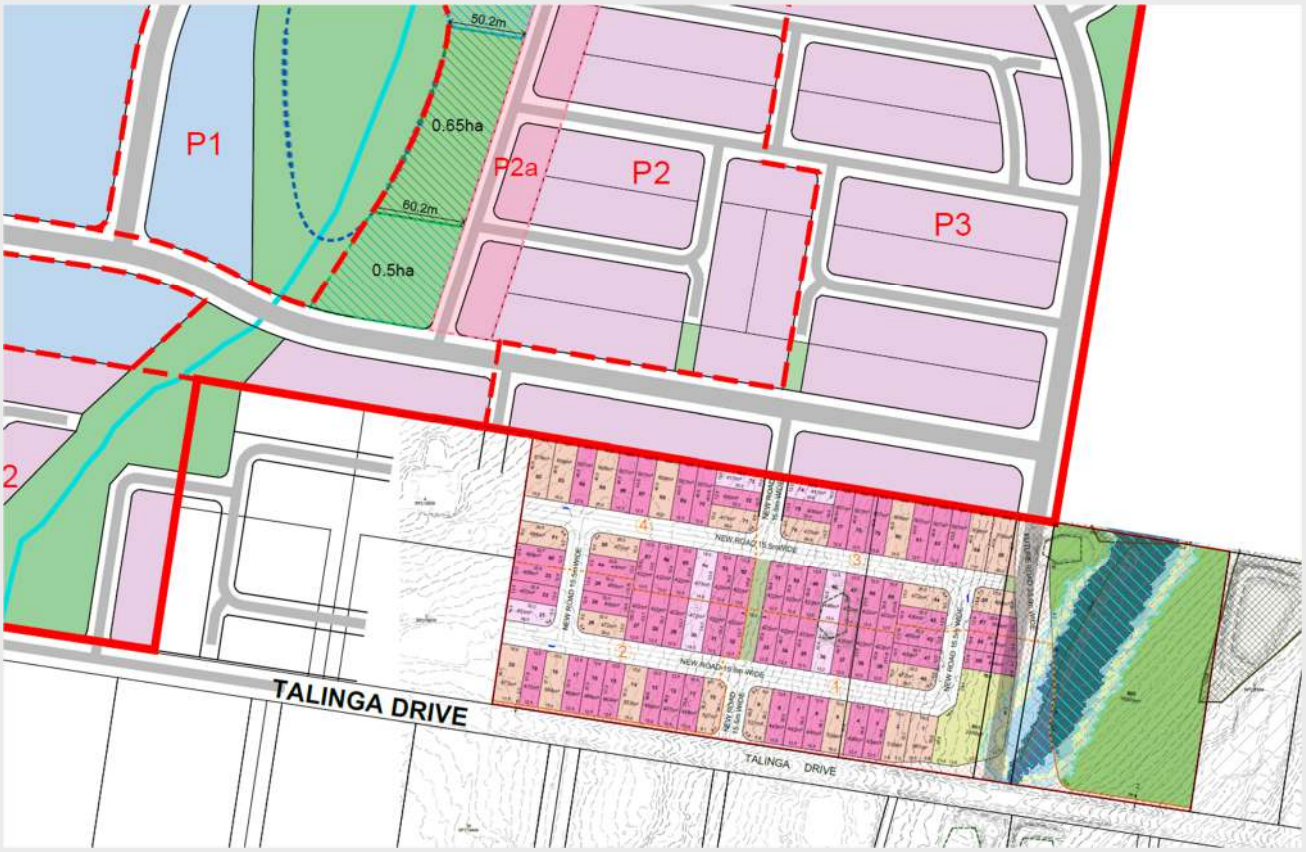

Figure 5 – Proposed plans in relation to a slightly amended Precinct Plan for COM/10/2022

4. ENGINEERING

Waterway

4.1. Confirm that no works are proposed within the State mapped waterway or if works are proposed, confirm it complies with the accepted development requirements for waterway barrier works.

Stormwater Quantity

4.2. Amend the Stormwater Management Plan to use the 39% and 18% AEP storm events to correspond with the storm events within section 3.6 of Planning Scheme Policy 5 – Infrastructure.

4.3. Demonstrate how a 3 metre wide embankment can be provided around proposed Basin A in accordance with section 3.6 of Planning Scheme Policy 5 – Infrastructure.

4.4. Demonstrate how the weir for proposed Basin A will function in the ultimate scenario when Compal Road is fully constructed.

Internal Roadworks

4.5. Confirm if an access lane is proposed between Lots 85 and 86 and show that the appropriate road reserve area and pavement width has been designed.

Response:

Refer to the response from Arcadis in **Appendix C**, the revised Engineering Services Report in **Appendix I** and the revised Site Based Stormwater Management Plan in **Appendix J**.

5. ENVIRONMENT AND LANDSCAPING

Biodiversity Management Area

5.1. 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 by providing detailed plans that show capacity of the rehabilitation areas to receive an offset and considers existing vegetation on site.

Advice note

Any site-based restoration offset will need to be provided in areas that are not subject to vegetation clearing exemptions and do not contain existing native vegetation. Zone 4 contains existing native vegetation and aerial mapping appears to show there is not appropriate space to facilitate the full extent of the required on-site restoration offset. In order to demonstrate that a partial site based restoration offset can be achieved, the response needs to clearly identify available areas for revegetation (graphically and in m^2/ha) in Zones 3, 4 and 4A.

5.2. Provide a plan that clearly identifies the proposed Regional Ecosystems to be restored in each zone.

Advice note

The rehabilitation concept plan should clearly show which species lists are applicable for each Regional Ecosystem/s to be restored in each zone. Where a Regional Ecosystem is proposed that does not reflect the pre-clearing RE, justification should be provided as to why the alternative RE is more appropriate.

5.3. Provide further clarification on the plant densities proposed for each rehabilitation zone.

Advice note

The table included within the rehabilitation plan does not clearly show proposed plant quantities and densities. In addition to a density for each stratum, the planting palette tables should include an overall planting density to be achieved for each Regional Ecosystem.

Additionally, the density per species is currently difficult to interpret. Where this is intended to represent the species composition of each stratum, the representativeness of each species should be expressed as a percentage rather than a density.

Responses to the above items should consider and be consistent with recommendations of the Bushfire Hazard Assessment and Management Plan.

5.4. 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 clearing of dense vegetation within the Secondary vegetation management area.

Advice note

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

Please note:

- Where the proponent is a company, provide a current ASIC search providing proof of the company's ACN
- Where the landowner is a company, provide a current ASIC search providing proof of the company's ACN
- Where the landowner providing consent for the Infrastructure Agreement is signing as a Trustee or under a Power of Attorney, a certified copy of the relevant authorising instrument (copy of Power of Attorney/ Deed) must be provided.

5.5. Clarify if impacts on native vegetation from construction of the external sewer line shown on Combined Services Plan Sheet 3 (plan 0503) will be considered in this application.

Advice note

Submitted plan 'Combined Services Plan Sheet 3' (plan 0503) shows an external sewer line traversing from the site up to the northern end of Park Ridge Reserve. Impacts to vegetation have not been considered as part of the application and further clarification is required confirming if impacts related to constructing this infrastructure will be assessed under this application or as part of a separate application. If vegetation clearing is proposed on an adjoining lot, a response should include an amended DA Form 1, including details of the lot and further information on the proposed impacts to native vegetation.

Response:

Refer to the response from SHG (Environment) in **Appendix E** and the GIS Shape File in **Appendix F**.

Bushfire Hazard Area

5.6. Demonstrate the area proposed to be dedicated for future road and the proposed rehabilitation area in Zone 4a along the eastern boundary, has a bushfire hazard level appropriate for the adjoining residential lot if the areas are not actively maintained by Council.

Advice note

The submitted Bushfire Hazard Assessment (BHA) identifies the proposed rehabilitation in Zone 4a as being a potential impact buffer area if the canopy perimeter is 5m clear of the eastern boundary and if periodic reviews of fuel loads are undertaken. This area will not be maintained for bushfire

purposes by Council once dedicated and a response should confirm the potential bushfire hazard of the abovementioned areas of vegetation if maintenance regimes are not consistent with the recommendations of the BHA.

The BHAand management plan should consider any amendments to the proposed rehabilitation plan as a result of information request items under Biodiversity management areas and be consistent with all regional ecosystems nominated for rehabilitation within Zones 3, 4 and 4A and corresponding vegetation hazard classes.

Response:

Refer to the response from Brisbane Bushfire Consulting in **Appendix G**.

Concept landscape plan

5.7. Provide an amended Rehabilitation Concept Plan that shows planting densities within proposed basin batters at six (6) plants per square metre in accordance with Section 3.3.5.3 of Water by Design 'Bioretention Technic Design Guidelines'.

5.8. Provide an amended Landscape concept plan and Rehabilitation concept plan that includes a maintenance period of 52 weeks in accordance with Planning Scheme Policy 5 – Infrastructure.

Response:

Refer to the revised Landscape Concept Plan in **Appendix B** and the revised Rehabilitation Concept Plan in **Appendix H**.

6. FLOOD ASSESSMENT

Temporary Local Planning Instrument – Flood

6.1. Either submit an amended proposed plan of development to include no earthworks below the 1% AEP; or

6.2. Demonstrate compliance with AO22/PO22 to PO24 of the Temporary Local Planning Instrument (TLPI) Flood, by submitting a Flood risk assessment report, prepared in accordance with Section 2.2.1 - Localised flood risk assessment report (FRA) of Planning Scheme Policy 10 - Flood. Reference is made to Table 3.2.1 - Tolerances for flood impact assessment for limitations on impact due to the development.

6.3. The submitted FRA is also to include an assessment against PO25 of the TLPI.

Advice note

The proposed development involves filling below the 1% AEP and within high and moderate flood risk areas (refer to the TLPI for further information).

Response:

Refer to the response from Arcadis in **Appendix C**, the revised Engineering Services Report in **Appendix I** and the revised Site Based Stormwater Management Plan in **Appendix J**.

7. WATER DEVELOPMENT SERVICES

Sewer

7.1. Engage with Logan Water to conduct a detailed sewerage planning study of the entire sewer catchment and obtain/submit the following:

7.1.1 Confirmed acceptance letter from Logan Council for the proposed sewer alignment;

7.1.2 The acceptance of clearing all vegetation; and

7.1.3 Detailed geometry details and proposed sewer main dimensions/sizes.

Advice note

Logan Water suggests that the proposed sewer alignment is not viable due to its path through Council land, the required vegetation clearing and the fact that it passes through the Koala protection area, which will trigger the need to obtain an Environmental Protection and Biodiversity Conservation (EPBC) approval.

Water

7.2. Engage with Logan Water to conduct a detailed water planning study to ensure that the proposed internal water reticulation meets Council's Desired Standards of Service (DSOS) and does not disadvantage existing customers.

Advice note:

For enquiries in relation to the water and wastewater items above please contact Water Development Services on 07 3412 4004. Alternatively, you may send an email enquiry to waterda@logan.qld.gov.au. In order to facilitate efficient customer service please quote the application number and address of the property concerned to the customer service officer or within the subject line of the email. Water Development Services will respond to your enquiry within 48 hours.

Response:

Refer to the response from Arcadis in **Appendix C**, the revised Engineering Services Report in **Appendix I** and the revised Site Based Stormwater Management Plan in **Appendix J**.

Summary

We offer this as a response to all of the information requested in Council's Information Request. As required by Section 14.1 (a) of the DA Rules, we request that Council proceed with its assessment of the application. Please be advised that public notification will commence shortly.

Should any clarification be required, please contact me on (07) 3251 9456 or email at liamwiley@saundershavill.com.

Yours sincerely

Saunders Havill Group

Liam Wiley
Senior Town Planner

Attachments:

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