Our Ref: BE260151-RP-IRR-01
Enquiries: Karl Chua

TECHNICAL MEMORANDUM

Date	20 August 2026
Client	Brookmoore Building Solutions
Prepared by	Gus Miller
Reviewed by	Karl Chua (RPEQ No. 31618)
Project	38 Timor Avenue, Loganholme
Subject	Information Request Response

1. INTRODUCTION

1.1 Overview

Burchills Engineering Solutions (Burchills) have been engaged by Brookmoore Building Solutions, to provide traffic engineering services in relation to the proposed townhouse development located at 38 Timor Avenue, Loganholme and formally described as Lot 297 on RP118026. The subject site is located within the Logan City Council (LCC) local government area.

It is noted the Development Application (**Reference:** MCUC/35/2026) was supported by a Traffic Impact Statement (TIS) report prepared by Burchills dated the 24th of April 2026. Following the submission of the Development Application, LCC issued an Information Request regarding the traffic and transport components proposed as part of the development.

A copy of the LCC Information Request has been provided at **Appendix A.**

This Technical Memorandum has been prepared in response to relevant items included within the LCC Information Request. For ease of reference, the items raised in the LCC Information Request document have been reproduced in the following section of this report with Burchill's response following each item.

Furthermore, a copy of the revised development plans has been provided at **Appendix B**.

1.2 References

The following resources were referred to in the preparation of the report:

- Traffic Impact Statement report (**Reference:** BE260151-RP-TIS-01) prepared by Burchills
- Revised development plans prepared by Mode Design Corp. Pty Ltd
- Logan City Council (LCC) Planning Scheme
- Logan City Council (LCC) Servicing, Access, and Parking Code
- AS2890.1 Australian Standards Parking Facilities Part 1: Off-Street Car Parking
- AS2890.2 Australian Standards Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities

2. BURCHILLS RESPONSE

Item 1 – Parking and Access

1.7 *Provide an assessment against AO/PO1 of the servicing, access, and parking code.*

Further advice:

Where a pick up/set down area is not proposed in accordance with the requirements of AO1 for a Multiple dwelling use, provide justification against the Performance outcome.

Burchills Response

The proposed development comprises a townhouse development where the required number of resident and visitor parking spaces have been provided in accordance with the LCC Servicing, Access and Parking Code.

It is noted that a dedicated pick-up / set-down area is not proposed within the site. However, passenger pick-up and drop-off can be safely accommodated on street along Timor Avenue, as safe pedestrian access is provided between the development and the frontage road. Passenger pick-up and drop-off can also occur within the site, where vehicles can enter and exit the development in a forward gear utilising the dedicated turnaround bay.

On this basis, a dedicated on-site pick-up / set-down area is not deemed required and the proposed development achieves compliance with PO1 of the LCC Servicing, Access and Parking Code.

Item 1 – Parking and Access

1.8 *Identify on the plans of development the location of the proposed visitor bicycle parking.*

Burchills Response

The proposed development plans have been revised to identify the proposed visitor bicycle parking location within the site. Provision for visitor bicycle parking is provided between Unit 6 and 7 within the Communal Open Space Area. It is noted that the proposed location of the visitor bicycle parking spaces is provided generally in accordance with the security level requirements of AS 2890.3. The proposed visitor bicycle parking locations are shown on the revised development plans provided at **Appendix B**.

Furthermore, the visitor bicycle parking design can be addressed as a condition of permit.

Item 1 – Parking and Access

1.9 *Address and rectify the inconsistency between the architectural plans, landscape plans, and civil plans, as it relates to the provision of visitor parking, and:*

> ***1.9.1*** *In conjunction with Item 3.2.2, ensure a minimum of 3 visitor parking spaces are maintained at all times in addition to the required turn-around bay.*

Further advice:

It is noted that the architectural plans identify 3 visitor parking spaces whereas the civil plans identify 4.

Burchills Response

The proposed development plans have been revised and provide a total of three (3) visitor parking spaces within the site and one (1) turnaround bay. The visitor car parking arrangements are shown on the revised development plans provided at **Appendix B**.

In accordance with Table 9.4.7.3.2 of the LCC Servicing, Access and Parking Code, the minimum visitor car parking requirements for the proposed Townhouse development equate to 2.75 (3) spaces. Therefore, the proposed development achieves the minimum car parking requirements of the LCC Servicing, Access and Parking Code for visitors.

On this basis, the provision of three (3) visitor parking spaces within the site is considered acceptable from a traffic engineering perspective.

Item 3 – Servicing

3.2 *Amend the Traffic Impact Assessment report as follows:*

3.2.1 *Clarify the number of visitor parking spaces proposed near the site frontage and reassess the vehicle queueing space estimate.*

Further advice:

Drawing Number SK100/A displays 3 visitor parking spaces whereas Drawing Number DA 3.00 Issue A (Master Plan – Ground Floor Plan) displays 2 visitor parking spaces.

Burchills Response

As mentioned above, the proposed development plans have been revised to provide a total of three (3) visitor parking spaces within the site. Furthermore, in line with Section 4.2 of the Traffic Impact Statement (TIS) prepared by Burchills, Visitor Space 04 has been converted into a turnaround bay. The visitor car parking arrangements and vehicle turnaround provision are illustrated on the revised development plans provided at **Appendix B**.

Based on the revised layout, Burchills has re-assessed the on-site vehicle queueing requirements generated by the proposed development. In line with Section 4.1.5 of the Traffic Impact Statement (TIS) prepared by Burchills, the proposed development is required to provide a minimum queuing provision of two (2) vehicles (equating to 12.0 m) from the property boundary to the first available car parking space.

The first 12.0 m from the property boundary into the site, comprises three (3) visitor car parking spaces. Whilst it is acknowledged the proposed development does not achieve the minimum queueing requirements of the LCC Planning Scheme, Burchills notes that due to the scale of the site, it is not anticipated that the development will generate high vehicle turnover and queueing at the front of the site.

On the basis of the above, the on-site vehicle queueing provisions are considered acceptable from a traffic engineering perspective.

Item 3 – Servicing

3.2 *Amend the Traffic Impact Assessment report as follows:*

3.2.2 *Provide revised Medium Rigid Vehicle turning manoeuvres demonstrating the vehicle can enter and exit the site in a forward direction and access the loading area for Council consideration.*

Further advice:

Consider the recommendation on page 7 stating "it is recommended that visitor space 04 is converted into a turnaround bay".

Burchills Response

In line with Section 4.4.1 of the Traffic Impact Statement prepared by Burchills (**Reference:** BE260151-RP-TIS-01), it is recommended on-site servicing is conducted via a Medium Rigid Vehicle (MRV).

The proposed development plans have been revised to provide a dedicated MRV loading bay (3.5 m in width by 8.8 m in length) within the site. The loading bay has been designed in accordance with the minimum design requirements of Australian Standards AS 2890.2. The proposed MRV loading bay is illustrated on the revised development plans provided at **Appendix B**.

Burchills has conducted a swept path assessment which determined that a MRV is able to safely enter and exit the site via both reverse entry and/or nose-in entry movements from Timor Avenue. We have also completed a swept path assessment utilising a B85 which determined that it is able to safely pass the parked MRV while maintaining a minimum of 300 mm of clearance. The swept path assessments have been provided at **Appendix C**.

It is noted that due to the scale of the Lot, it is not feasible for an MRV to enter and exit the site in a forward gear without occupying a large portion of the Lot to complete a turnaround manoeuvre. Therefore, Burchills is of the professional opinion that demonstrated manoeuvres in the swept path assessments are suitable. Furthermore, Timor Avenue is classified as an Urban Access Street within a closed residential catchment with low volumes along the frontage road.

On the basis of the above, the proposed MRV servicing arrangements are not anticipated to result in significant operational impacts for residents, visitors or the surrounding road network.

Item 3 – Servicing

3.2 *Amend the Traffic Impact Assessment report as follows:*

3.2.3 *Provide turning manoeuvres demonstrating that a Multi-Unit Development (MUDS) Refuse Collection Vehicle can enter and exit the site in a forward direction and access the loading area.*

Further advice:

Consider the recommendation on page 7 stating "it is recommended that visitor space 04 is converted into a turnaround bay".

Burchills Response

The refuse collection arrangements for Unit 1 will occur on-street, via kerbside collection. However, in line with Section 4.4.2 of the Traffic Impact Statement prepared by Burchills (Reference: BE260151-RP-TIS-01), the refuse collection arrangements for Units 2 – 11 will occur on-site, via a rear-loading Refuse Collection Vehicle (RCV).

Due to the scale of the Lot, it is not feasible for an RCV to enter and exit the site in a forward gear without occupying a large portion of the Lot to complete a turnaround manoeuvre. Therefore, Burchills is of the professional opinion that a reverse-in and forward-out manoeuvre for an RCV is considered acceptable. Furthermore, as Timor Avenue is classified as an Urban Access Street within a closed residential catchment, vehicle volumes along the frontage road will be low and the proposed refuse collection arrangement will not adversely impact the safety and operations of Timor Avenue.

Burchills has conducted a swept path assessment which determined that an RCV is able to safely reverse into the site to conduct refuse collection and exit the site in a forward gear. It is noted that the northern crossover splay has been revised to achieve compliance with the design requirements of the IPWEA RS-051 (General Wide) and to accommodate safe RCV inbound and outbound manoeuvres. The RCV swept path assessment has been provided at **Appendix C**.

On the basis of the above, the proposed refuse collection arrangements are not anticipated to result in significant operational impacts for residents, visitors or the surrounding road network.

3. CONCLUSION AND RECOMMENDATIONS

Based on the above, Burchills has addressed all relevant items raised within the LCC Information Request and is of the professional opinion that the proposed development is not anticipated to adversely impact the safety and operations of the external road network.

Please do not hesitate to contact me should you have any queries or require any additional information.

Yours sincerely,



KARL CHUA
Traffic Engineer
(RPEQ 31618)

Inc. A – LCC Information Request
B – Revised Development Plans
C – Swept Path Assessment

ATTACHMENT A – LCC INFORMATION REQUEST

Your Reference: Q26103
Enquiry Phone: Customer Service 07 3412 5269
Property Key: 201687
Document Number: 19536981/MILNEC
Please Quote: MCUI/35/2026
File Number: TBC
1478502-1

25 June 2026

Italy One Pty Ltd
C/- ZONE PLANNING QLD
PO Box 3805
BURLEIGH HEADS QLD 4220

Dear Sir/Madam

INFORMATION REQUEST
APPLICATION NO: MCUI/35/2026
PROPERTY ADDRESS: 38 TIMOR AVENUE, LOGANHOLME QLD 4129
PROPERTY DESCRIPTION: LOT 297 RP 118026
APPLICATION DESCRIPTION:

- **MATERIAL CHANGE OF USE - MULTIPLE DWELLING (TOWNHOUSE X 11)**

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. TOWN PLANNING

Boundary clearance

1.1. Confirm that the reduced road boundary clearance of 3.52m, as measured to Outermost Projection (OMP) (being the front unit), relates only to the eave of the building.

Further advice:

'Master Plan – Roof Plan' Rev A, dated May 2026 measures 3.52m from the OMP to the road boundary.

Landscape screening

1.2. In conjunction with item 1.10, provide plans that illustrate a landscape buffer that is a minimum of 1m-in-width internal to the site along its frontage to Timor Avenue, except where interrupted by vehicle and pedestrian crossovers.

1.2.1. The landscape buffer is to incorporate deep planting that can be maintained to a maximum mature height of approximately 1.2m. A height of 1.2m is required to ensure Crime Prevention Through Environmental Design (CPTED) principles are achieves as they relate to the refuse storage area.

Further advice:

It is noted that in accordance with items 1.10 and 3.2.2, the provision of 3 visitor parking spaces and 1 turn-around bay, may result in a reduction to the landscaped area between the Timor Avenue boundary and the refuse storage area. However, a minimum width of 1m is required to be maintained for landscaping. In this area.

The landscape buffer to Timor Avenue is required to ensure adequate screening to the refuse storage area, and to achieve a high quality, softened visual presentation of the development to the street. A height of 1.2m is required to ensure Crime Prevention Through Environmental Design (CPTED) principles are achieves as they relate to the refuse storage area.

Building Design

1.3. Submit amended proposed plans of development that incorporate:

1.3.1. Sun protection devices such as sunhoods, over windows.

Further advice:

The incorporation of sunhoods will further contribute to the articulation/detail of the building's design and increase its climate and weather responsiveness.

Communal Open Space & Parks

1.4. Submit a contextual analysis plan analysing accessibility of parks within the walkable catchment of the site and the embellishments and recreation opportunities associated with each.

1.5. Provide an assessment against PO8 of the Multiple dwelling, rooming accommodation and Short-term accommodate code that specifically addresses how the development achieves each sub-point.

1.6. Provide amended proposed plans of development that incorporate both passive and active recreation opportunities with the Communal Open Space area.

Parking and Access

1.7. Provide an assessment against AO/PO1 of the Servicing, access and parking code.

Further advice:

Where a pick up/set down area is not proposed in accordance with the requirements of AO1 for a Multiple dwelling use, provide justification against the Performance outcome.

1.8. Identify on the plans of development the location of the proposed visitor bicycle parking.

1.9. Address and rectify the inconsistency between the architectural plans, landscape plans, and civil plans, as it relates to the provision of visitor parking, and:

1.9.1. In conjunction with Item 3.2.2, ensure a minimum of 3 visitor parking spaces are maintained at all times in addition to the required turn-around bay.

Further advice:

It is noted that the architectural plans identify 3 visitor parking spaces whereas the civil plans identify 4.

2. STORMWATER QUALITY

2.1. As the proposed development involves a material change of use on a premises within the Loganholme Local Plan Area, the Stormwater quality management design objective must be achieved (refer to Section 6.2.5 Planning scheme policy 5-Infrastructure 3.6.1.4). Provide a Conceptual site-based stormwater management plan or deemed to comply solution in accordance with Section 6.2.5 Planning scheme policy 5 – Infrastructure to demonstrate how the proposed development will achieve the stormwater quality design objective.

Alternatively, a monetary contribution for stormwater quality in lieu of on-site treatment is available to comply with the stormwater quality design objective. This is administered via an infrastructure agreement provided by Council. Confirm if a monetary contribution is sought.

3. DEVELOPMENT ENGINEERING

Stormwater

3.1. Amend the Stormwater Management Plan in accordance with Council's Planning Scheme and policies, and QUDM, as follows:

3.1.1. Clarify if the references to Coral Avenue should be amended to Timor Avenue.

Further advice:

There are refrences to Coral Avenue within the text of the report.

3.1.2. Provide the required reference on page 7.

Further advice:

Page 7 has a reference 'Error! Reference source not found' which needs to be amended.

3.1.3. Amend Figure 2.3 to display the full extents of the external catchment.

Further advice:

The catchment delineation displayed in Figure 2.3 does not appear to take into account the 0.5m contours further to the north which would contribute external catchment runoff, which is also apparent in Council's GIS system contours.

3.1.4. With reference to the item above, estimate the peak flow rates up to and including the 1% AEP event for the external catchment and demonstrate how the external catchment runoff will be collected, conveyed and discharged from the post development site.

3.1.5. Clarify the operational status of the downstream stormwater pipe drainage in Timor Avenue.

Further advice:

Drawing Number SK400/A is notated 'Stormwater infrastructure to be constructed under MCUI/37/2025'.

Further advice note:

Refer also to Council's operational works approval OW/68/2026.

3.1.6. Demonstrate there is stormwater capacity for the proposed connection of the post development subject site to the downstream stormwater pipe drainage.

Servicing

3.2. Amend the Traffic Impact Assessment report as follows:

3.2.1. Clarify the number of visitor parking spaces proposed near the site frontage and reassess the vehicle queueing space estimate.

Further advice:

Drawing Number SK100/A displays 3 visitor parking spaces whereas Drawing Number DA 3.00 Issue A (Master Plan – Ground Floor Plan) displays 2 visitor parking spaces.

3.2.2. Provide revised Medium Rigid Vehicle turning manoeuvres demonstrating the vehicle can enter and exit the site in a forward direction and access the loading area for Council consideration.

Further advice:

Consider the recommendation on page 7 stating "it is recommended that visitor space 04 is converted into a turnaround bay".

3.2.3. Provide turning manoeuvres demonstrating that a Multi-Unit Development (MUDS) Refuse Collection Vehicle can enter and exit the site in a forward direction and access the loading area.

Further advice:

Consider the recommendation on page 7 stating "it is recommended that visitor space 04 is converted into a turnaround bay.

Roadworks

3.3. Amend Drawing Number SK300/A as follows:

3.3.1. Display pavement widening to achieve a minimum 3.75 metre wide southeast-bound travel lane, measured from the existing road centreline.

3.3.2. Display concrete mountable (M3) kerb and channel on the resulting edge of pavement alignment.

3.3.3. Display tapers to existing pavement.

3.3.4. Display realignment of the 1.2-metre-wide pedestrian path, if required to accommodate the pavement widening.

Further advice:

Refer to Council references MCUI/37/2025 and OW/68/2026 at 36 Timor Avenue, Loganholme, for alignment matching details.

4. WATER & SEWER

Water supply

4.1. Update the Concept Water Layout Plan, Drawing No: SK500, Version A, to demonstrate that:

4.1.1. the proposed water supply property service is located at least 1.0 metre from all electrical sources and clear of existing or future driveways.

4.1.2. Provide a suitably sized area for the future water meter arrangement in accordance with SEQ Code Drawings SEQ WAT 1111-1, SEQ WAT 1110-10 and SEQ WAT 1110-11. The water meter must be installed at ground level, external to the building, in a location that allows unrestricted access at all times for reading, maintenance and replacement. The location must be clear of vehicle interference, vegetation, and any obstructions or hazards, including risk of vehicle strike. Where the allocated area is less than 5 m × 5 m, submit details demonstrating that the proposed arrangement meets these requirements and provides adequate clearances.

Further advice:

The purpose of this information request item is to confirm that the development application demonstrates compliance with PO2 of the Infrastructure Code, and specifically that water meter assembly is adequately protected and accessible.

Sewerage

4.2. Update the Concept Sewer Layout Plan, Drawing No: SK600, Version A, to demonstrate that:

4.2.1. the proposed sewer property connection complies with SEQ D&C Code requirements with regards to having a 1.0 metre clear zone around the proposed

sewer property connection, free from overgrown vegetation, obstructions, hazards and has unhindered access.

4.2.2. the proposed sewer property connection to be clear from driveways. In this regard, the proposed property connection is shown to be constructed within the concrete driveway fronting 36 Timor Avenue (connection to the existing sewer maintenance structure).

4.2.3. The proposed sewer property connection has been shown to come into the existing maintenance structure in an opposite direction to the direction of the wastewater flow within the sewer maintenance structure. The location of the sewer property connection may need to be relocated.

4.2.4. There is an existing sewer property connection servicing the development site (38 Timor Avenue - as-constructed drawing 05-00936). If this existing sewer property connection is to be utilised, then CCTV footage is to be provided to confirm the condition, and size is suitable for its reuse. If this existing sewer property connection is not planned to be used, then the decommissioning of this infrastructure should be provided on the concept servicing drawings.

5. 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.

6. 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.

Further advice:

Fees may be payable for the amendment of existing Infrastructure Agreements (Environmental or Stormwater Offset) in accordance with Council's Register of Cost-Recovery Fees and Schedule of Commercial and Other Charges.

7. 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.

For further information about this application please contact Council's Caroline Milne on 07 3412 5269 or via email on development@logan.qld.gov.au.

Yours faithfully,

Tonnia Plail
A/Principal Planning Officer
Planning Assessment & Technical Services

ATTACHMENT B – REVISED DEVELOPMENT PLANS

38

38 TIMOR AVE, LOGANHOLME, QLD 4129

TOWNHOUSE DEVELOPMENT

INFORMATION RESPONSE PACKAGE

AUGUST 2026

ISSUE: B

PROJECT NUMBER: 26134



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1

Zoning, Analysis, Area & Planning Scheme

SITE DATA



SITE DETAILS

SITE ADDRESS
38 TIMOR AVENUE, LOGANHOLME QLD 4129

SITE AREA
2,120 sqm

RP DESCRIPTION
LOT 297 on RP 118026

PLANNING SCHEME
LOGAN CITY COUNCIL

ZONE
LOW-MEDIUM DENSITY RESIDENTIAL

LEGEND

- BRYANT'S ROAD / PACIFIC MWY
- TIMOR AVENUE
- SECONDARY ROADS
- SITE SUBJECT
- 1 LOGANHOLME SHOPPING CENTRE
- 2 LOGANHOLME MCDONALD'S
- 3 BRYANT'S ROAD
- 4 BRYANT'S ROAD BUS STOP

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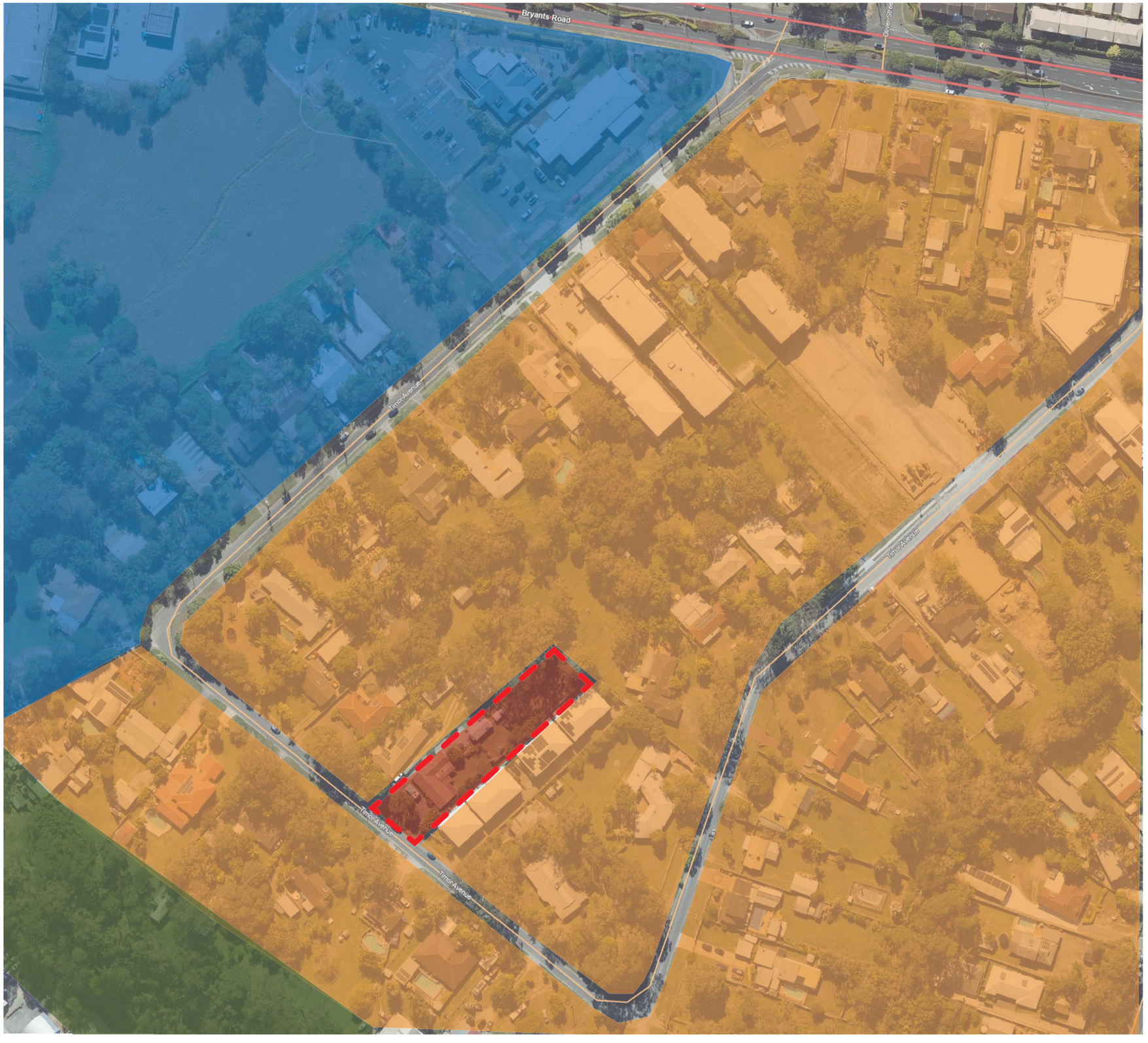
SITE ANALYSIS

Not for construction. Do not scale off this drawing.



SITE DETAILS

SITE ADDRESS
38 TIMOR AVENUE, LOGANHOLME QLD 4129

SITE AREA
2,120 sqm

RP DESCRIPTION
LOT 297 on RP 118026

PLANNING SCHEME
LOGAN CITY COUNCIL

ZONE
LOW-MEDIUM DENSITY RESIDENTIAL

LEGEND

- SITE SUBJECT
- LOW-MEDIUM DENSITY
- ENVIRONMENTAL MANAGEMENT
- CITY CENTRE OVERLAY

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ZONING

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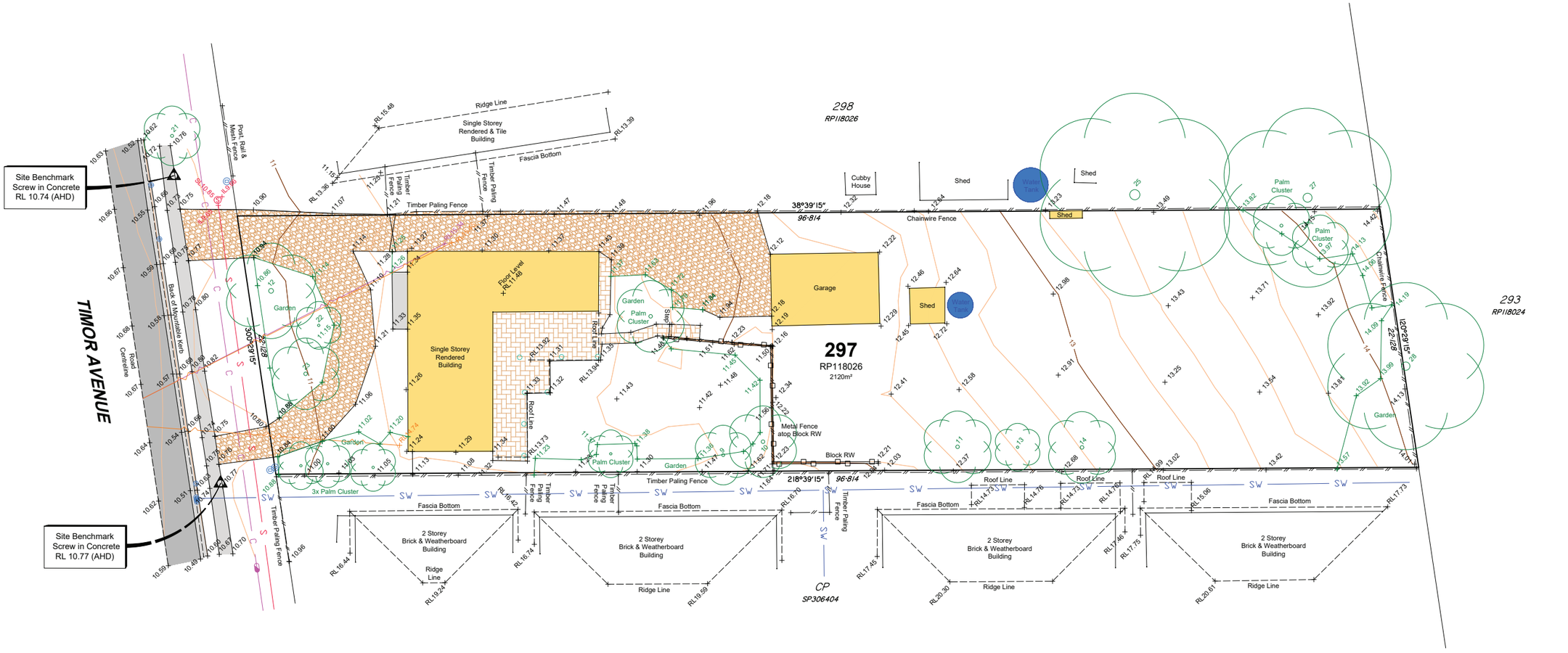
LEGEND

- Benchmark
- Electrical Pillar
- Electrical Light Pole
- Electrical Pit
- Electrical Pole
- Fire Hydrant
- Sewer Manhole
- Stormwater Manhole
- Telstra / NBN Pit
- Unknown Service Point
- Tree
- Post/Pole
- Gate
- Overflow Relief Gully
- Inspection Opening
- Sewer Inspection Opening
- Sewer Vent Pipe
- Bollard
- Water Meter
- Roof Water Outlet
- Water Valve
- Gully Pit
- Field Inlet
- Traffic Sign Post
- C — U/G Communications Line
- O/H Communications Line
- E — U/G Power Line
- O/H Power Line
- W — Water Line
- F — Fire Service Line
- S — Sewer Line
- G — Gas Line
- SW — Stormwater Line
- R — Reclaimed Water Line
- U — Unknown Service Line
- P — Petroleum Products Line
- Fence Line
- Retaining Wall
- Revetment Wall
- Major Contour Line
- Minor Contour Line
- Top of Bank
- Bottom of Bank
- Change of Grade
- Awning / Eave / Gutter Line
- Building Structure Hatch
- Pavers Hatch
- Gravel Hatch
- Tile Hatch
- Timber Deck Hatch
- Conc Hatch
- Road Hatch
- Pebbles Hatch
- Water Hatch

Tree Dimension Table			
Point Number	Diameter	Height	Spread
9	0.20	9.00	5.00
10	0.40	6.00	6.00
11	0.40	9.00	6.00
12	0.60	9.00	8.00
13	0.40	7.00	4.00
14	0.40	8.00	6.00
21	0.25	10.00	5.00
22	0.30	13.00	4.00
23	0.30	7.00	6.00
25	0.70	21.00	17.00
27	0.45	25.00	15.00
28	0.65	20.00	14.00



ENERAL NOTES

Drawn to scale on an A1 sheet.
Property boundaries and dimensions shown on this plan has been compiled from SP306404 and subject to confirmation by survey.
All levels shown are in metres on Australian Height Datum as derived by Total Station using OPM130205 RL10.917 (AHD), situated on Timor Avenue.
Features and services shown on this plan are shown by a combination of survey and supplied records. The exact nature and location of these services must be confirmed by relevant authorities prior to any operational works.

DEVELOPMENT APPLICATION - INFORMATION RESPONSE PACKAGE

38 TIMOR AVE, LOGANHOLME QLD

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SURVEY PLAN

MODE DESIGN CORP. PTY.

DA 1.02 | 26134 | ISSUE B | NTS @ A3 | AUGUST 2026 | 6

Not for construction. Do not scale off this drawing.



DEVELOPMENT SUMMARY

SITE AREA	2120 m² Lot 297 on RP 118026
ZONING	Low-medium density residential zone code
LOCAL PLAN PRECINCT	Loganholme East - Resi. Frame

SITE COVER***

	Area	%
Overall	933.01m²	44.00%

HEIGHT	Zoned 3 Storey's 12m	Proposed 2 Storey's
SETBACKS	As shown	
DENSITY	11 x 3 Bed Townhouses (33 Beds)	
DEEP PLANTING	Refer Landscape Statement of Intent	

TOWNHOUSE MIX -

Townhouse Types	Units	Beds	Units%	Total
Type A	1	3		3
Type B	10	3		30
Total				33

PROPOSED CAR PARKING ALLOCATION -

No. of Units	Req.Rate	Required	Provided
11 (3bed)	2/Townhouse	22	22
Visitor Parking	0.25 per 1 unit	2.75	3
TOTAL CAR PARK NUMBER: 25		24.75	

***SITE COVER, OF DEVELOPMENT, MEANS THE PORTION OF THE SITE, EXPRESSED AS A PERCENTAGE, THAT WILL BE COVERED BY A BUILDING OR STRUCTURE, MEASURED TO ITS OUTERMOST PROJECTION, AFTER THE DEVELOPMENT IS CARRIED OUT, OTHER THAN A BUILDING OR STRUCTURE, OR PART OF A BUILDING OR STRUCTURE, THAT IS -

- IN A LANDSCAPED OR OPEN SPACE AREA, INCLUDING, FOR EXAMPLE, A GAZEBO OR SHADE STRUCTURE; OR
- A BASEMENT THAT IS COMPLETELY BELOW GROUND LEVEL AND USED FOR CAR PARKING; OR
- THE EAVES OF A BUILDING; OR
- A SUN SHADE.

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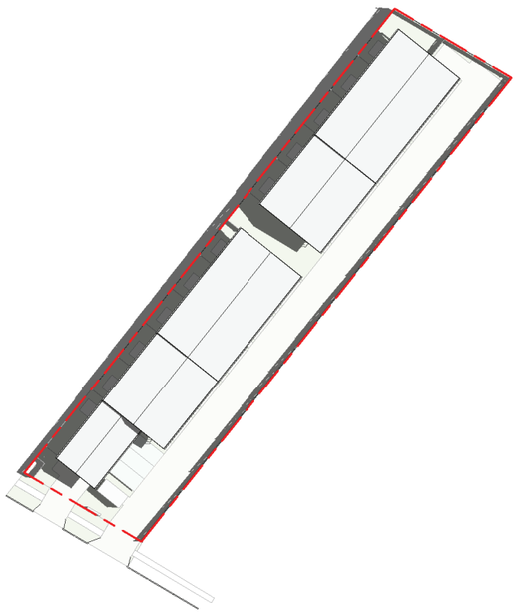
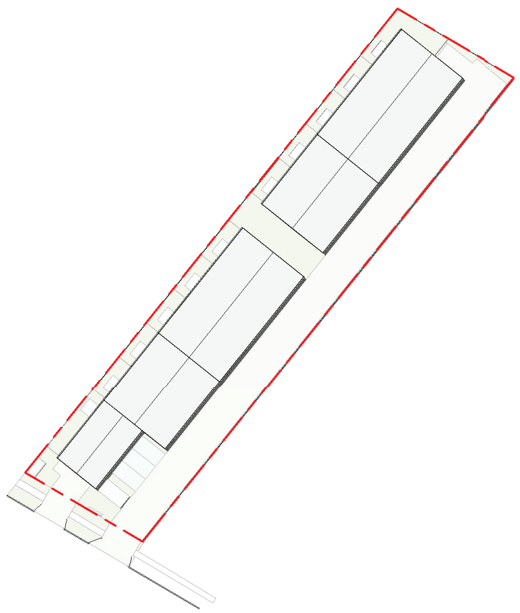
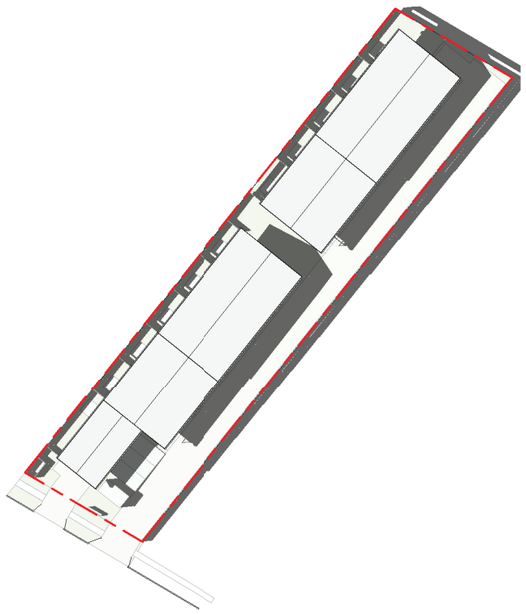
DEVELOPMENT STATISTICS & CONTEXT



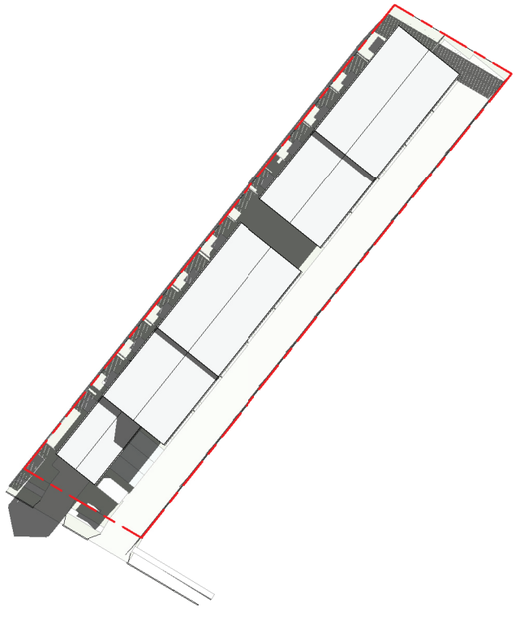
SUMMER SOLSTICE - 9am



SUMMER SOLSTICE - 12pm



SUMMER SOLSTICE - 3pm



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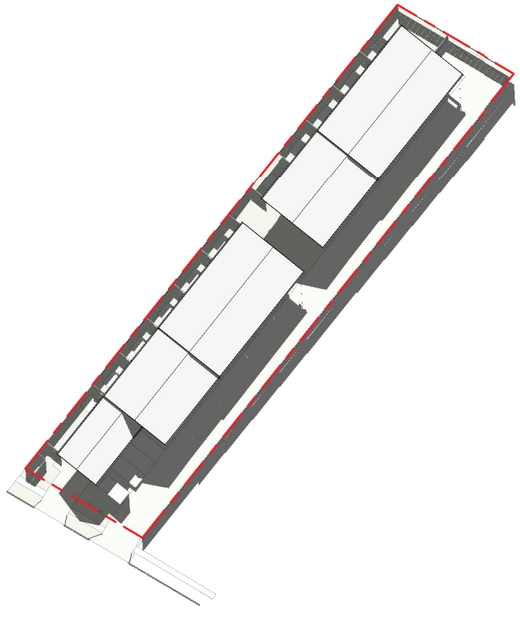
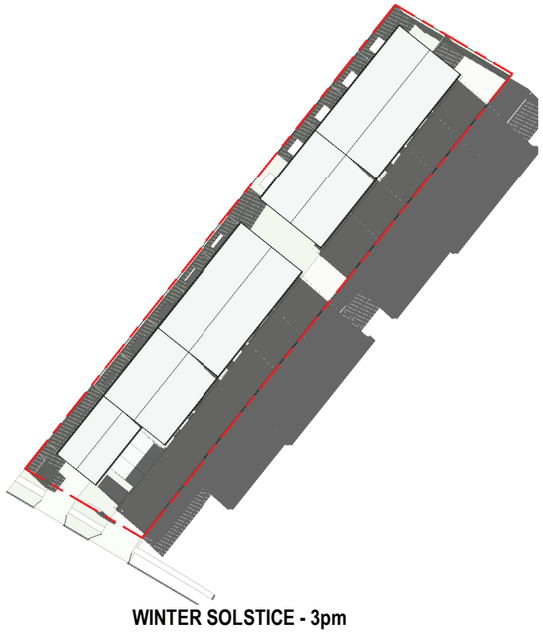


WINTER SOLSTICE - 12pm



WINTER SOLSTICE - 3pm

DEVELOPMENT APPLICATION - INFORMATION RESPONSE PACKAGE

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SUN STUDY - SUMMER & WINTER

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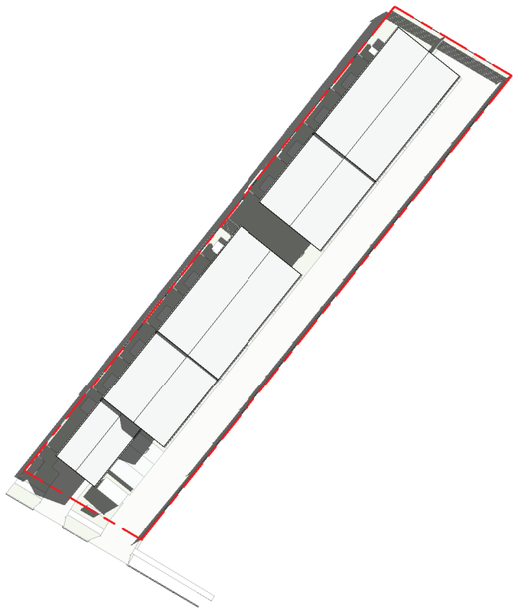
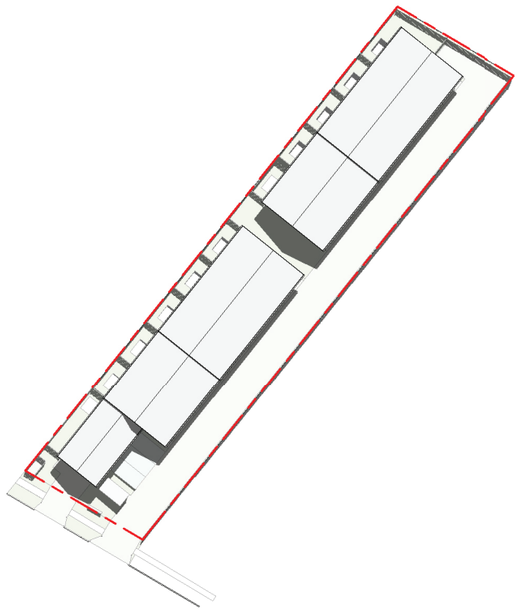


SPRING EQUINOX - 9am



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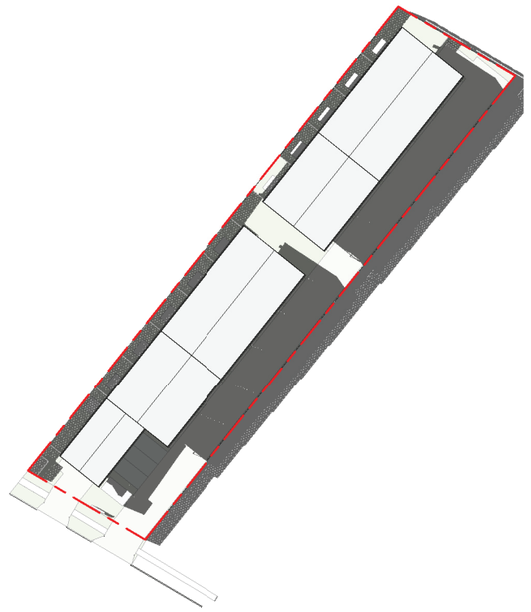
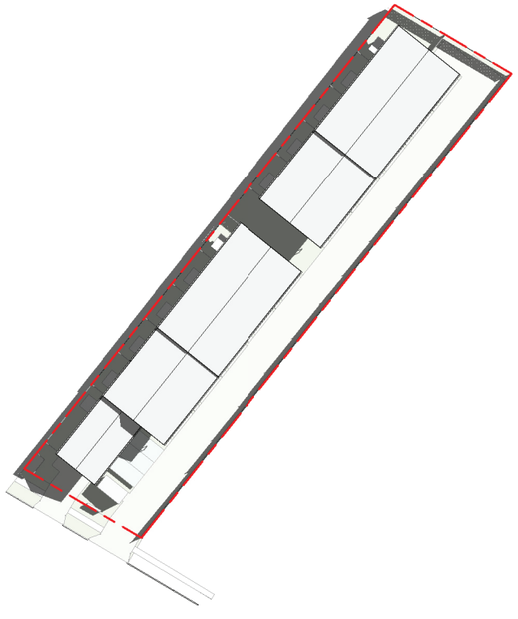


SPRING EQUINOX - 3pm



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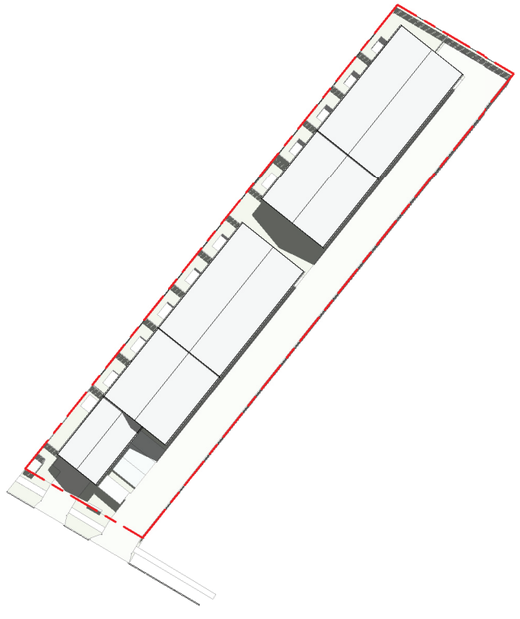
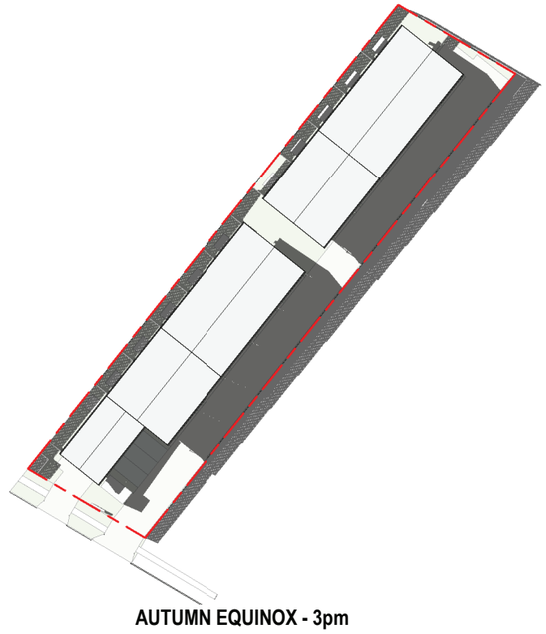


AUTUMN EQUINOX - 12pm



AUTUMN EQUINOX - 3pm

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SUN STUDY - SPRING & AUTUMN

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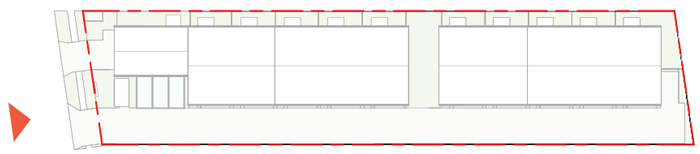
2

Conceptualisation

ARTIST IMPRESSIONS





TIMOR AVE ENTRANCE

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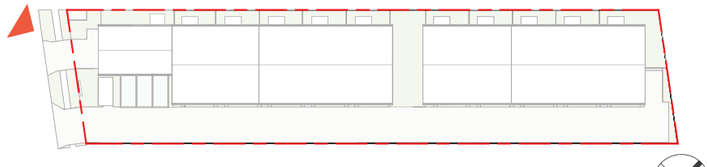

STREET FACING ELEVATION

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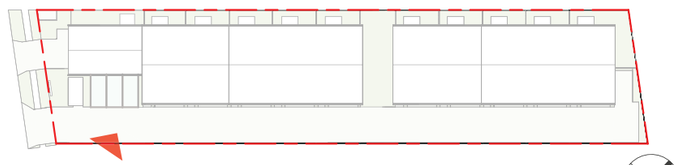

VISITOR PARKING PERSPECTIVE

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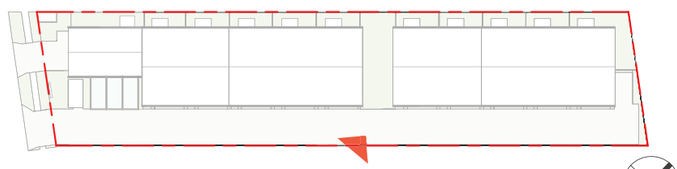

COS PERSPECTIVE

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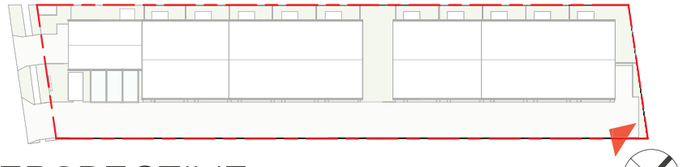

REAR LOT PERSPECTIVE

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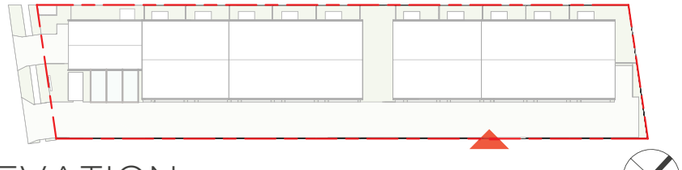

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BLOCK 2 ELEVATION

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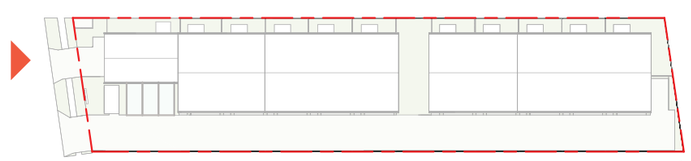

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FRONTAGE ELEVATION

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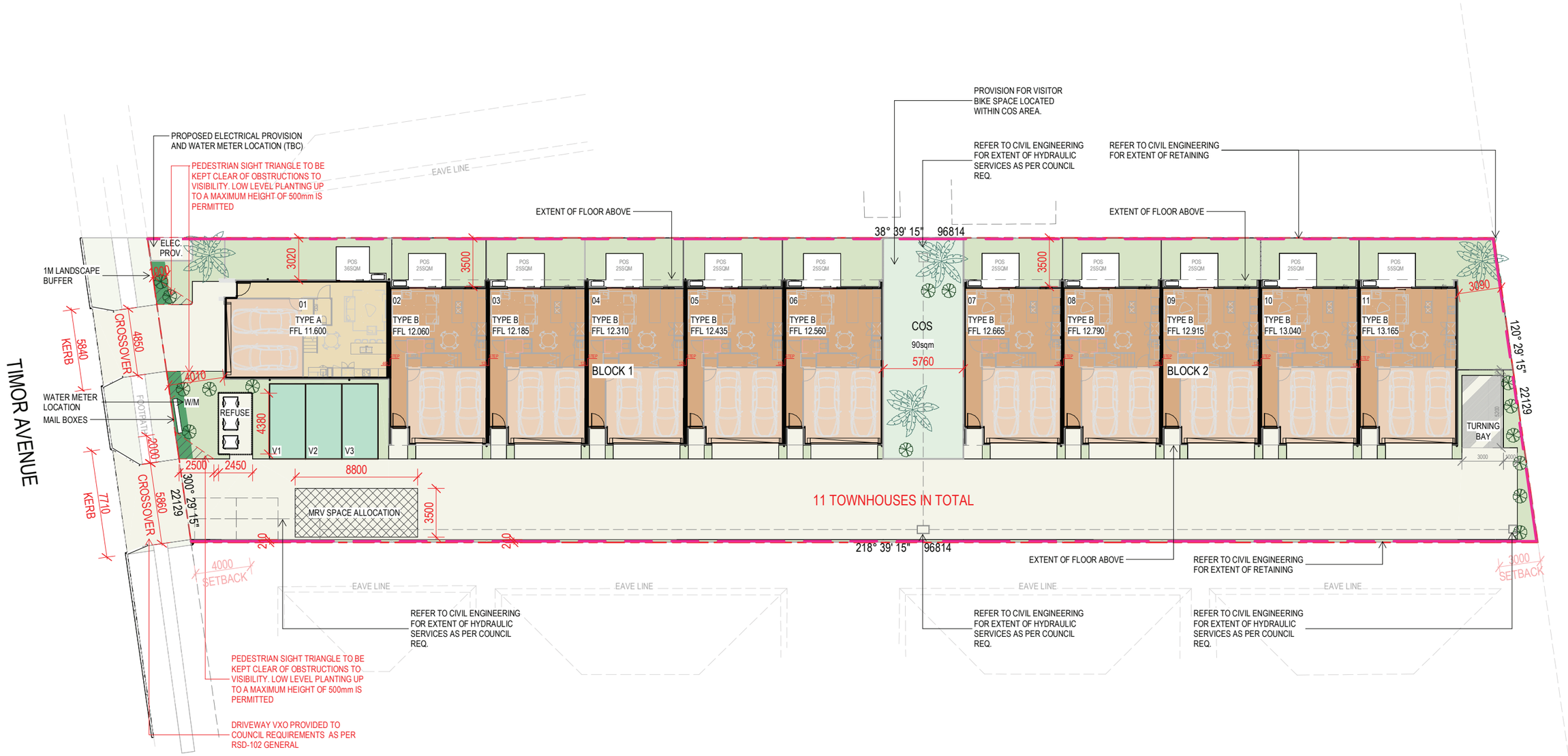
3

Technical

ARCHITECTURAL DRAWINGS MASTERPLAN



DEVELOPMENT APPLICATION - INFORMATION RESPONSE PACKAGE

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MASTER PLAN - GROUND FLOOR PLAN

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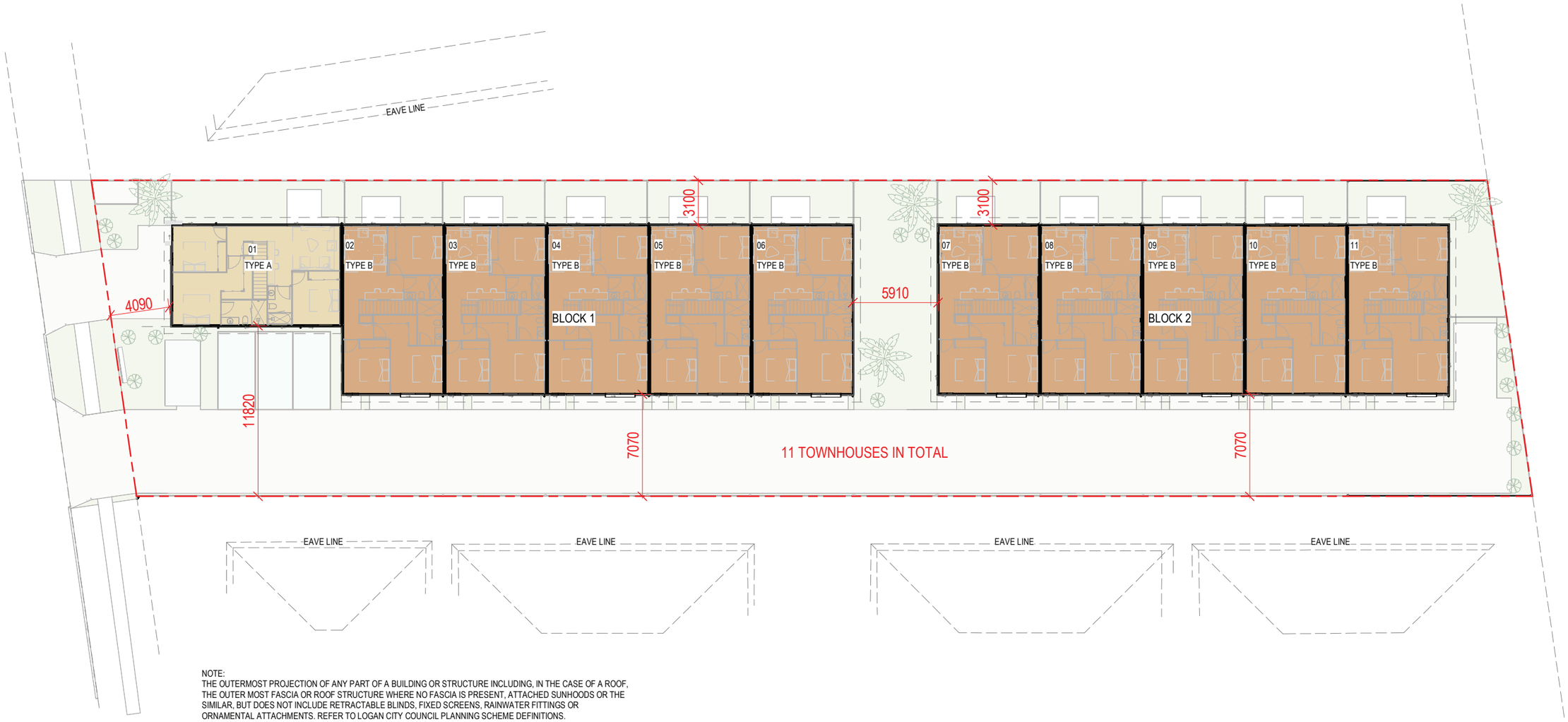

NOTE:
THE OUTERMOST PROJECTION OF ANY PART OF A BUILDING OR STRUCTURE INCLUDING, IN THE CASE OF A ROOF, THE OUTER MOST FASCIA OR ROOF STRUCTURE WHERE NO FASCIA IS PRESENT, ATTACHED SUNHOODS OR THE SIMILAR, BUT DOES NOT INCLUDE RETRACTABLE BLINDS, FIXED SCREENS, RAINWATER FITTINGS OR ORNAMENTAL ATTACHMENTS. REFER TO LOGAN CITY COUNCIL PLANNING SCHEME DEFINITIONS.

DEVELOPMENT APPLICATION - INFORMATION RESPONSE PACKAGE

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MASTER PLAN - LEVEL 01 FLOOR PLAN

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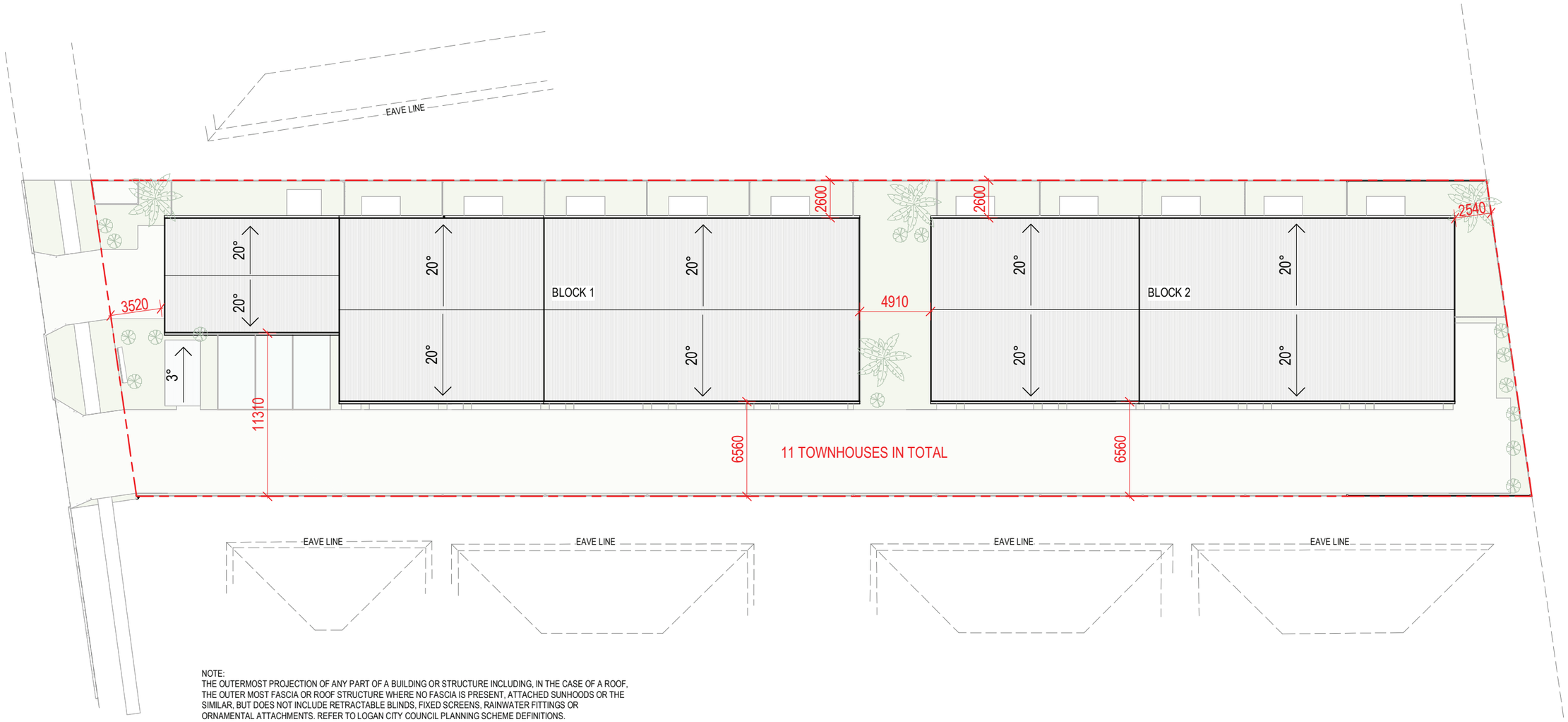

NOTE:
THE OUTERMOST PROJECTION OF ANY PART OF A BUILDING OR STRUCTURE INCLUDING, IN THE CASE OF A ROOF, THE OUTER MOST FASCIA OR ROOF STRUCTURE WHERE NO FASCIA IS PRESENT, ATTACHED SUNHOODS OR THE SIMILAR, BUT DOES NOT INCLUDE RETRACTABLE BLINDS, FIXED SCREENS, RAINWATER FITTINGS OR ORNAMENTAL ATTACHMENTS. REFER TO LOGAN CITY COUNCIL PLANNING SCHEME DEFINITIONS.

DEVELOPMENT APPLICATION - INFORMATION RESPONSE PACKAGE

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MASTER PLAN - ROOF PLAN

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MASTER PLAN - PRIVATE OPEN SPACE

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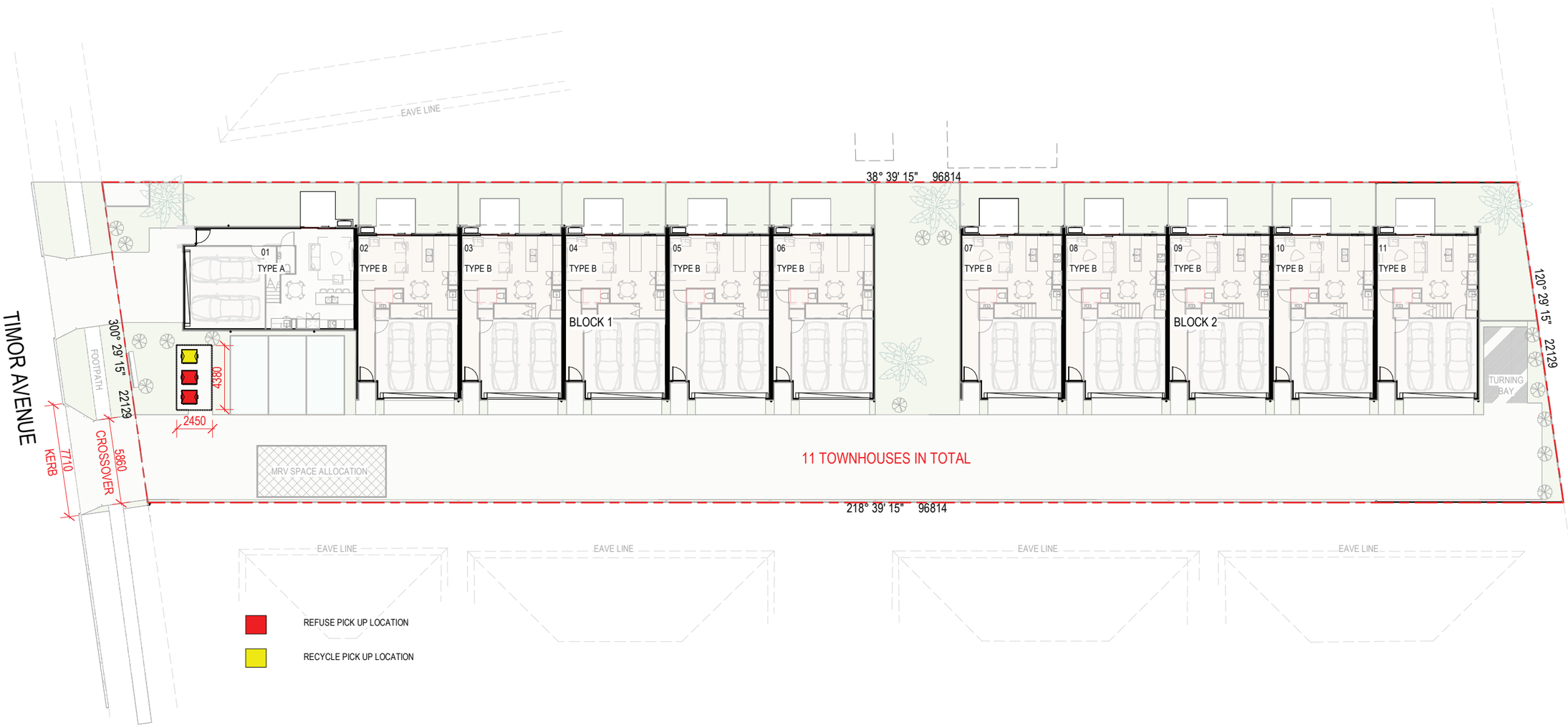

DEVELOPMENT APPLICATION - INFORMATION RESPONSE PACKAGE

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MASTER PLAN - REFUSE MOVEMENT PLAN

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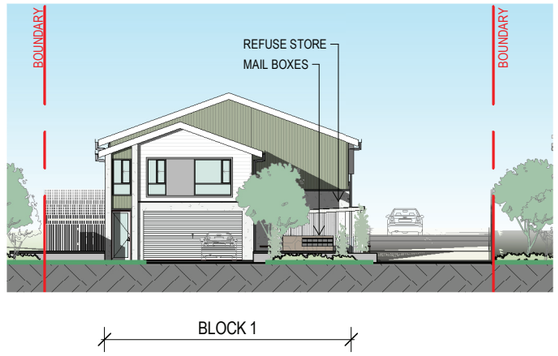

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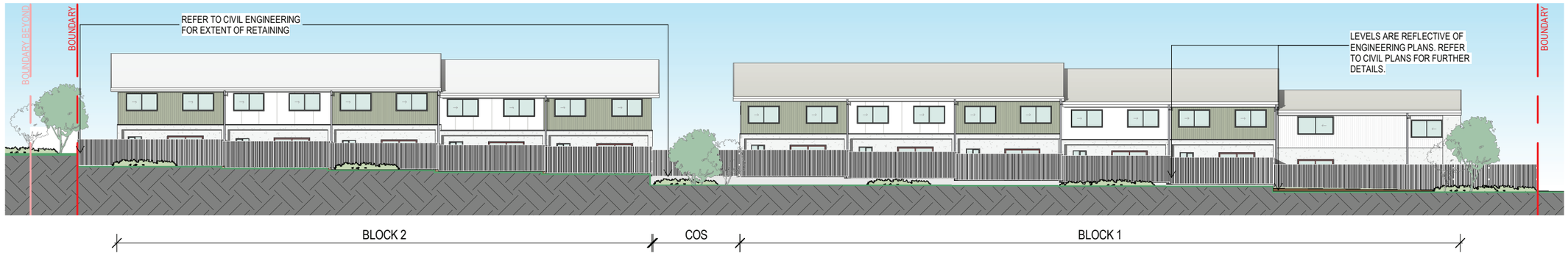
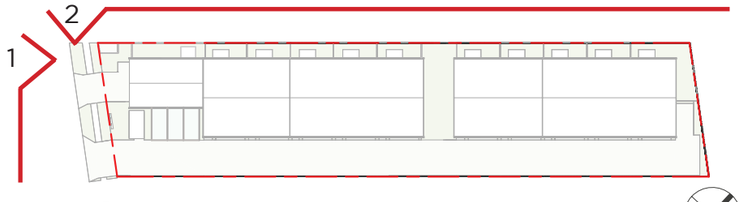


2 - NORTH WEST ELEVATION



SITE ELEVATIONS

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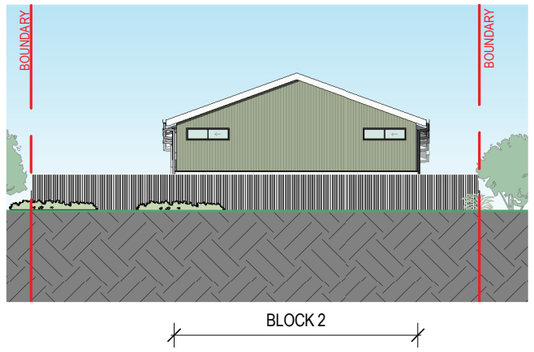
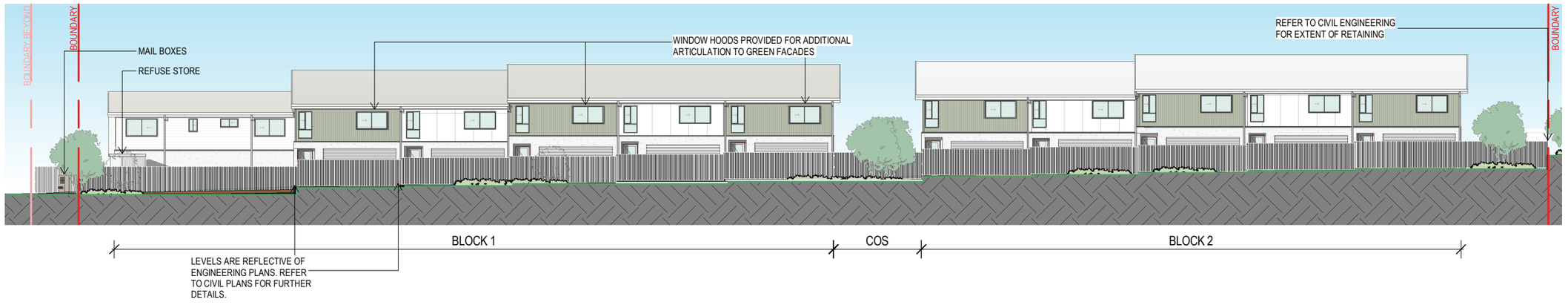
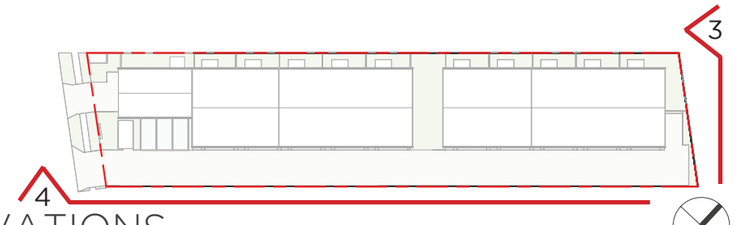


3 - NORTH EAST ELEVATION



4 - SOUTH EAST ELEVATION



SITE ELEVATIONS

DEVELOPMENT APPLICATION - INFORMATION RESPONSE PACKAGE

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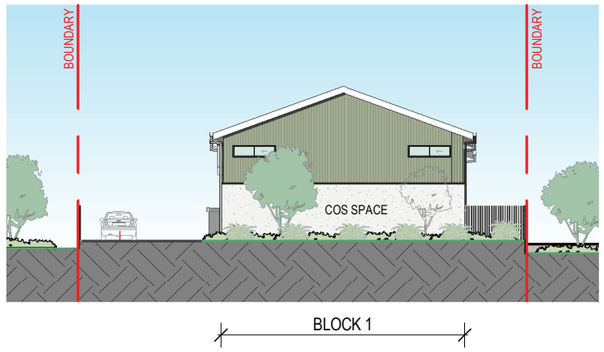
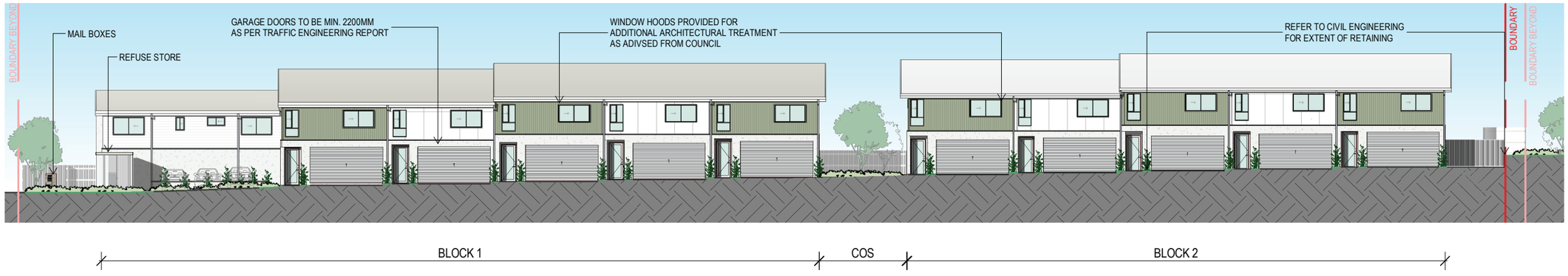
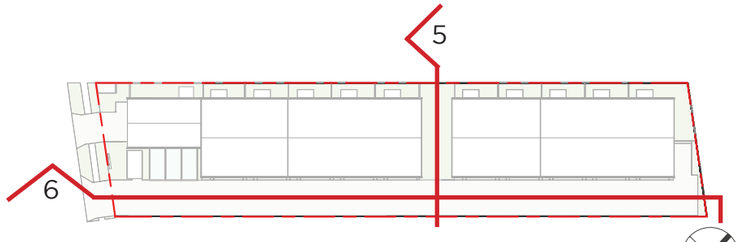


5 - INTERNAL ELEVATION



6- INTERNAL ELEVATION



INTERNAL ELEVATIONS

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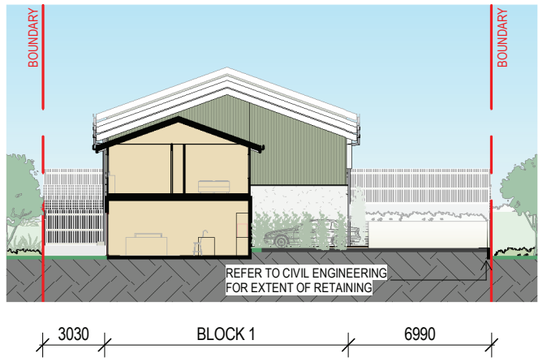
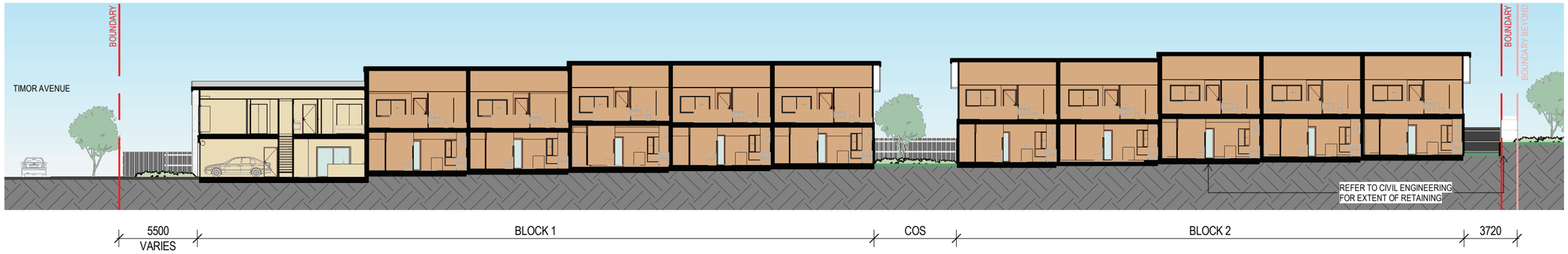


1 - SITE SECTION



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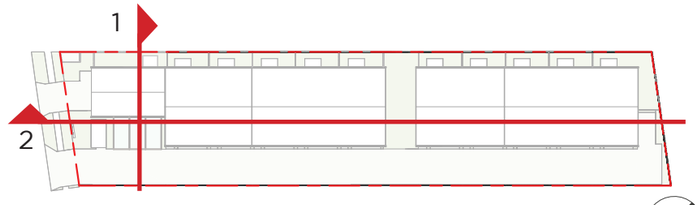

SITE O/A SECTIONS

DEVELOPMENT APPLICATION - INFORMATION RESPONSE PACKAGE

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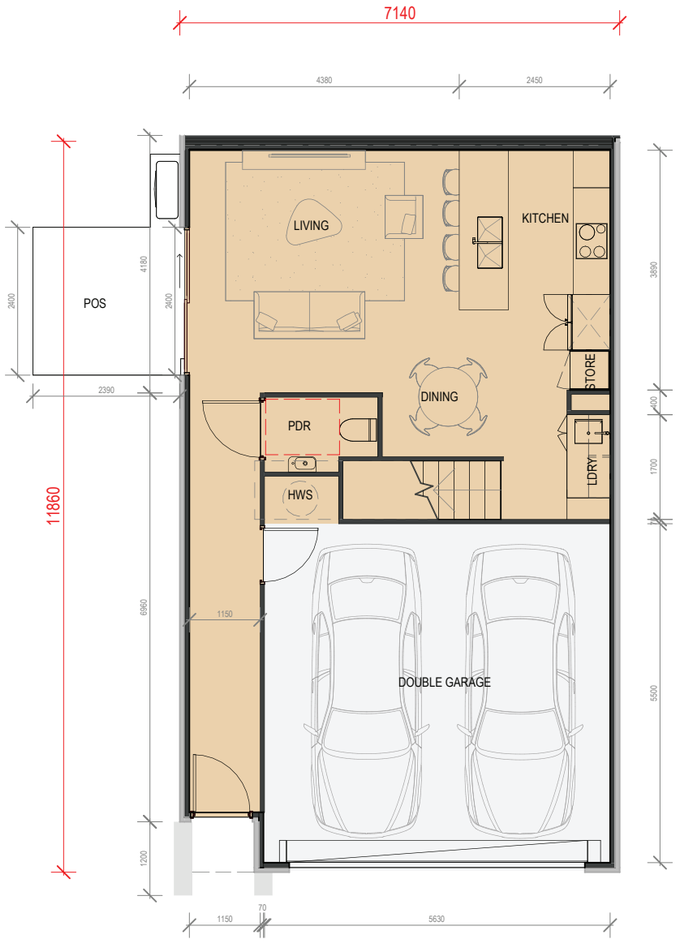
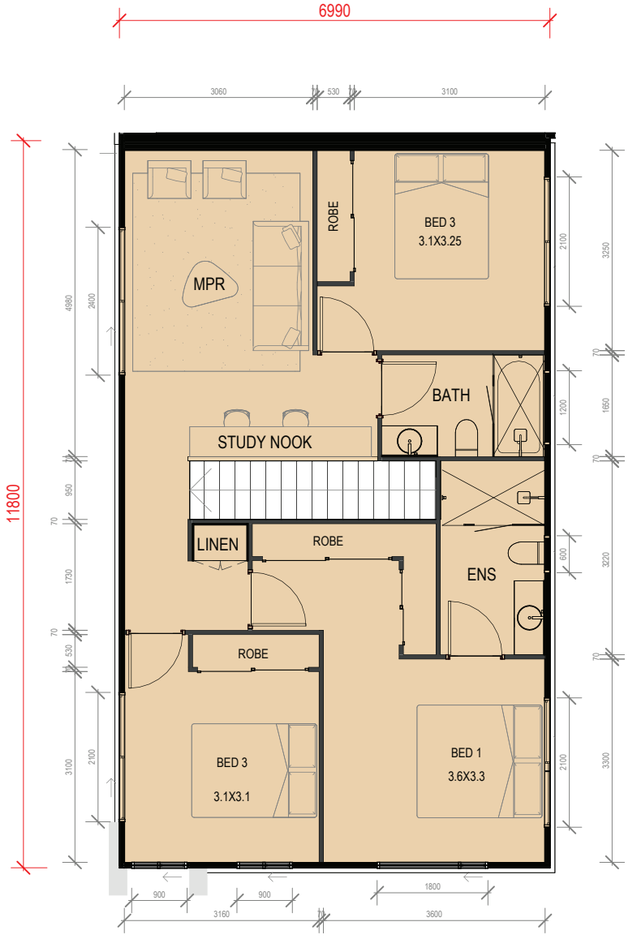
4

Technical

ARCHITECTURAL DRAWINGS TOWNHOUSES



GROUND FLOOR PLAN



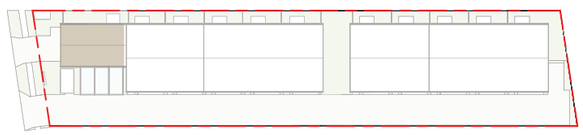
LEVEL 01 PLAN

TOWNHOUSE TYPE A - 4 BED AREAS

UPPER LEVEL	-	78.36m²
GROUND LEVEL	-	81.16m²
TOTAL INTERNAL AREA	-	159.52m²

AREAS CALLCULATED TO EXTERIOR WALLS AND CENTRELINE OF PARTY WALLS

ALL AREAS INDICATIVE ONLY TO BE CONFIRMED BY SURVEYOR



TOWNHOUSE INTERNAL LAYOUT A

DEVELOPMENT APPLICATION

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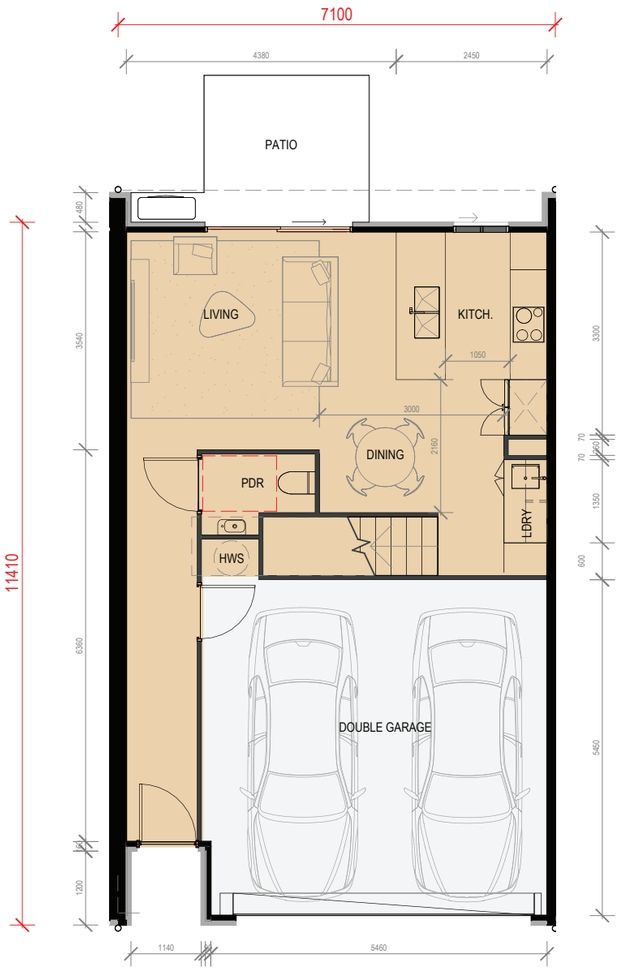
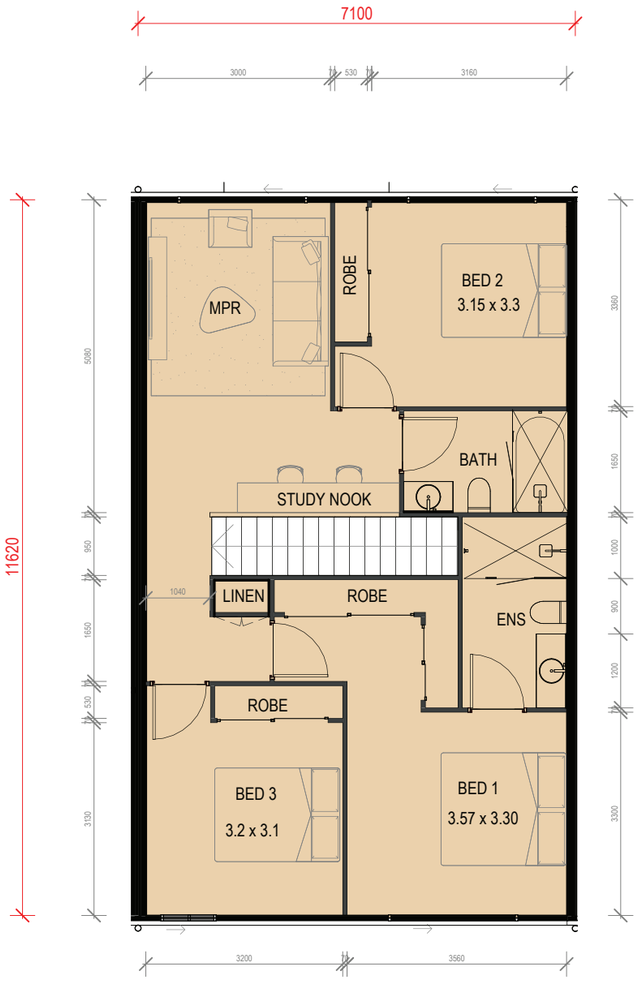


GROUND FLOOR PLAN



LEVEL 01 PLAN

TOWNHOUSE TYPE B - 4 BED AREAS

UPPER LEVEL	-	78.51m²
GROUND LEVEL	-	77.85m²
TOTAL INTERNAL AREA	-	156.36m²

AREAS CALLCULATED TO EXTERIOR WALLS AND CENTRELINE OF PARTY WALLS

ALL AREAS INDICATIVE ONLY TO BE CONFIRMED BY SURVEYOR



TOWNHOUSE INTERNAL LAYOUT B

DEVELOPMENT APPLICATION

38 TIMOR AVE, LOGANHOLME QLD

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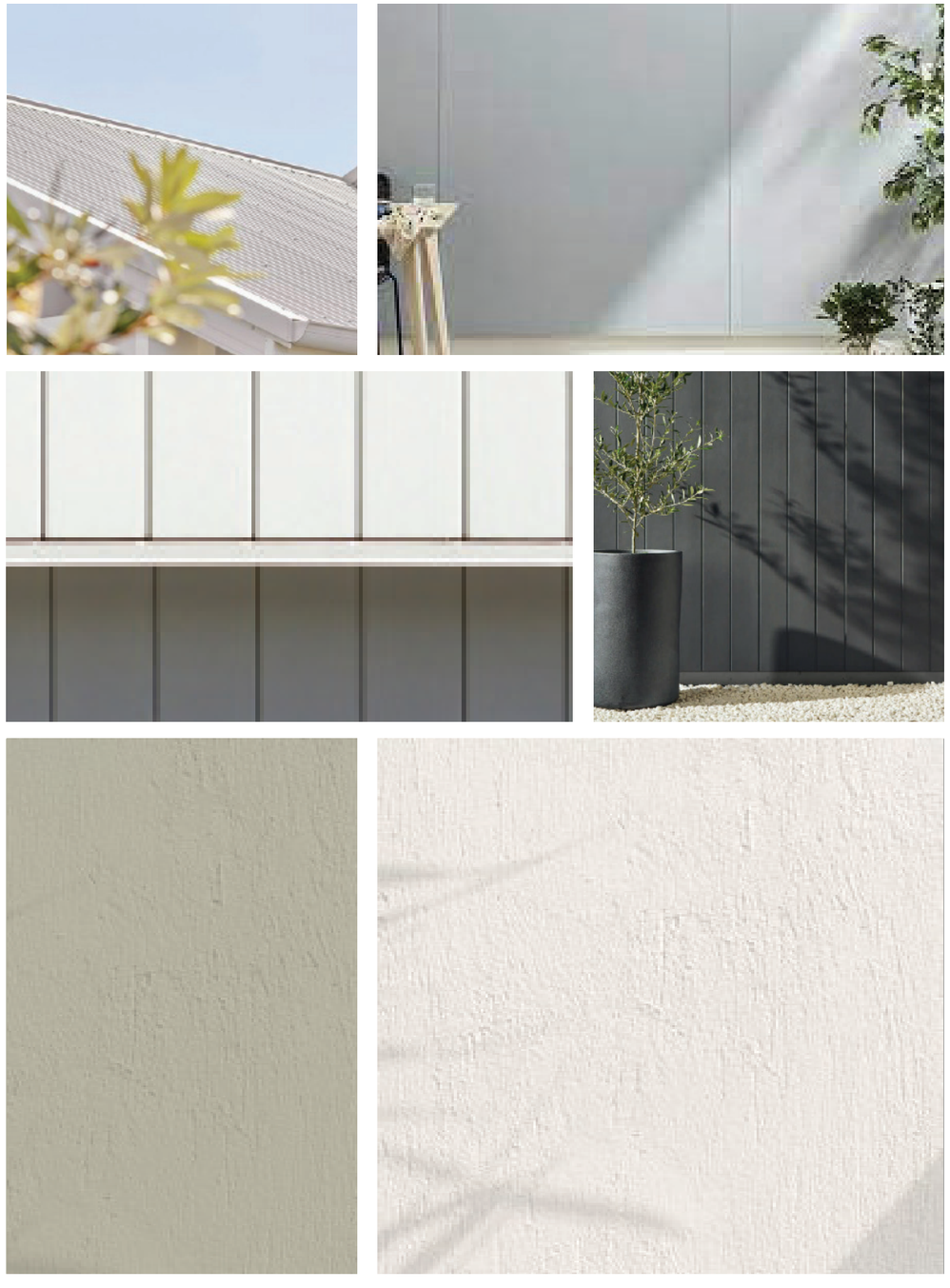
ACCENT WALLS TO UPPER LEVELS FEATURING A
VARIETY OF PAINT COLOURS AND FEATURE CLADDING.



CONTEMPORARY WHITE AND GREEN PALLET

OR SIMILAR

MATERIALITY
AND FINISHES PALLET

DEVELOPMENT APPLICATION

38 TIMOR AVE, LOGANHOLME QLD

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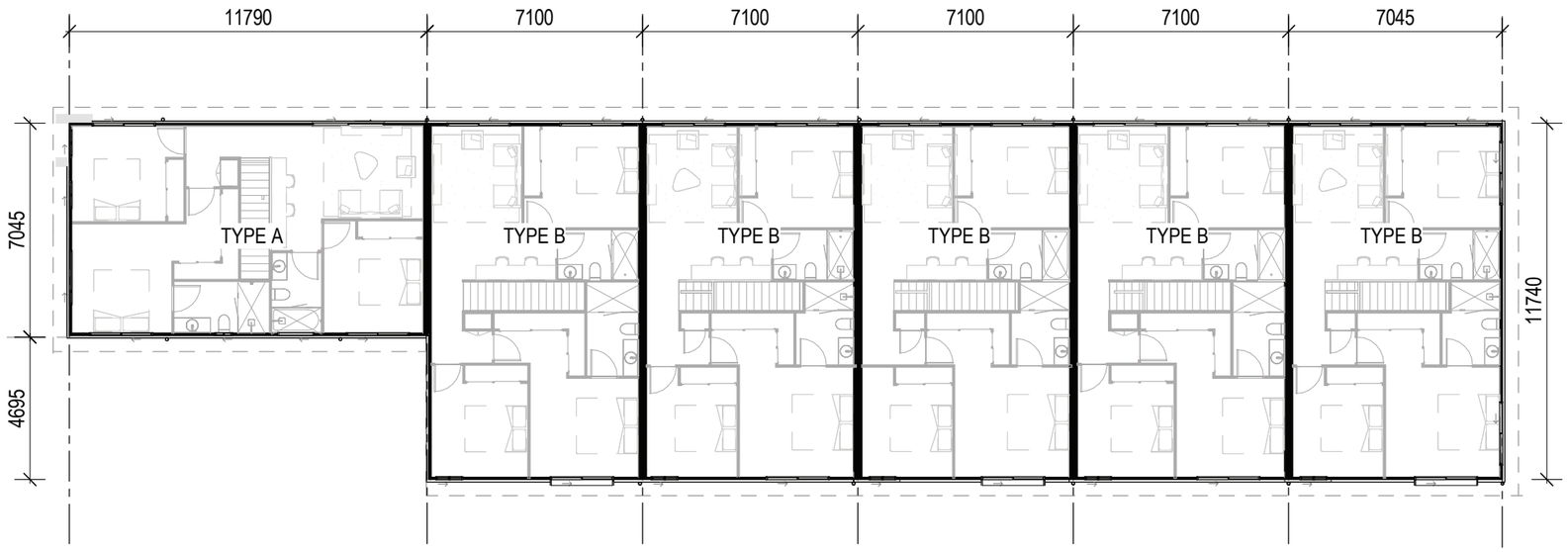
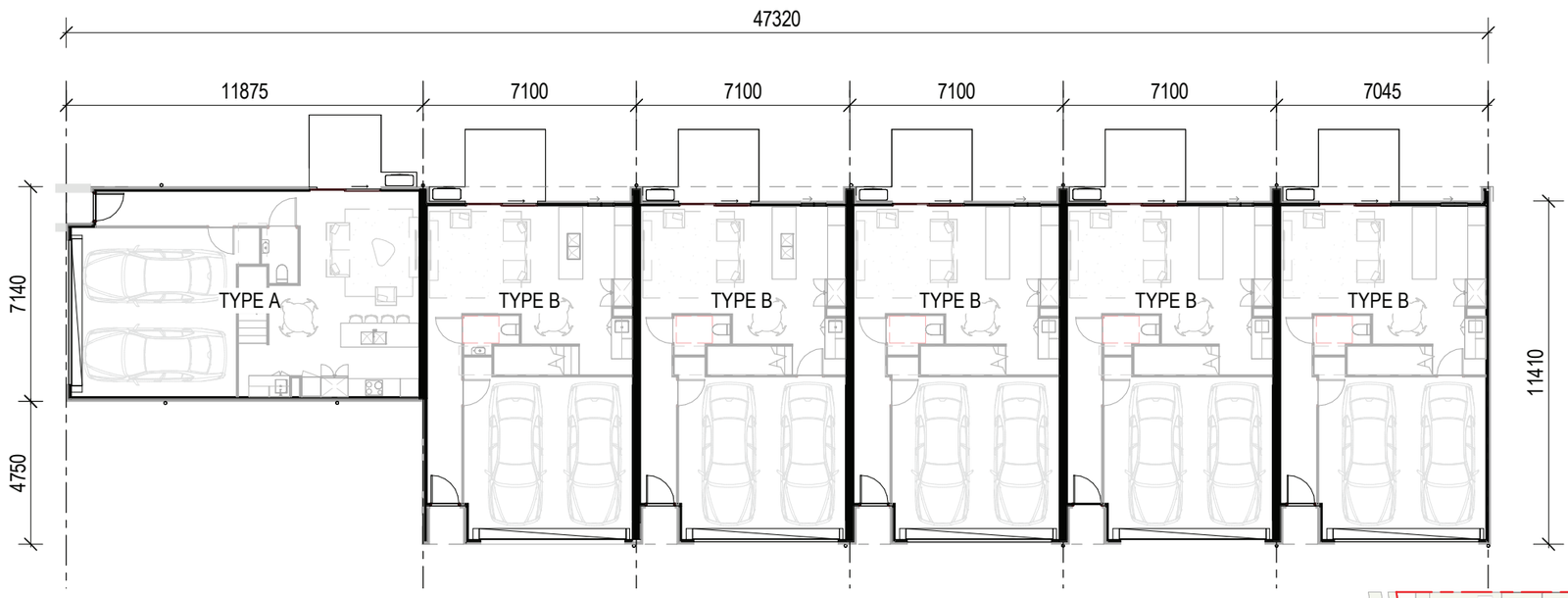


LEVEL 01 FLOOR PLAN



GROUND FLOOR PLAN



DEVELOPMENT APPLICATION - INFORMATION RESPONSE PACKAGE

38 TIMOR AVE, LOGANHOLME QLD

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BLOCK 1 - PLANS

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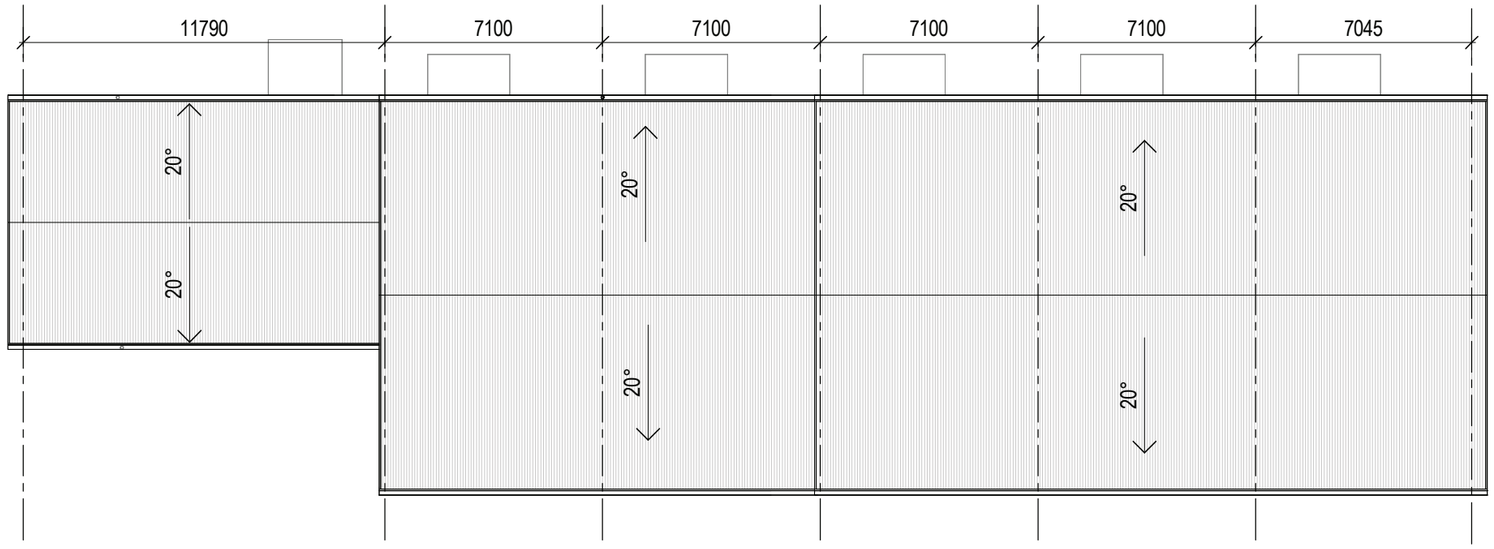

ROOF PLAN



BLOCK 1 - ROOF PLAN

DEVELOPMENT APPLICATION - INFORMATION RESPONSE PACKAGE

38 TIMOR AVE, LOGANHOLME QLD

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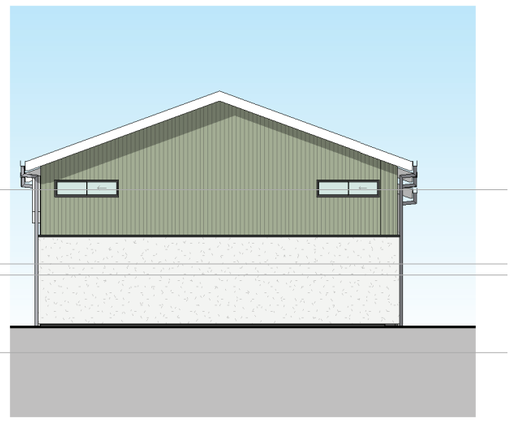
ELEVATION A



ELEVATION B



ELEVATION C



ELEVATION D

MATERIALS



JAMES HARDIE - SCYON 'AXON' OR SIM



JAMES HARDIE - FINE TEXTURE CLADDING



CONCRETE RENDER FINISH



COLORBOND ROOF SHEETING

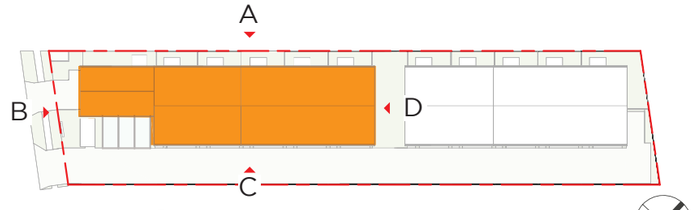
FINISHES

PAINT FINISH:
DULUX / COLORBOND
VIVID WHITE

PAINT FINISH:
DULUX / COLORBOND
SURFMIST

PAINT FINISH:
DULUX
CUCUMBER CRUSH

OR SIMILAR



BLOCK 1 - ELEVATIONS

DEVELOPMENT APPLICATION - INFORMATION RESPONSE PACKAGE

38 TIMOR AVE, LOGANHOLME QLD

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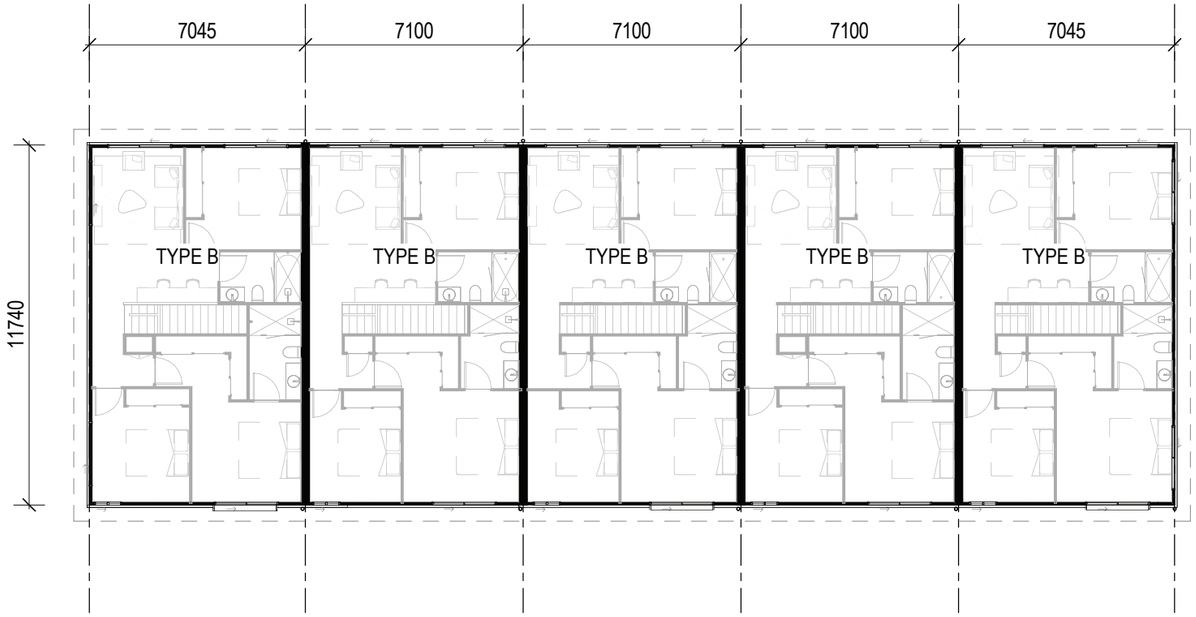
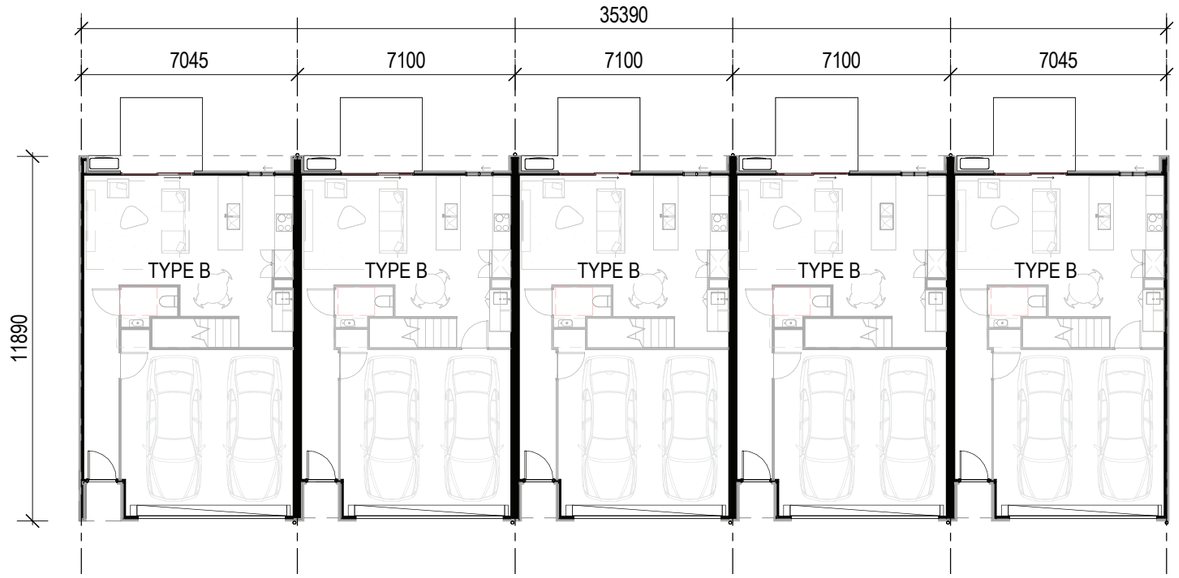
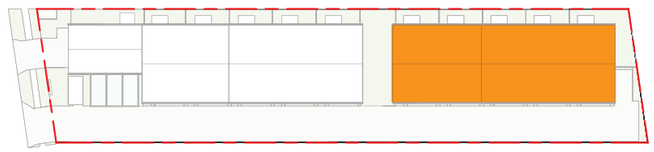


LEVEL 01 FLOOR PLAN



GROUND FLOOR PLAN



BLOCK 2- PLANS

DEVELOPMENT APPLICATION - INFORMATION RESPONSE PACKAGE

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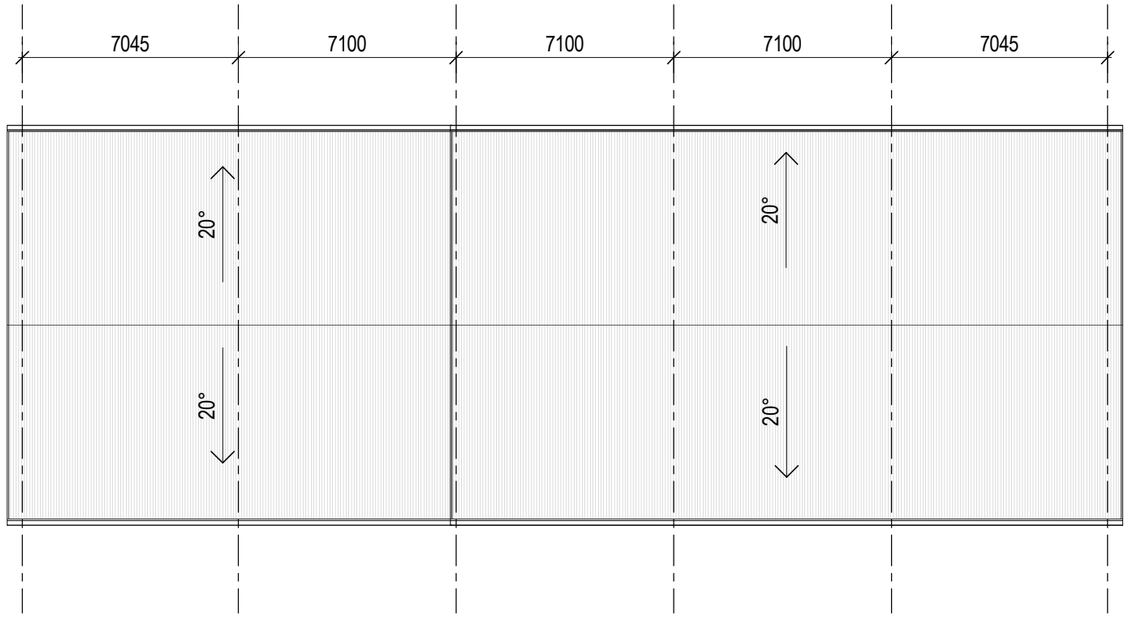
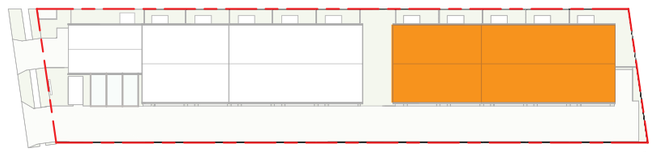


ROOF PLAN



BLOCK 2- PLANS

DEVELOPMENT APPLICATION - INFORMATION RESPONSE PACKAGE

38 TIMOR AVE, LOGANHOLME QLD

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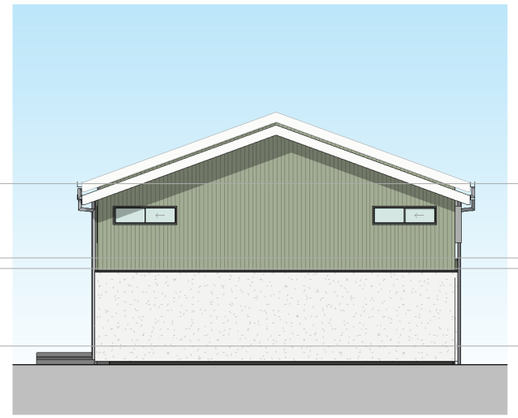
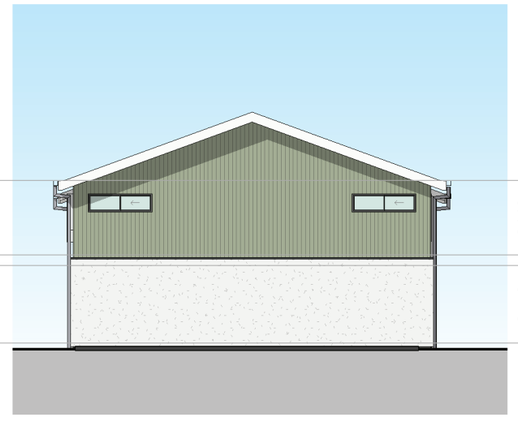
ELEVATION A



ELEVATION B



ELEVATION C



ELEVATION D

MATERIALS



JAMES HARDIE - SCYON 'AXON' OR SIM



JAMES HARDIE - FINE TEXTURE CLADDING



CONCRETE RENDER FINISH



COLORBOND ROOF SHEETING

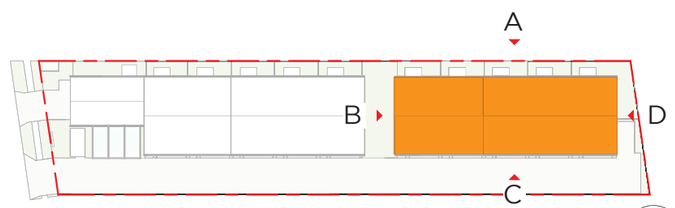
FINISHES

PAINT FINISH:
DULUX / COLORBOND
VIVID WHITE

PAINT FINISH:
DULUX / COLORBOND
SURFMIST

PAINT FINISH:
DULUX
CUCUMBER CRUSH

OR SIMILAR



BLOCK 2 - ELEVATIONS

DEVELOPMENT APPLICATION - INFORMATION RESPONSE PACKAGE

38 TIMOR AVE, LOGANHOLME QLD

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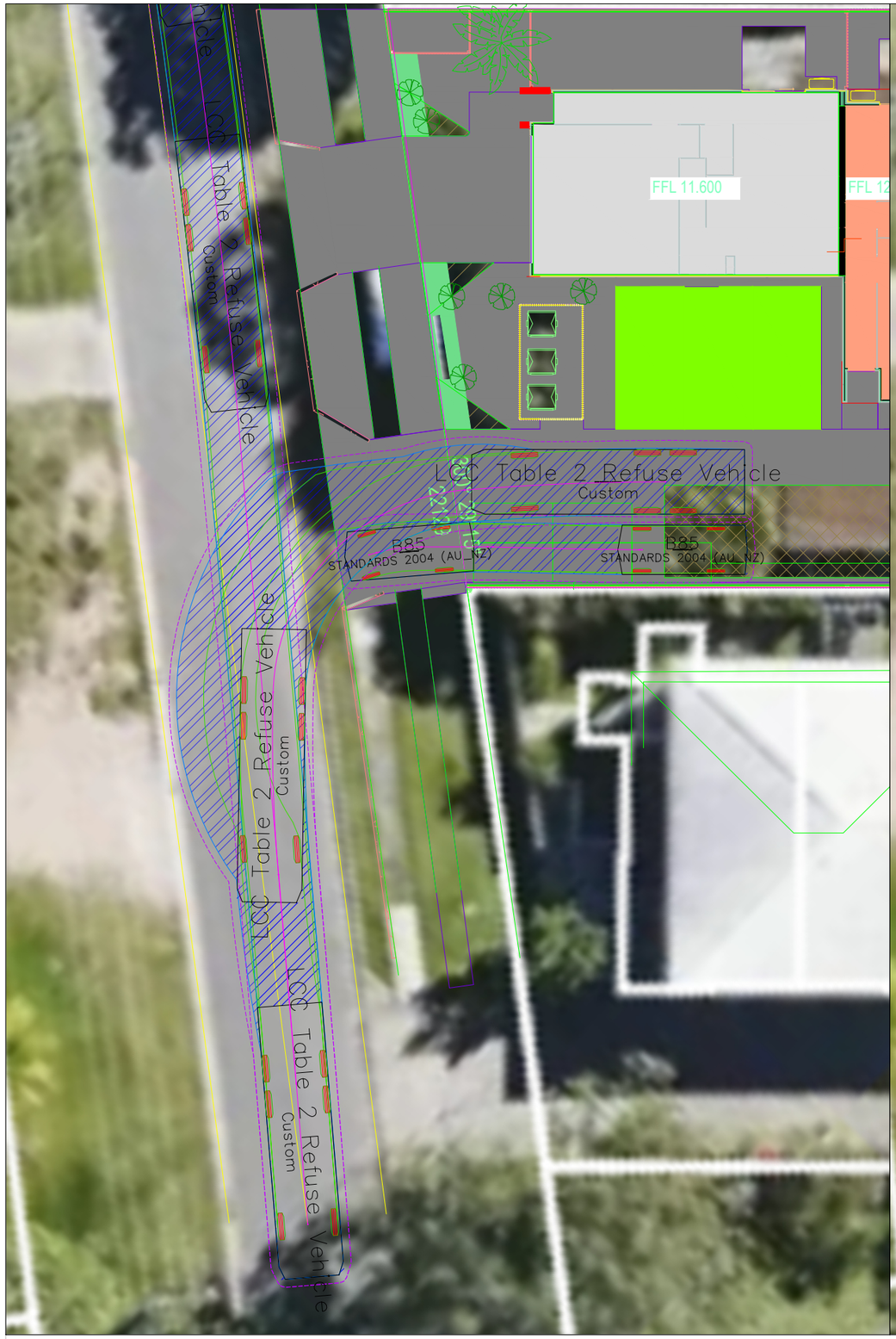
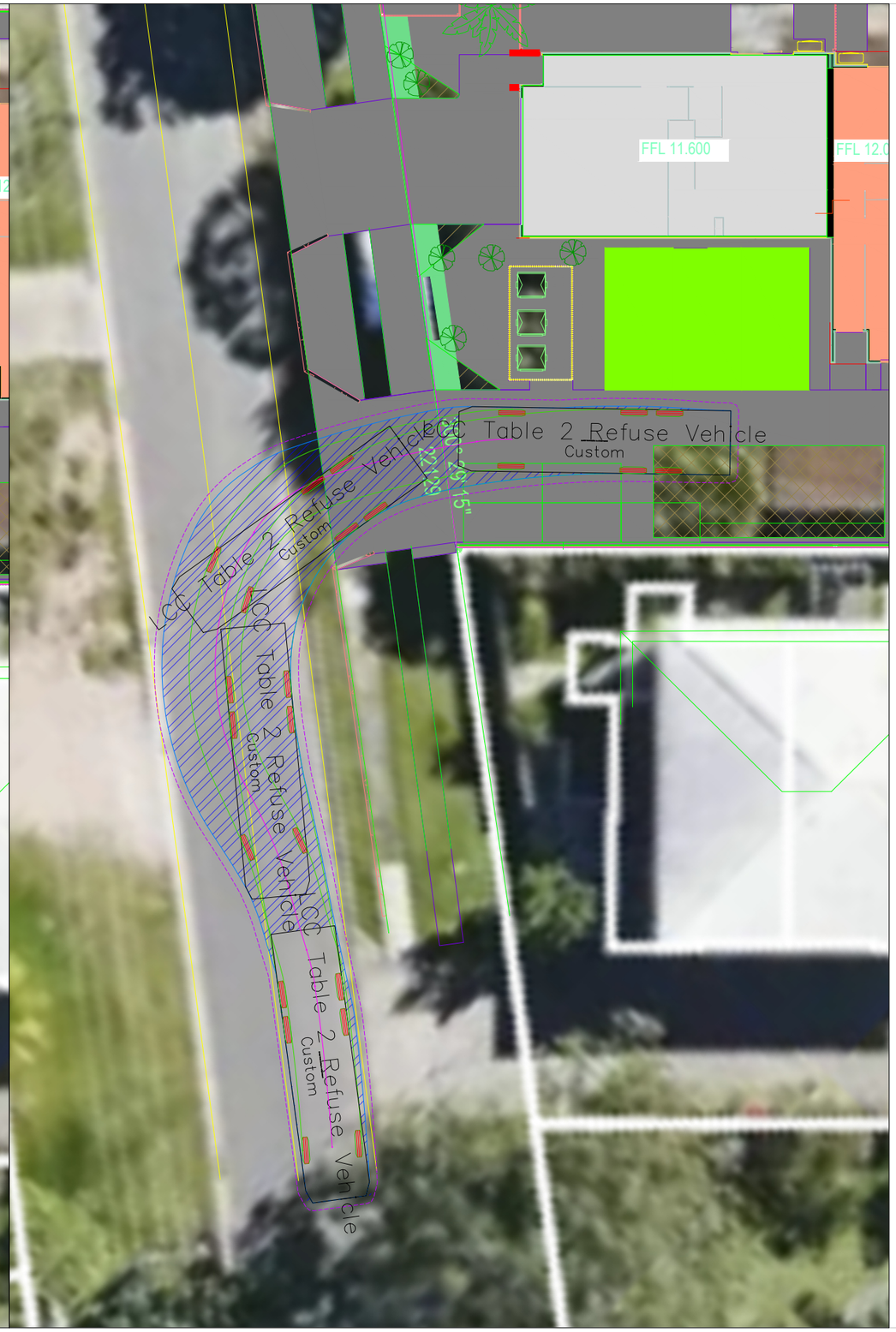
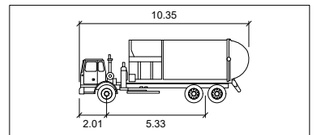
ATTACHMENT C – SWEPT PATH ASSESSMENT







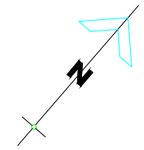
LCC Table 2 Refuse Vehicle

meters

Width	:	2.45
Track	:	2.45
Lock to Lock Time	:	6.0
Steering Angle	:	34.0

LEGEND

- VEHICLE WHEELS
- VEHICLE BODY
- 0.3m BODY CLEARANCE



Prepared for : Brookmore Building Solutions
Designer : Gus Miller
Checked : Karl Chua
Approved : Karl Chua (RPEQ No. 31618)
Date : 19/08/2026

Swept Path Assessment - Refuse Collection Entry and Exit Manoeuvres
38 Timor Avenue, Loganholme

SCALE 1 0 1 2 3 4 5 (metres)
1 : 100 (FULL SIZE)

BE260151-SK01

BURCHILLS ENGINEERING SOLUTIONS
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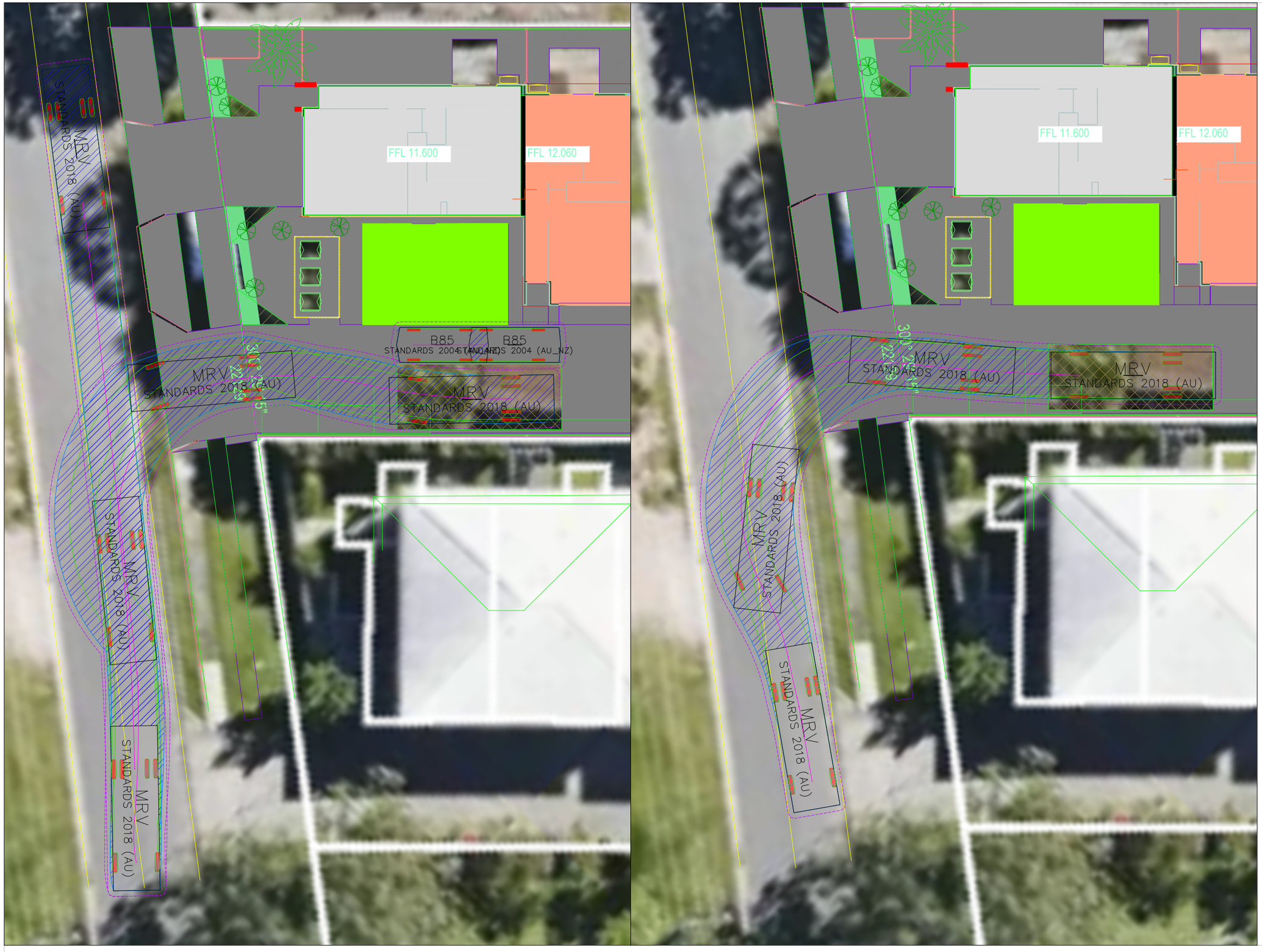
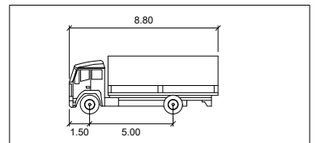
Coote Burchills Engineering Pty Ltd
ABN 76 166 942 365



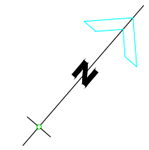


MRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

LEGEND

- VEHICLE WHEELS
- VEHICLE BODY
- 0.3m BODY CLEARANCE



Prepared for : Brookmore Building Solutions
Designer : Gus Miller
Checked : Karl Chua
Approved : Karl Chua (RPEQ No. 31618)
Date : 19/08/2026

Swept Path Assessment - Servicing Entry and Exit Manoeuvres
38 Timor Avenue, Loganholme

SCALE 1 0 1 2 3 4 5 (metres)
1 : 100 (FULL SIZE)

BE260151-SK02

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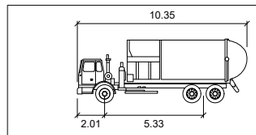
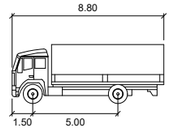
Coote Burchills Engineering Pty Ltd
ABN 76 166 942 365





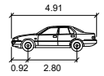
LCC Table 2 Refuse Vehicle

	meters
Width	: 2.45
Track	: 2.45
Lock to Lock Time	: 6.0
Steering Angle	: 34.0



MRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

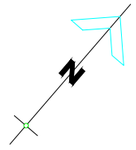


B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

LEGEND

- VEHICLE WHEELS
- VEHICLE BODY
- 0.3m BODY CLEARANCE



Prepared for : Brookmore Building Solutions
Designer : Gus Miller
Checked : Karl Chua
Approved : Karl Chua (RPEQ No. 31618)
Date : 19/08/2026

Swept Path Assessment - Passing Manoeuvres
38 Timor Avenue, Loganholme

SCALE 1 0 1 2 3 4 5 (metres)
1 : 100 (FULL SIZE)

BE260151-SK03

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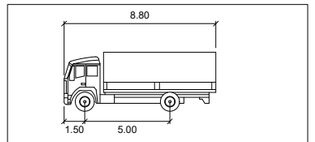

MRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

LEGEND

- VEHICLE WHEELS
- VEHICLE BODY
- 0.3m BODY CLEARANCE

Prepared for : Brookmore Building Solutions
Designer : Gus Miller
Checked : Karl Chua
Approved : Karl Chua (RPEQ No. 31618)
Date : 19/08/2026

Swept Path Assessment - Servicing Nose-In, Reverse-Out Manoeuvres
38 Timor Avenue, Loganholme

SCALE 5 0 5 10 (metres)
1 : 250 (FULL SIZE)

BE260151-SK04

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