



103760644

Information Response Notice

Date Received by Council:	File:	642697-1
	Doc No:	6497411
	Author/ Action Officer:	Michelle Yu <input type="checkbox"/>
Officer Initials:		

Application: MCUI/66/2009
 Shopping Centre

File Number: 642697-1

Responsible Officer: Michelle Yu

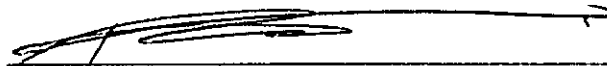
In accordance with Section 3.3.6 of the *Integrated Planning Act 1997*, an Information Request has been issued to you in respect to your development application. As set out in the information request, under Section 3.3.8 of the *Integrated Planning Act 1997* there are three (3) ways that you can respond to the Information Request. This is the Notice to be used by you to satisfy your mandatory requirements in responding to the Information Request and ensuring that Council is clear in understanding your position in respect to the Information Request. You are required to complete this page and return it to Council attached to the top of your response (if there is one) to the Information Request.

Therefore, please tick one of the following boxes, attach this page to your Information Request response (if you are making one), sign the bottom of the page and return to Council.

- I have provided all of the required information outlined in the Information Request so the development application can proceed based on this submission.
- I have provided part of the required Information outlined in the Information Request so the assessment of the development application can proceed based on this submission and this response to be taken to be a Notice under section 3.3.8(b) of the *Integrated Planning Act 1997*.
- I do not intend to provide any of the required Information outlined in Information Request and ask to proceed with the assessment of the development application based on this submission and that this response is considered a Notice under section 3.3.8(c) of the *Integrated Planning Act 1997*.

Applicant: PLANNING INITIATIVES

Applicant Signature:



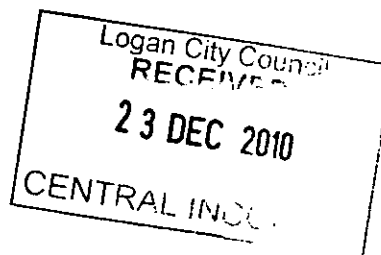
Date:

22 / 12 / 10

Attach this Notice to the front of your Information Response.

Important Note:

Any response to Council that does not include this page properly completed will not be treated as an Information Request Response and therefore, unless an exemption is granted by Council, will not progress the development application into the next stage of IDAS (Integrated Development Assessment System). Council may respond to any information submitted as a means of finalising or clarifying the information requested to be submitted, however there is no specific timeframe for Council to do so, and doing so does not reduce the Council's statutory decision making period.



22 December 2010

The Chief Executive Officer
Logan City Council
PO Box 3226
Logan City DC QLD 4114

Attention: Ms Michelle Yu

Dear Michelle,

INFORMATION RESPONSE APPLICATION REFERENCE (MCUI/66/2009)

**IMPACT ASSESSABLE APPLICATION (SHOPPING CENTRE) – 1-13 FIFTH
AVENUE, MARSDEN
DESCRIBED AS LOT 90 ON SP 208483**

Following receipt of Logan City Council's Information Request dated 9 March 2010, we respond to the issues raised as follows.

Information Requested

1. ADMINISTRATION

- 1.1. *The applicant is requested to submit the attached 'Information Response Notice', completed in full, to the front of any response to this Information Request.*

The notice is attached to the front of this letter.

2. PLANNING

- 2.1. *The applicant is to submit an amended economic need and impact assessment in accordance with section 4.15.1 of Planning Scheme Policy 1 of the Logan Planning Scheme 2006. In particular please provide:*
- 2.1.1. *an estimate on the impact of the development of the approved 3300m² shopping centre (application no. MCUC/201/2007) to be located at 33-45 & 55 Waratah Drive, Crestmead as the trade areas are likely to have a significant overlap; and*

2.1.2. *details as to commitments and major prospective tenants.*

Further to a range of detailed economic meeting and negotiations. Please refer to the attached additional economic reporting undertaken by Duane Location and RPS which specifically address the catchments to which the Fifth Avenue Marsden Centre will service and its impacts upon the viability for a future expansion anchored by a supermarket at Wembley Road.

Both reports have concluded that the two centres will serve separate primary trade areas and that the development of either centre would not prevent the other developing in the future. RPS have concluded that should the Marsden approval be granted, with the expected population growth rates the Wembley Road site could be anchored with a full line supermarket by 2016 or potentially earlier.

We also note that when taking into consideration the design/approvals and construction process which is still to be undertaken at Fifth Avenue Marsden, the timing for when both Fifth Avenue Marsden and Wembley Road will be operating is even further reduced.

Please refer to the attached joint report between Council's third party economic reviewer, RPS and Duane Location which identifies areas of agreement as to the proposed Supermarket at Fifth Avenue Marsden and its impact upon the surrounding catchment and locality.

An additional report which has been prepared by RPS has been attached in response to Council's concerns about Waratah Drive, Crestmead. The report concludes that "The 5th Ave centre anchored by a full line supermarket caters to a market need that can not be filled by a 1,700 Sq M top up supermarket, located central to a distinct catchment, which functions as part of a retail network occupied by numerous full line supermarkets. The viability of the expanded WFF centre is therefore largely divorced from the presence or absence for the 5th Ave centre with the trading potential of the expanded WFF centre contingent on its ability to cater to the convenience and top up needs of the local catchment by serving a tier of the retail hierarchy that is one step lower than that occupied by full line supermarkets".

Please also find the attached letter of commitment from Woolworths as per Council request.

Further to a meeting with Council on Monday 13th December 2010 we also provide the following justification relating to compliance with the definition of Overwhelming Economic Need within the Logan Planning Scheme 2006.

Overwhelming Economic Need.

in relation to development means the circumstances where-

(a) the development will not have an extremely large adverse effect on the economic viability of an existing development; and

(b) the community would experience an extremely large adverse economic impact if the development were not to proceed.

It has been identified through reporting undertaken by RPS that the community within the catchment surrounding the site at Fifth Avenue, Marsden is currently underserved with adequate retail. Residents of this area are currently doing their weekly Supermarket shop at either Marsden Park or Browns Plains. Fifth Avenue is evenly located between these centres and will capture the weekly shopping requirements currently leaving the catchment.

It is concluded that the proposal will have a positive effect for residents currently living in the catchment surrounding the site as the community will be provided with the benefit of additional retail options on a site which can be appropriately conditioned to ensure minimal impacts upon surrounding residents. Although the site is zoned as residential it has a history of approved commercial uses and has an existing approval for a Child Care Centre for 75 placed and a shopping centre of 1198m² of GLA. Council have concluded as part of previous investigations that the site is located near both commercial and residential developments and would be suitable for a commercial use. Therefore in our opinion the community would have an expectation that the site is commercial in nature and would not reasonable expect a residential style development onsite.

A full line supermarket is not intended to directly compete with surrounding smaller retail complexes, we note a number of smaller recent approvals for supermarkets around 1500m² however it is not expected that a full line supermarket will have an 'extremely large' impact upon these sites as the residents living in the catchment surrounding the site currently leave the area to undertake their full grocery shopping needs at either Marsden Park or Browns Plains. Further to this existing full line supermarkets in the area are currently overtrading and as such it is not expected an approval at Fifth Avenue will have an 'extremely large' impact on existing full line supermarkets.

We further note that surrounding catchments are currently undergoing significant growth as envisaged within Council's planning scheme. This growth in residential accommodation is assumed to remain steady and as such the approval of a supermarket at Fifth Avenue Marsden will not

jeopardise other existing centres outside the catchment of Fifth Avenue to develop additional full line supermarkets in the future as required.

- 2.2. *The proposal must not have parking area not being a dominant feature of the frontage and should provide an active frontage to Browns Plains Road. Provide an amended plan which demonstrates compliance with Overall Outcome 31 of the Residential Locality and Zones Code of the Logan Planning Scheme 2006.*

Please refer to the revised architectural plans and Landscape Concept Plan which show that sufficient setbacks and landscaping will be incorporated into the design to ensure the parking areas will not dominate the streetscape. Additionally the revised site plan and elevations show amendments to the buildings fronting Browns Plains Road to incorporate an outdoor dining area and ensure this aspect of the building provides an active facade.

- 2.3. *The proposal does not comply with Overall Outcome 37 of the Residential Locality and Zones code. The development is required to provide a 10m setback from the side boundaries as it adjoins a residential use. The boundary clearance must include the 3m wide landscaping area and may be used for loading and unloading facilities for Small Rigid Vehicles, parking and a driveway.*

It is not considered suitable to have servicing areas around the perimeter of the site directly adjoining a residential area. The current design utilises the proposed shop buildings to shield the adjacent residential land uses. Where loading facilities are located to the rear of shopping centres such as this one, they add significant noise sources in closer proximity to the adjacent residential receptors (loading, refrigerated trucks, vehicle movements, etc). In addition the concrete facades of the shops, and the retaining walls and/or acoustic barriers are generally reflective and typically result in a reverberant space which increases the risk of noise impacts. These factors would result in a requirement for increased barrier heights to the boundaries of residential properties (Point 8.1 indicates that excessive barrier heights are not suitable on residential boundaries). The design ensures that servicing is undertaken in a location which ensures minimal impacts upon adjoining properties. Please refer to the attached landscape concept plans which show the proposed setback and species selection to the adjoining residential properties.

- 2.4. *Please be advised that no plant, air conditioning equipment or otherwise, will be allowed to be placed on the roof. Please indicate on the proposed plan of development an alternative location for any plant, air conditioning equipment or otherwise to be installed.*

Please refer to the attached architectural plans and acoustic reporting which show that the proposed plant/air conditioning will be located in a position that will not be visible from adjoining properties. Additionally all such structures will be screened to enhance the appearance of the buildings onsite.

The current proposed design includes a 4 sided enclosure around the main plant deck atop the supermarket building to achieve predicted acoustic compliance at the adjacent residential receptors. The enclosure is noted to fully shield the plant from line of sight (constructed to 1.2 m above the height of plant itself). It is also noted that the condensers provided to the specialties uses have been located in recesses into the roof to reduce their visual impact on surrounding area (and further reduce the noise break out). If plant were to be located to the rear of the shop buildings analysis of the potential impacts of noise from the plant would be required, and it is noted that the new locations may have limited space available to provide shielding around the plant, where it is required to reduce noise breakout.

- 2.5. *The proposed fenced open stormwater drains within the site's road boundary clearance at both Browns Plains Road and Fifth Avenue is not an acceptable outcome as it does not provide a high standard of visual amenity to the development. The stormwater drains will therefore need to be covered. Please provide an amended site plan showing the stormwater drain covered at both locations. Where possible additional car parking spaces can be provided at these locations.*

Please refer to the attached revised Site Based Stormwater Management Plan and covering letter which states "The stormwater drain needs to remain open to allow overland flow into the proposed culvert that runs along the southern and western boundaries of the site and also for any possible surcharge from the culvert inlets. It is proposed to construct a suspended carpark over half of the openings and provide a stormwater grate over the rest of the current openings. This will allow carparking spaces to be added and also allows stormwater flow into and out of the underground culverts in large storm events. Refer to the revised architectural drawing 9424 DA01 by Thomson Adsett for further details.

- 2.6. *Customers should be able to conveniently and safely pick up a shopping trolley without crossing a driveway. It is therefore requested that the trolley store be relocated. Please provide an amended plan indicating an alternative location for the trolley store and perhaps within the supermarket itself.*

Please note that the trolley store will be located within the supermarket. The areas allocated in the revised architectural plans merely provide an opportunity for customers to safely leave their trolleys in a location where staff will collect and return to the main trolley store area. This concept is adopted in all convenience centres containing a full line supermarket.

3. PARKING, ACCESS AND TRAFFIC

- 3.1. *Provide an amended drawing/s indicating how the proposed driveway width/s complies with a Class 3A parking facility and Table 3.2 (including any driveway separation requirements of AS2890.1:2004 - Off-street Car Parking. The driveway width should be of sufficient width to cater for the swept path movement of an articulated vehicle without crossing the centreline of Fifth Avenue.*
- 3.2. *Provide an amended layout that shows the proposed access location clear of the 95% queue length in Fifth Avenue.*
- 3.3. *Provide an amended traffic report that will provide an appropriate intersection treatment at the Fifth Avenue / Site Access intersection based on the expected traffic generated by the proposed development, the day of opening traffic demand in Fifth Avenue and the 2021 projected traffic demands in Fifth Avenue. Within this traffic report, provide details as to how the existing pavement width in Fifth Avenue is of sufficient width to allow unimpeded traffic flow in Fifth Avenue taking into consideration all vehicle movements at the Fifth Avenue / Site Access location.*
- 3.4. *Referring to Appendix B of the traffic report by TTM Consulting Pty Ltd dated February 2010, the SIDRA analysis movement summaries that have been provided don't appear to have included the traffic generated by the development. Please amend Appendix B of the traffic report to include the development traffic movement.*

Please refer to the attached addendum to the TTM traffic reporting which concludes that Access Configuration, Access Location and Access Intersection are suitable for the application at hand and satisfy the concerns raised by Council above.

4. LOGAN WATER

- 4.1. *The applicant is required to submit an amended site plan showing the existing Council's sewerage infrastructure within the site.*
 - 4.1.1. *The amended site plan is to make provision for:*
 - 4.1.1.1. *2.0 meters minimum setback from the existing sewer for any proposed structure;*
 - 4.1.1.2. *2.5 meter wide vehicular access way to the sewer maintenance holes at the rear of the property.*

Please refer to the letter provided by OPUS Consulting which states "The revised architectural drawing 9424 DA01 by Thomson Adsett incorporates a 2.0 metre setback from any proposed structure and also allows 2.5 metre vehicular access to the proposed maintenance hole on the eastern boundary. The area above the proposed sewer realignment on the eastern boundary is to gravel with possible planting of low lying plantings so vehicular access is not restricted".

5. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

- 5.1. *To prevent shopping trolleys from being removed from the shopping centre, the trolley storage area must be located within the supermarket. Otherwise please be advised that it will be conditioned that the shopping centre installs an electronic contaminant system to prevent the misuse and dumping of shopping trolleys.*

As stated earlier the trolley store will be located within the supermarket. The areas allocated in the revised architectural plans merely provide an opportunity for customers to safely leave their trolleys in a location where staff will collect and return to the main trolley store area. This concept is adopted in all convenience centre's containing a full line supermarket.

6. STORMWATER QUALITY

- 6.1. *Provide long and cross section drawings of the bio-retention basins showing conceptual design levels including invert levels for receiving drainage. Show details of coarse sediment management (sediment forebays as required), extended detention levels, filter media and drainage layers and underdrainage.*

Please find attached OPUS drawing N-B8106 - SK01 indicating the long and cross section of the bioretention for the proposed development.

7. LIGHT EMISSIONS

- 7.1. *The applicant is requested to submit a report to Council from the applicant addressing the potential lighting impact the proposed development has on surrounding residential uses, including plans, to demonstrate compliance with the Logan Planning Scheme 2006, particularly Schedule 3 Part 1 - Light Emission standards is required.*
- 7.2. *The report should confirm that all proposed outdoor lighting fixtures will be designed, shielded, aimed, located and maintained to shield adjacent properties and to not produce glare onto adjacent*

properties or roadways. Light emissions from the premises are not to be obtrusive because of quantitative, directional or spectral attributes and shall not give rise to nuisance, discomfort, distraction or a reduction in the ability to see essential information such as road signs etc.

- 7.3. *The report should also confirm whether all proposed outdoor lighting will comply with AS4282:1997 Control of Obtrusive Effects of Outdoor Lighting.*

Please refer to the attached revised architectural plans which indicate that Lighting onsite will comply with Schedule 3 Part 1 - Light Emission standards of the Logan Planning Scheme 2006 and with AS4282:1997 Control of Obtrusive Effects of Outdoor Lighting.

8. COMMERCIAL DEVELOPMENT NEAR NOISE SENSITIVE RECEIVERS

- 8.1. *The acoustic report prepared by Air Noise and Environment Pty Ltd dated July 2008 recommends a 3.0 metre high acoustic barrier (Figure 4) along the northern boundary. From the proposed plan, the fence appears to be located on a retaining wall, which has the potential of creating a 'visual amenity' issue for the pre-existing residents. Provide an alternative solution to improve the 'visual amenity', for example, setting the fence back from the rear boundary, construction of a shorter fence with alternative noise amelioration strategies, enclosing the loading docks or construction of articulated acoustic fence with landscaping (or a combination of the above).*

The acoustic modelling undertaken has assumed that the total height of the fence from existing ground level at the boundary of the adjacent residential properties would not exceed 3 m.

- 8.2. *Please confirm that the onsite predicted noise levels will also comply with Schedule 3 – Standards, Table 1.1 (Noise Emission and Emission Standards) of the Logan Planning Scheme 2006 for both Saturday and Sundays (if activities are to occur on any of these days).*

The acoustic modelling has been undertaken considering the lowest background noise monitoring period (inclusive of Saturday and Sunday) in defining the criteria, and has assumed all operations could occur 7 days.

9. LANDSCAPING

- 9.1. *The applicant must submit an amended landscape concept plan suitable enough to demonstrate the landscape intent. The*

landscape plan and documentation shall be prepared in accordance with the provisions of Council's Landscaping Code, Planning Scheme Policies No. 2 & 5 and must include the following:

A revised landscape concept plan has been prepared which demonstrates the landscape intent.

9.1.1. *Demonstrate the location of podium planting for the shade trees where required. Provide an indicative section showing the soil profile in relation to the suspended slab;*

All shade trees shown on the concept plan are in 'natural ground'. There are no areas where shade trees are above podium.

9.1.2. *Provide an ecological assessment and indicate the trees that are to be removed and retained. Include existing street trees on the plan;*

We have now indicated the existing trees to be removed and retained, including the street trees. We do not believe the site has habitat value in terms of flora or fauna – accordingly, an ecological assessment is not considered necessary.

9.1.3. *There are two significant fig trees located along the property boundary on Browns Plains Road near the bus stop. Amend the layout of the car park and garden area to allow for the retention of these species;*

The fig trees have been inspected and we do not believe they are significant. Accordingly, as they are not located within the planned planting beds, we have shown them for removal.

9.1.4. *There is some existing mature vegetation located in the buffer area at the corner of Fifth Avenue and Browns Plains Road. Indicate if any of these trees can be retained while still allowing for the proposed swale;*

This vegetation is no longer on site and understand it was removed as part of the intersection works completed by others.

9.1.5. *Provide shade tree planting to car park areas at the rate of 1 shade tree per 2.5 car spaces with a minimum of 2.25m² of garden area per tree. 1 tree per 6 car parks is only accepted if an entire car park bay is dedicated as landscaping;*

The shade trees have been maintained at a rate of 1 per 6 spaces. This is a standard rate for shade trees within Shopping Centres throughout South East Queensland. The shade can be provided by constructing diamond shaped tree pits which allow for shade trees whilst not compromising a carparking bay.

Urban Space Design who have prepared the landscape Concept Plan have concluded that with the correct species selection as noted on the plans adequate shade can be provided at a rate of 1 tree per 6 spaces.

9.1.6. *Demonstrate surface treatments for the entire site, for example; turf, concrete, gravel, garden or paving;*

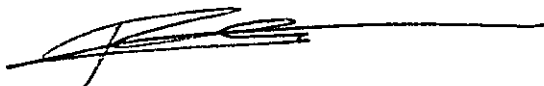
The Landscape Concept Plan is for softworks. Please refer Architectural drawings for hardworks information.

9.2. *Locate any proposed fencing on the landscape plan and indicate the type, height and style.*

The Landscape Concept Plan is for softworks. Please refer Architectural drawings for hardworks information.

The above represents a response in full to Council's Information Request. I trust that this is to your satisfaction, however, should you have any further inquiries, please feel free to call our office.

Regards,
PLANNING INITIATIVES



Peter Catchlove

Attachment 1 – Proposed Plans

REV	DATE	DETAILS	BY	CHECKED
-	11.03.2008	ISSUE FOR CLIENT REVIEW	MA	MA
A	08.03.2008	ISSUE FOR CLIENT REVIEW	MA	MA
B	28.04.2008	ISSUE FOR CLIENT REVIEW	MA	MA
C	28.05.2008	ISSUE FOR DEVELOPMENT APPLICATION	MA	MA
D	28.06.2008	REVISED SITE BOUNDARY	MA	MA
E	28.06.2008	REVISED CARPARKING AND WALKWAY	MA	MA
F	04.07.2008	REVISED CARPARKING AND BUILDING	MA	MA
G	11.07.2008	REVISED TO MATCH CIVIL	MA	MA
H	14.07.2008	REVISED FOR AIRLOCK	MA	MA
I	12.05.2009	REVISED ISSUE	MA	MA
J	14.04.2009	REVISED ISSUE - SEWER PARKING UPDATED	MA	MA
L	21.04.2009	SEWER LINE RELOCATION AND NEW MANHOLE SHOWA	MA	MA
M	27.05.2009	CARPARK LIGHTING AMMORTATION ADDED	MA	MA
N	14.10.2009			

ThomsonAdsett accept no responsibility for the usability, completeness or accuracy of data transferred electronically. Recipients should when necessary request a hard copy version for verification. Line figured dimensions in preference to scale. All dimensions to be verified on site.

Copyright
These drawings and designs and the copyright thereof are the property of ThomsonAdsett Pty Ltd and must not be used, retained or copied without the written permission of ThomsonAdsett Pty Ltd. A.B.N. 76 105 314 654. Trading as ThomsonAdsett.

ThomsonAdsett
12 Fleet Lane
South Brisbane
PO Box 3348
South Brisbane Q 4101
www.thomsonadsett.com

Etna Investments and
Nina Investments Pty Ltd

MARSDEN RETAIL
DEVELOPMENT
Cnr Browns Plains Road
and Fifth Avenue, Marsden

Project description
Ground Level

His chief
Date: May 2008
Scale: 1:500
Drawn: AC
Checked: MA
Verified: /

Project number
9424
DA 01
N

Project description
Ground Level

Project description
Ground Level

Project description
Ground Level

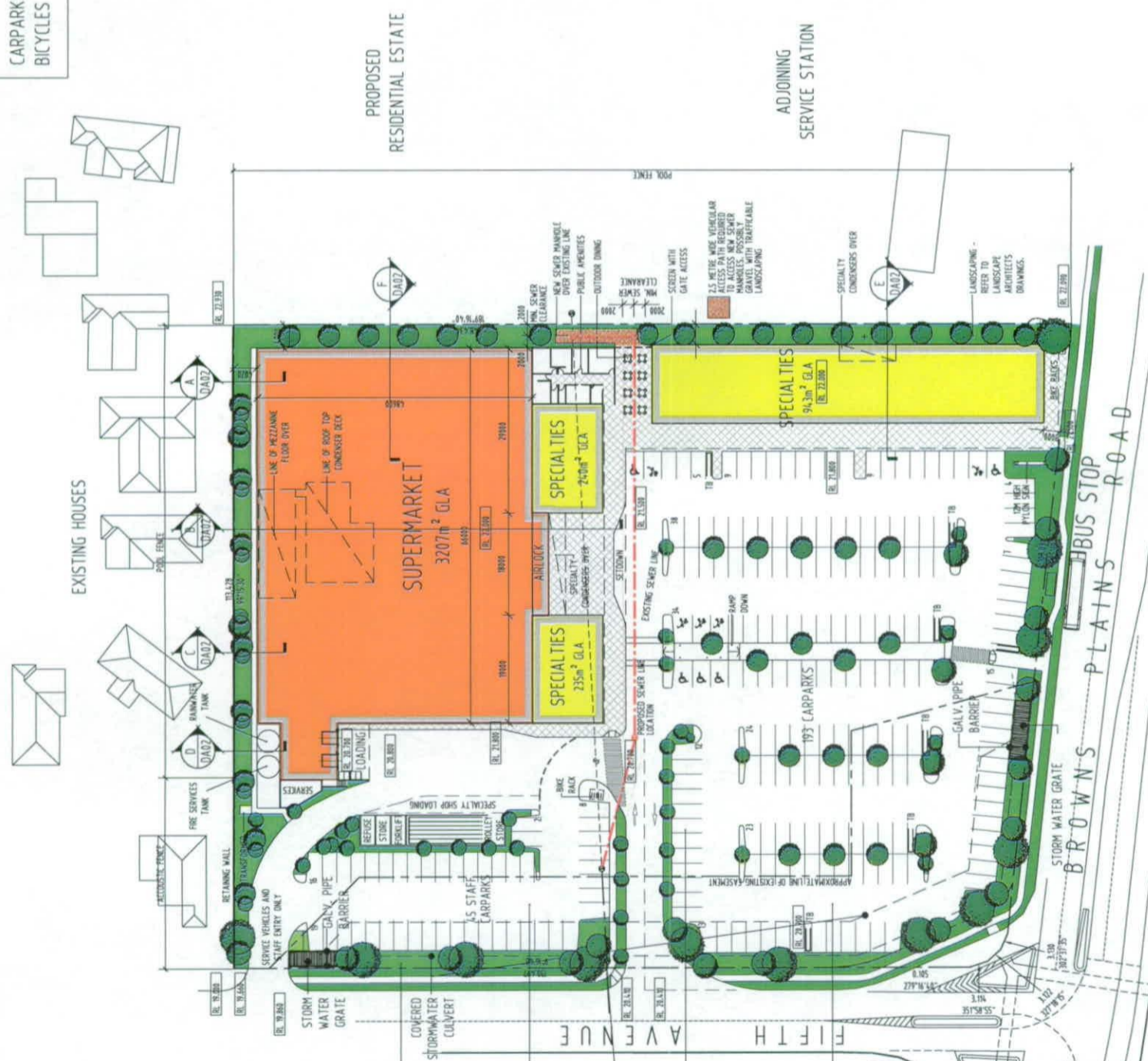
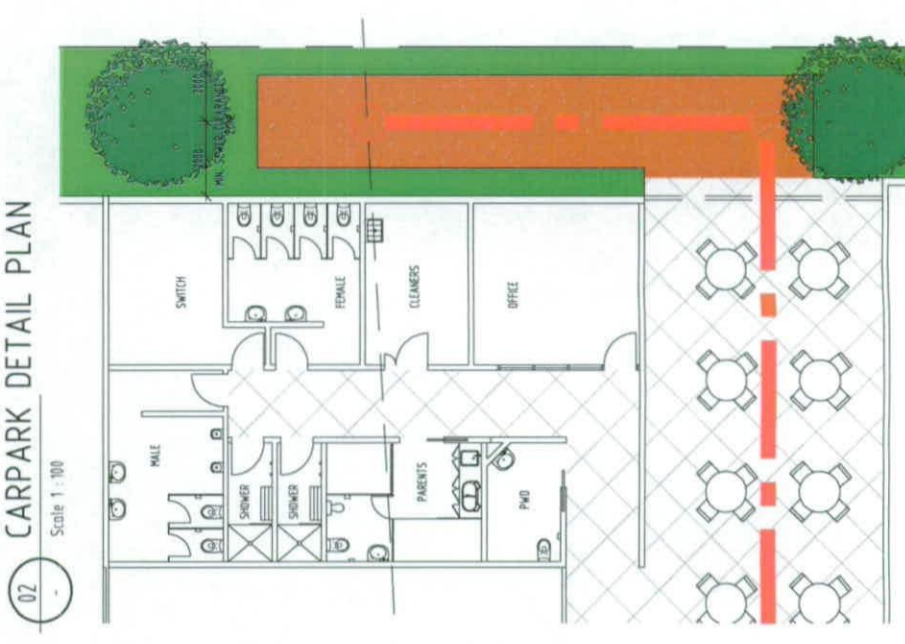
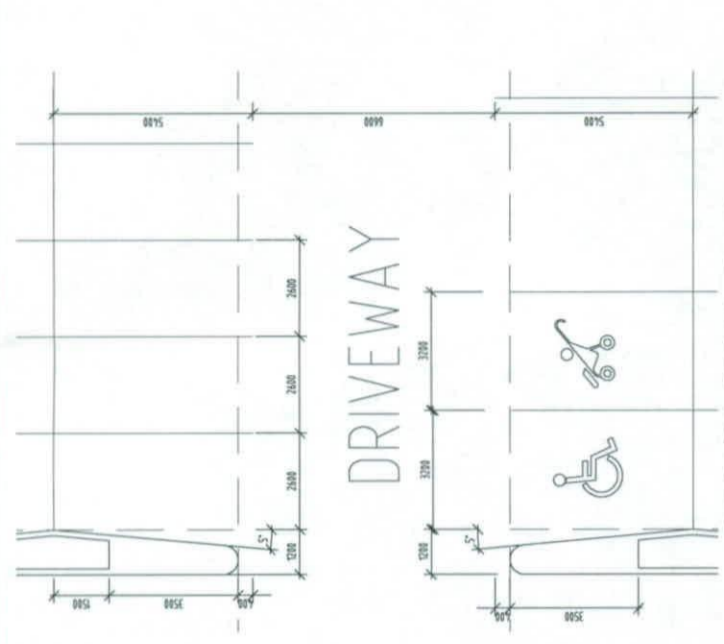
Project description
Ground Level

Project description
Ground Level

Project description
Ground Level

SCHEDULE
SUPERMARKET 3207m²
SPECIALTY SHOPS 1418m²
CARPARKS 238 (5.14/100m²)
BICYCLES 12

SITE DESCRIPTION:
Site Address - 1-13 Fifth Avenue,
Marsden, QLD 4132
RPD - Lot 68 on RP 216058
Site Area - 1.6 Hectares

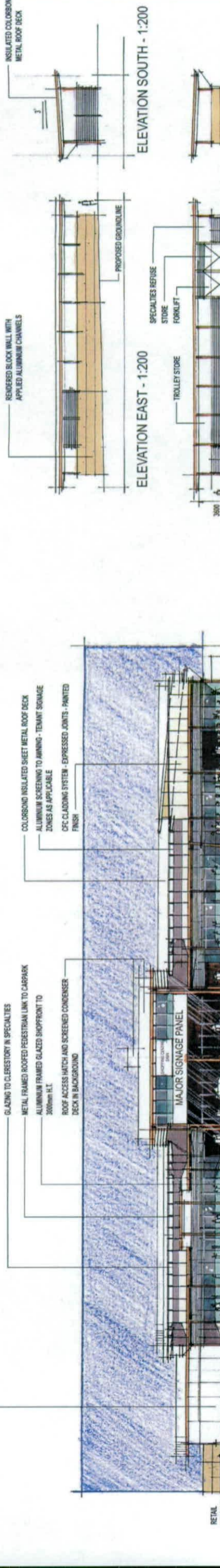


01 SITE PLAN
Scale 1:500

LANDSCAPING - REFER TO LANDSCAPE ARCHITECTS DRAWINGS.
LIGHTING PROVIDED IN ACCORDANCE WITH THE LOCAL PLANNING SCHEME 2004, SCHEDULE 3 PART 1 - LIGHT FIXTURE STANDARDS AND ASSESS THE VISUAL IMPACT OF OUTDOOR LIGHTING.
EXISTING SEWER LINE - CONFIRM ON SITE.
TREES TO BE REMOVED - REFER TO LANDSCAPE ARCHITECTS DRAWINGS.
LIGHTING PROVIDED IN ACCORDANCE WITH THE LOCAL PLANNING SCHEME 2004, SCHEDULE 3 PART 1 - LIGHT FIXTURE STANDARDS AND ASSESS THE VISUAL IMPACT OF OUTDOOR LIGHTING.

03 AMENITIES PLAN
Scale 1:100

NO.	DATE	DESCRIPTION	BY	CHK
1	12/11/20	PRELIMINARY	MA	MA
2	01/20/21	REVISED ELEVATIONS	MA	MA
3	02/01/21	REVISED ELEVATIONS	MA	MA



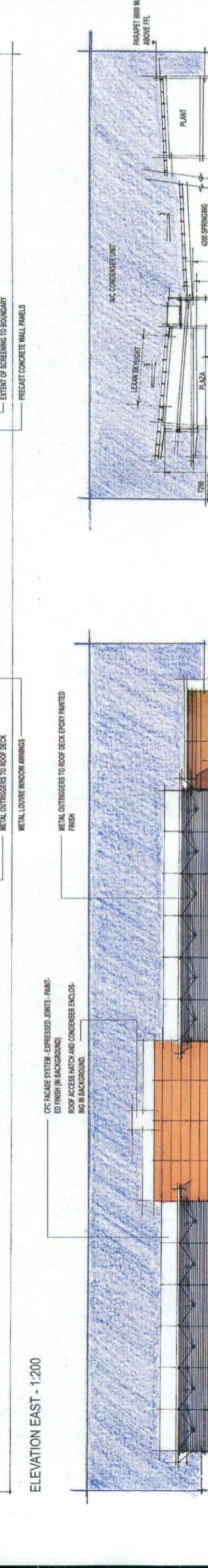
These drawings are the property of Thomson Adsett Architects Pty Ltd and must not be used, copied or reproduced without the written permission of Thomson Adsett Architects Pty Ltd. ALL RIGHTS RESERVED.

© Copyright
Thomson Adsett Architects Pty Ltd



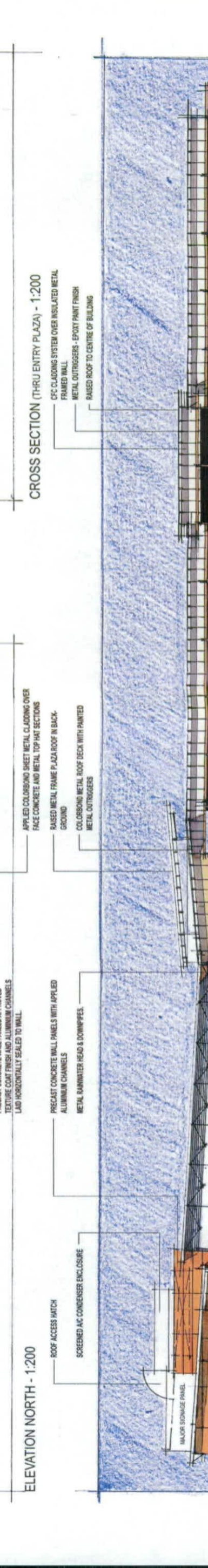
These drawings are the property of Thomson Adsett Architects Pty Ltd and must not be used, copied or reproduced without the written permission of Thomson Adsett Architects Pty Ltd. ALL RIGHTS RESERVED.

© Copyright
Thomson Adsett Architects Pty Ltd



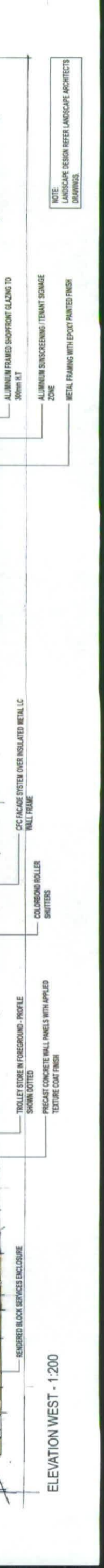
These drawings are the property of Thomson Adsett Architects Pty Ltd and must not be used, copied or reproduced without the written permission of Thomson Adsett Architects Pty Ltd. ALL RIGHTS RESERVED.

© Copyright
Thomson Adsett Architects Pty Ltd



These drawings are the property of Thomson Adsett Architects Pty Ltd and must not be used, copied or reproduced without the written permission of Thomson Adsett Architects Pty Ltd. ALL RIGHTS RESERVED.

© Copyright
Thomson Adsett Architects Pty Ltd



12 Feet Low South Brisbane
PO Box 3346 South Brisbane Q 4101
Phone (07) 3946 9999
Fax (07) 3946 9914
Email: info@thomsonadsett.com.au

THOMSON ADSETT ARCHITECTS

Ethna Investments and Nina Investments Pty Ltd

MARSDEN RETAIL DEVELOPMENT
Cm Browns Plains Road and Fifth Avenue, Marsden

9424 DA02
9/20/21

DATE: 20/02/21
SCALE: 1:200
DRAWN: MA
CHECKED: MA

PROJECT NO: 21/01/01

NOTE: LANDSCAPE DESIGN REFER LANDSCAPE ARCHITECTS DRAWINGS.

Attachment 2 – Traffic Report

8 April 2010

Our Ref: 25502

Your Ref: MCUI/66/2009

Logan City Council
City Administration Centre
150 Wembley Road
Logan Central Qld 4114

Michelle Yu,

Traffic Response to Information Request for 1-13 Fifth Ave, Marsden

TTM has been engaged by Planning Initiatives to respond to an information request from Logan City Council, dated 9 March 2010. This Information Requests, for Council Application Number MCUI/66/2009, refers to a proposed retail development at 1-13 Fifth Ave, Marsden.

The traffic related issues raised in this information request are:

- ❖ Issue 3.1 – Provide an amended drawing identifying how the proposed access driveway complies with AS2890.1. The driveway width should be sufficient to cater for a 19m articulated vehicle, without crossing the centreline of Fifth Ave.
- ❖ Issue 3.2 – Provide an amended layout that shows the access clear of the 95th percentile queue at the signals
- ❖ Issue 3.3 – Provide an amended traffic report that will provide an appropriate intersection treatment at the site access, based on opening day and 2021 projected traffic demands. Detail how the existing width of Fifth Ave is suitable to cater for this.
- ❖ Issue 3.4 – Referring to appendix B of the traffic report, the SIDRA analysis movement summaries that have been provided don't appear to include development traffic.

In preparing this response, TTM has also prepared drawing number 25502-01, which demonstrates the proposed access configuration at a more appropriate scale. This drawing is provided as an attachment and referred to in the appropriate sections of the following responses.

Access Configuration

As identified in the information request, the access design is based on the requirements of AS2890.1. AS2890.1 identifies that for a carpark of over 100 class 3 spaces on a local road, a type 3 access driveway is required.

A type 3 access driveway consists of a 6m ingress, 4m to 6m egress and 1m to 3m median. This results in an access between 11m and 15m. As shown in TTM drawing 25502-01, the proposed access driveway is 12.2m, which fits within this standard range. Clause 3.2.1 of AS2890.1 identifies that the standard driveway widths provided are to be utilised in absence of detailed

TTM Consulting (Qld) Pty Ltd

A Division of TTM Consulting Pty Ltd
ABN 65 010 868 621

P O Box 1310
Coorparoo BC 4151

t (07) 3327 9500
f (07) 3327 9501

Brisbane Gold Coast Maroochydore Sydney Melbourne 129 Logan Rd, Woolloongabba e ttmbris@ttmgroup.com.au

assessment procedures. While the proposed access satisfies this requirement, the detailed design of the access is provided to allow an efficient design to cater for vehicular access. In particular to identify how the internal taper suits the design access vehicles.

The TTM drawing shows a proposed painted median to separate the inbound and outbound movements. This separation allows sufficient driveway width to ensure that there is no conflict between inbound and outbound movements. This includes a 2m separation between in-bound and outbound cars. The painted median also allows an articulated vehicle to egress the site without encroaching on the inbound lane or crossing the centreline of Fifth Ave.

As such the proposed access does meet the practical requirements for the access and therefore does comply with Clause 3.2.1 of AS2890.1.

Access Location

In response to Council comments, TTM has revisited the analysis of the adjacent signals in Sidra. The intersection configuration utilised in the February Traffic Report analysis was as per the lane marking at the intersection. However, the practical operation of the intersection differs from this on the Fifth Ave approach.

The original analysis identified that the left turn slip lane allowed a 3 to 4 car queue in either the left turn or right turn lane without affecting the other lane. However, in practice, the 5.5m wide southbound lane will allow left turn and right turn queues to form independently of each other for at least 50m from the intersection.

TTM amended its Sidra analysis of the Browns Plains Road/Fifth Ave intersection to model this practical operation of the intersection. By allowing these queues to form independently of each other the 95th percentile queue length on Fifth Ave will be reduced significantly. As shown in Appendix 1, the queue length on Fifth Ave reduced to under 45m. As such the access will be clear of the 95th percentile queue.

It is also noted in comparing these analysis results with those in the February TTM report, that this amended layout has no overall impact on the operation of the intersection, with the Browns Plains Road approaches expected to perform the same in both analysis scenarios.

As such, based on the practical operation of this intersection, the access will be clear of the 95th percentile queue, as per the submitted design.

Access Intersection

The development access is expected to have traffic volumes as shown in Figure 1. (Note this differs slightly from the total development traffic as access to the northern driveway is excluded). TTM analysed these volumes for an unsignalised intersection assuming that through movements northbound could not overtake right turns into the site.

This analysis demonstrates that even if northbound through movements are restricted by right turns into the site, the delay to through movements is approximately 1 second on average. However, the northbound lane of Fifth Ave (including the shoulder) is 5.5m wide. This is a

suitable width to allow through vehicles to overtake turning vehicles. As such, the expected delay to through traffic is expected to be negligible.

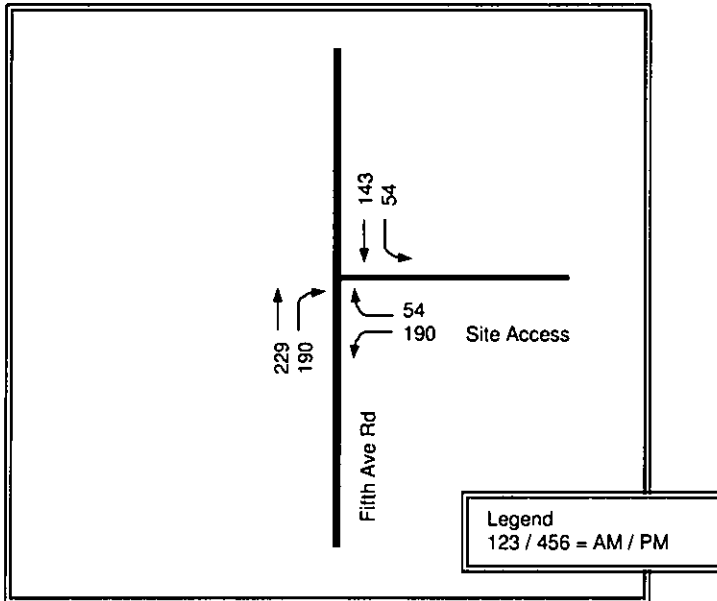


Figure 1: 2021 Traffic Volumes at Access Intersection

To further facilitate through traffic overtaking right turn traffic, it is suitable to remove the line marking which separates the through lane from the shoulder in the vicinity of the access. This will increase the lane width to 5.5m in each direction and remove the opportunity for vehicles to park in the shoulder, which would obstruct through movements. TTM recommends removing the shoulder line for at least 20m on each side of the access. This would require the edge line to be relocated adjacent the kerb in the vicinity of the access and tapered to the existing line in either direction. This is shown in drawing 25502-01.

TTM Report Appendix B

The Sidra results shown in Appendix B of TTM's Traffic Report (dated February 2010) represent 3 traffic scenarios:

- Existing traffic case (2010 survey data)
- 2021 base case (without development traffic)
- 2021 project case (with development traffic)

As such, it is only the 3rd case that includes development traffic, the other 2 cases are without development traffic.

As shown in the 3 Sidra output in the appendix, the total traffic analysed through this intersection in each case are approximately 2100vph, 2300vph and 2700vph respectively. As such, the 3rd



case represents an additional 400 vehicle per hour over the base case, which is all development traffic.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'S. Crank', written in a cursive style.

Simon Crank
Associate Director

Attachment 1 – Amended Browns Plains Road/ Fifth Ave Analysis

MOVEMENT SUMMARY

Site: 2021 Project PM Peak (all lanes)

Browns Plains and Fifth Ave, Marsden
 2021 Thursday PM Peak - Base Case, No Development
 Signals - Fixed Time Cycle Time = 70 seconds

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East Browns Plains Rd east											
5	T	693	4.0	0.327	9.0	LOS A	8.1	58.5	0.58	0.50	46.0
6	R	173	4.0	0.615	24.4	LOS C	4.5	32.7	0.97	0.62	36.0
Approach		866	4.0	0.615	12.1	LOS B	8.1	58.5	0.66	0.56	43.6
North Fifth Ave											
7	L	164	4.0	0.197	14.6	LOS B	4.2	30.3	0.55	0.72	42.9
9	R	166	4.0	0.327	30.6	LOS C	6.2	44.7	0.84	0.79	32.7
Approach		351	4.0	0.326	22.2	LOS C	6.2	44.7	0.69	0.75	37.4
West Browns Plains Rd west											
10	L	266	4.0	0.230	6.9	LOS A	2.2	15.7	0.27	0.66	48.3
11	T	1243	4.0	0.846	26.3	LOS C	23.7	171.6	0.98	1.01	32.0
Approach		1512	4.0	0.846	24.8	LOS C	23.7	171.6	0.85	0.95	34.1
All Vehicles		2727	4.0	0.846	20.5	LOS C	23.7	171.6	0.77	0.80	37.1

Level of Service (Aver. Int. Delay): LOS C. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).
 Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).
 Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P3	Across E approach	53	17.9	LOS B	0.1	0.1	0.71	0.71
P5	Across N approach	53	12.6	LOS B	0.1	0.1	0.60	0.60
All Pedestrians		106	15.2				0.66	0.66

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).
 Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

Attachment 2 – Main Access/ Fifth Ave Analysis

MOVEMENT SUMMARY

Site: 2021 With Development

Site Access
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South		Fifth Ave (south)									
2	T	241	0.0	0.294	1.2	LOS A	2.4	16.8	0.41	0.00	51.6
3	R	200	0.0	0.294	9.6	LOS A	2.4	16.8	0.41	0.81	48.2
Approach		441	0.0	0.294	5.0	LOS A	2.4	16.8	0.41	0.37	50.0
East		Site Access									
4	L	200	0.0	0.379	12.4	LOS B	2.5	17.3	0.44	0.71	44.6
6	R	57	0.0	0.379	12.7	LOS B	2.5	17.3	0.44	0.87	44.5
Approach		257	0.0	0.379	12.5	LOS B	2.5	17.3	0.44	0.74	44.8
North		Fifth Ave (north)									
7	L	57	0.0	0.108	6.2	LOS A	0.0	0.0	0.00	0.92	49.0
8	T	151	0.0	0.108	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		207	0.0	0.108	2.2	LOS A	0.0	0.0	0.00	0.25	56.5
All Vehicles		905	0.0	0.379	6.5	NA	2.5	17.3	0.32	0.45	49.6

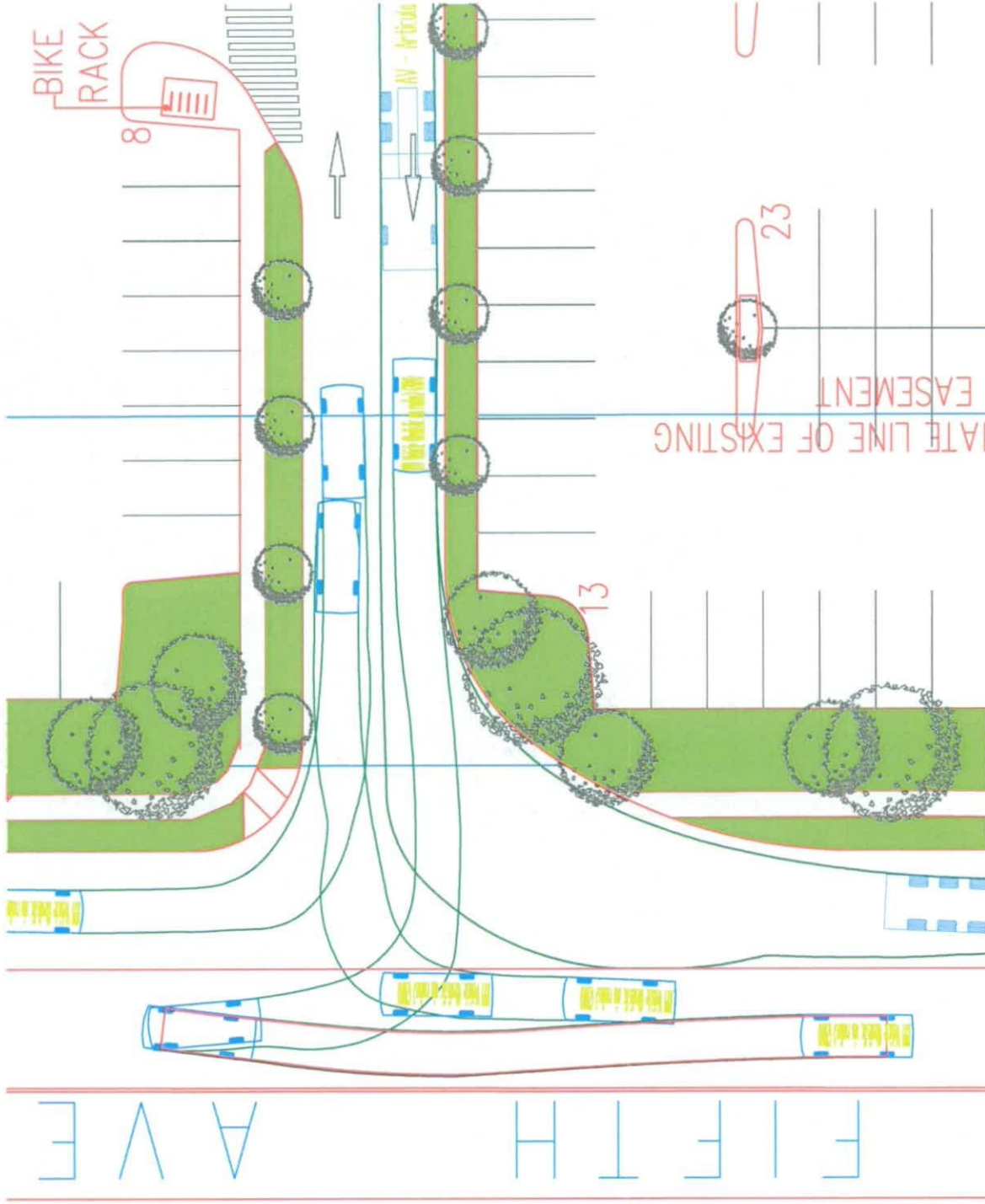
LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Car turn template are AS2890.1
B99 Vehicles

Truck turn template are AS2890.2
Articulated Vehicle



JOB No. 25502	
REV.	DATE
1	1
DRAWING No. 25502-01	
A	

1-13 Fifth Ave, Marsden
Proposed Supermarket and Retail Development
Proposed Access Configuration

TTM Consulting (Qld) Pty Ltd
Traffic Engineering
P.O. Box 1310, WOODLOGGUMBA, Q.L.D. 4152
TEL: (07) 3327 9600
FAX: (07) 3327 9801

LEVEL DATUM	SCALE 1:200	NORTH POINT
ON A3 SHEET	DESIGNED	DATE
	DRAWN	NAME
	CHECKED	DATE

ASSOCIATED DRAWINGS	ASSOCIATED CONSULTANTS
AUTOCAD PLOT/SQAULT I11	

NO.	REV.	DATE	DESCRIPTION	APP'D
A	S.C.		ORIGINAL ISSUE	
			REVISIONS	

Attachment 3 – Landscaping Report

April 20, 2010

Mr Christian Parks
Logan City Council
150 Wembley Road
Logan Central, QLD 4114

Dear Mr Parks,

**RE: SHOPPING CENTRE, 1-13 FIFTH AVENUE, MARSDEN QLD 4132 (LOT 90 SP 208483)
DEVELOPMENT APPLICATION NO: MCU/66/2009
RESPONSE TO RFI DATED MARCH 9, 2010 (LANDSCAPING)**

In response to your letter dated March 9, 2010, below are our responses to your request for additional information.

Using your numbering:

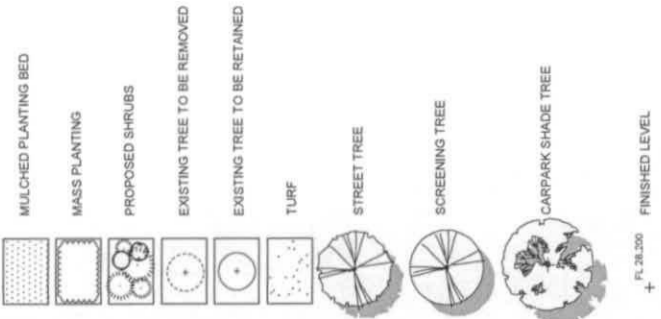
- 9.1 A revised landscape concept plan has been prepared which demonstrates the landscape intent.
 - 9.1.1 All shade trees shown on the concept plan are in 'natural ground'. There are no areas where shade trees are above podium.
 - 9.1.2 We have now indicated the existing trees to be removed and retained, including the street trees. We do not believe the site has habitat value in terms of flora or fauna – accordingly, an ecological assessment is not considered necessary.
 - 9.1.3 The fig trees have been inspected and we do not believe they are significant. Accordingly, as they are not located within the planned planting beds, we have shown them for removal.
 - 9.1.4 This vegetation is no longer on site and understand it was removed as part of the intersection works completed by others.
 - 9.1.5 The shade trees have been maintained at a rate of 1 per 6 spaces.
 - 9.1.6 The Landscape Concept Plan is for softworks. Please refer Architectural drawings for hardworks information.
- 9.2 The Landscape Concept Plan is for softworks. Please refer Architectural drawings for hardworks information.

We trust the revised Landscape Concept Plans are satisfactory. Please do not hesitate to contact me if you have any queries.

Regards,
URBAN SPACE DESIGN PTY LTD

Nader Ibrahim
Director

LEGEND



C	DEVELOPMENT APPROVAL	20/04/10
B	DEVELOPMENT APPROVAL	18/04/10
A	DEVELOPMENT APPROVAL	08/07/08
Name Comments Date		

**MARSDEN RETAIL
FIFTH AVENUE MARSDEN**

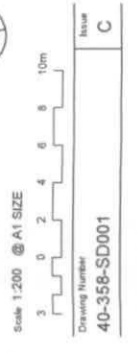
Project No. 40-358
Council Ref No.
Client

URBAN SPACE DESIGN
landscape architects

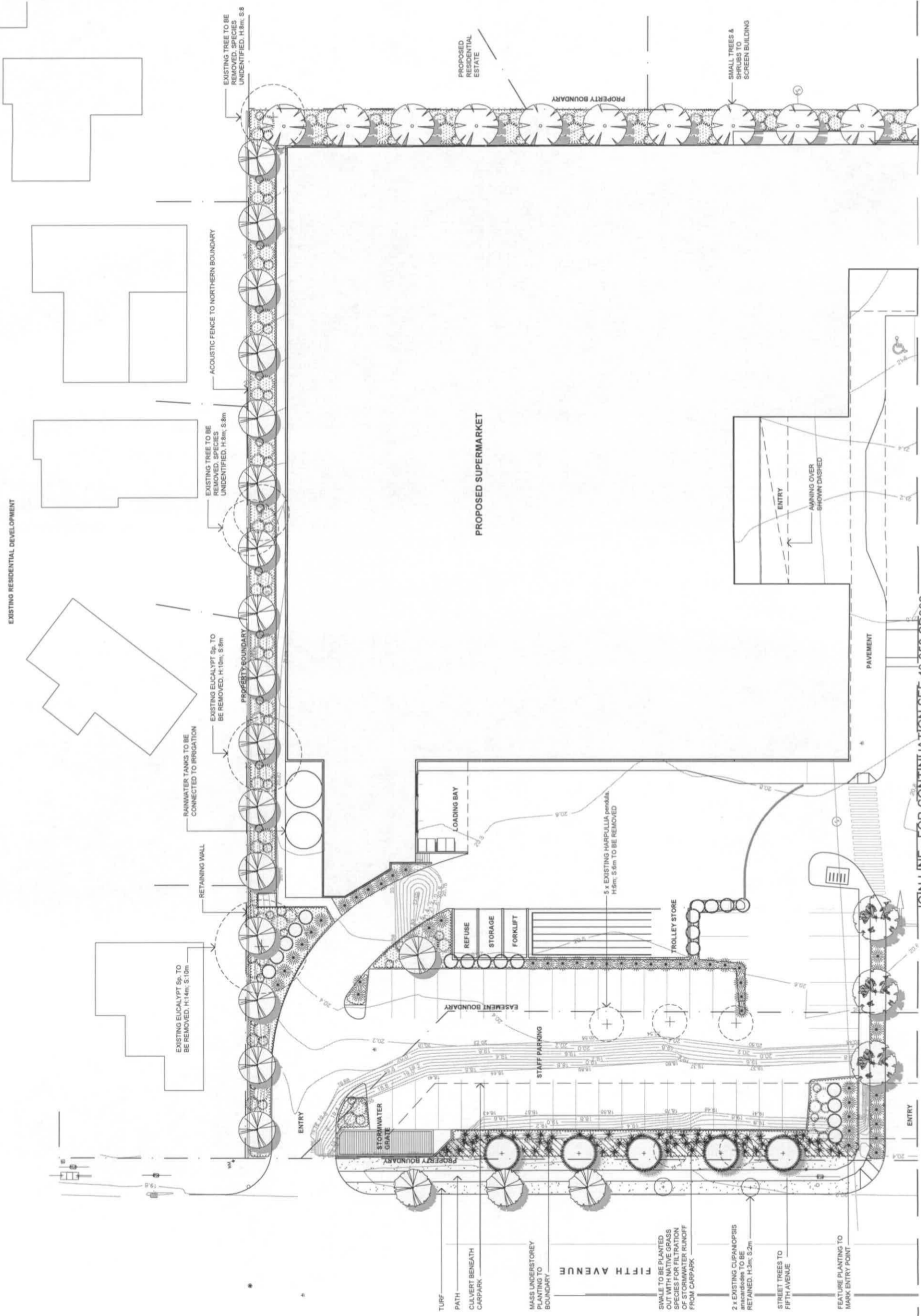
Urban Space Design Pty Ltd
ACN 121 813 796
Level 10, 100 St Georges Road
Geelong VIC 3220
Tel: +61 7 3211 7555
Fax: +61 7 3211 7556
www.urbanspace.com.au

LANDSCAPE CONCEPT PLAN

Approved	NI
Drawn	NC
Date	08/07/08



EXISTING RESIDENTIAL DEVELOPMENT



JOIN LINE - FOR CONTINUATION SEE 40-358-SD002

JOIN LINE - FOR CONTINUATION SEE 40-358-SD001

PRELIMINARY PLANT SPECIES LIST

- Trees**
 BUCKINGHAMIA cellisima
 CUPANOPSIS anacardioides
 DIPLOGLOTTIS campbellii
 SYZIGIUM jimboe
 SYZIGIUM oleosum
- Shrubs & Groundcovers**
 BANKSIA oblongifolia
 CORDYLINE 'Kilauea'
 DIANELLA sp.
 DORYANTHES exilata
 EREMOIPHILIA glabra
 MYOPORUM ellipticum
 SYZIGIUM 'Bush Christmas'
 WESTRINGIA fulvosa
- SWALE PLANTING**
 CARREX appressa
 JUNCUS unilobus
 LOMANDRA confertifolia
 SHOENOPLECTUS mucronatus



Project	Date
C DEVELOPMENT APPROVAL	20/04/10
B DEVELOPMENT APPROVAL	19/04/10
A DEVELOPMENT APPROVAL	08/07/08
Issue	Comments

**MARSDEN RETAIL
FIFTH AVENUE MARSDEN**

Project No: 40-358
 Council Ref No:
 Client:

URBAN SPACE DESIGN
 landscape architects

Urban Space Design Pty Ltd
 ACN 101 913 796
 PO Box 121 200
 Sydney NSW 1585
 Tel: + 61 7 3211 7000
 Fax: + 61 7 3211 7006
 www.urbanspacedesign.com.au

LANDSCAPE CONCEPT

Approved	Drawn	Date
NI	NC	08/07/08

Scale AS SHOWN @ A1 SIZE

Attachment 4 – Economic Report

Joint Economic Statement

This statement is in relation to the proposed retail centre at 1-13 Fifth Ave, Marsden. Between:

Gavin Duane, Location IQ – Economic advisor to Woolworths (tenant)
Anthony Meulman, Urban Economics – Economic advisor to Council
William Owen, RPS - Economic advisor to applicant

The economic advisors were asked by Logan City Council to prepare a statement of the points of agreement in relation to the proposed retail centre at Fifth Ave.

The following points are noted

It is recognised that the advisors have provided a number of advices to their respective clients, and in the case of Owen and Duane, as submissions to Logan City Council. Duane has not undertaken an Economic Impact Assessment of the proposal in relation to Waratah Fair and agrees with Points 1-4 and 10-13 below.

Council's Desired Environmental Outcomes include the following:

(3) Economic development – Development and supporting infrastructure in the planning scheme area –

...

(f) is consolidated in a locality intended for the development and is only developed outside of that locality where –

(i) there is both an overwhelming community need and an overwhelming economic need for the development; and

(ii) the development is located at the edge of the locality in which it is intended to be developed rather than in a stand alone or more isolated location in a locality that is not intended for the development

Council's definition of Overwhelming Economic Need.

in relation to development means the circumstances where-

(a) the development will not have an extremely large adverse effect on the economic viability of an existing development; and

(b) the community would experience an extremely large adverse economic impact if the development were not to proceed.

Council's definition of Overwhelming Community Need.

in relation to a development means the circumstances where-

(a) the community would experience an extremely large adverse economic, social or environmental impact if the development were not to proceed; and

(b) the development would provide extremely large overall social, economic and environmental benefits to the community; and

(c) the development cannot be accommodated in the locality, zone and sub-area intended for the development within the life of the planning scheme as a result of its locational requirements or environmental effects; and

(d) the development would be consistent with the character and amenity of the existing and future development of the locality, zone and sub-area in which it is proposed to be located; and

(e) the development cannot be located on an equally viable alternative site which is better suited to the development; and

(f) there is no prudent and feasible alternative to the carrying out of the development.

Example of paragraph (c) – Development for a residential use or a commercial use has relatively few locational requirements which would allow development of this type to satisfy paragraph (c).

Points of agreement

1. All trade areas, population projections and demographic assessments provided and defined are reasonable and any differences are not material to the related analysis or subsequent opinions.
2. A Woolworths anchored shopping centre on the corner of Fifth Ave and Browns Plains Road will be successful and viable in a market sense.
3. A supermarket anchored shopping centre on the corner of Browns Plains and Wembley Roads will be viable in the medium term (5 years plus) and will be triggered by residential development along Wembley Road.
4. The Fifth Ave and Wembley Road centres will service different catchments separated by industrial estates and conservation uses.
5. The Waratah Family Fair Shopping Centre is unsuccessful and very likely unviable. In its current form the centre is intended to cater to the convenience needs of the immediate community.
6. The Waratah Family Fair centre is approved to expand to include a 1,700 Sq M supermarket (understood to be IGA). A supermarket of this scale will perform a different function to a 3,200 Sq M Woolworths as the local catchment (low income) will travel to a large supermarket to gain the advantage of lower prices and greater selection.
7. Assuming the lack of a full line supermarket at Fifth Ave, the residents in the vicinity of the expanded Waratah Family Fair will continue to travel to large full line supermarkets at Marsden and Browns Plains to gain the advantage of lower prices and greater selection.
8. The expansion of Waratah Family Fair, as approved, is unlikely. The expansion would be less likely with the approval of a full-line supermarket at Fifth Ave.
9. The proposed centre at Fifth Ave will lead to the unsuccessful and very likely unviable Waratah Family Fair being even less successful and less viable.
10. The existing retail and centre uses in the Marsden Park precinct will remain viable and will be able to reasonably absorb any impact triggered by the development of the proposed centre at Fifth Ave.
11. The retail and centre uses in the Browns Plains precinct will remain viable and will be able to reasonably absorb any impact triggered by the development of the proposed centre at Fifth Ave.
12. In relation to overwhelming economic need for the proposed centre at Fifth Ave, the centre will not have an extremely large adverse effect on the economic viability of any existing development. Additionally, Owen and Duane are of the opinion that the local catchment is suffering an extremely large adverse economic impact on a household basis as they do not have local access to a price competitive full line supermarket. This is assessed in the context of the low socio economic profile of the local area and the proportion of expenditure allocated to the purchase of household staples as provided by supermarkets and related retailers. Meulman is of the opinion that the community is experiencing an adverse economic impact but that it falls short of an extremely large impact due to there being a moderate level of access to full-line supermarkets for these residents with choices in Marsden, Browns Plains, Logan Central and Park Ridge.
13. In relation to the issues we are qualified to comment on in regards to overwhelming community need for the proposed centre at Fifth Ave, the extremely large adverse economic impact issue has been dealt with in point 12 above. The proposal would provide economic benefits to the community, improving choice and price competitiveness. Meulman is of the opinion that these economic benefits are material benefits but would fall short of being extremely large. For the same reasons as stated in Point 12, Owen and Duane are of the opinion that overwhelming community need exists.

Dated

22 December 2010

Signed



Gavin Duane

A handwritten signature in black ink, appearing to be 'GD' with a long horizontal stroke extending to the right.

Anthony Meulman

A handwritten signature in black ink, appearing to be 'Meulman' in a cursive style.

William Owen



Gold Coast - Economics Office

Suite 9, 240 Varsity Parade, Varsity Lakes QLD Australia 4227

PO Box 287, Robina QLD Australia 4226

T +61 7 5657 5123 F +61 7 5657 5130 E goldcoast@rpsgroup.com.au W rpsgroup.com.au

Our Ref: 080028

Date: 11 May 2010

Planning Initiatives
PO Box 1774
New Farm Qld 4005

Dear Sir

RE: Response to Information Request, 1 -13 Fifth Ave Marsden.

I prepared the Economic and Community Assessment Report (dated 16 Dec 2009) that formed part of the subject application. Since that time the company I work for has been rebranded RPS; this accounts for the original report being prepared under the Conics brand.

This letter deals with the Para 2.1.1 of the information request dated 9 March 2010 requesting an estimate of the impact of the proposed development on the approved 3,300 Sq M shopping centre located at Waratah Drive, Creastmead.

The key question at hand is how the two centres will function in concert with one another. To understand this we must describe the role and function of each centre.

Role and Function

The subject development (5th Ave) is proposed to be a 4,600 Sq M shopping centre anchored by a 3,200 Sq M Woolworths supermarket. The Waratah Family Fair (WFF) centre is a 1,600 Sq M centre anchored by a 400 Sq M (approx) Foodstore convenience supermarket. The WFF centre has an approval to expand by 1,700 Sq M (to a total of 3,300 Sq M) to include a supermarket (understood to be an IGA). It is assessed that this expansion is intended to reverse the fortunes of a failing shopping centre that has an estimated 25% vacancy rate and does not seem to be catering to the needs of the catchment.

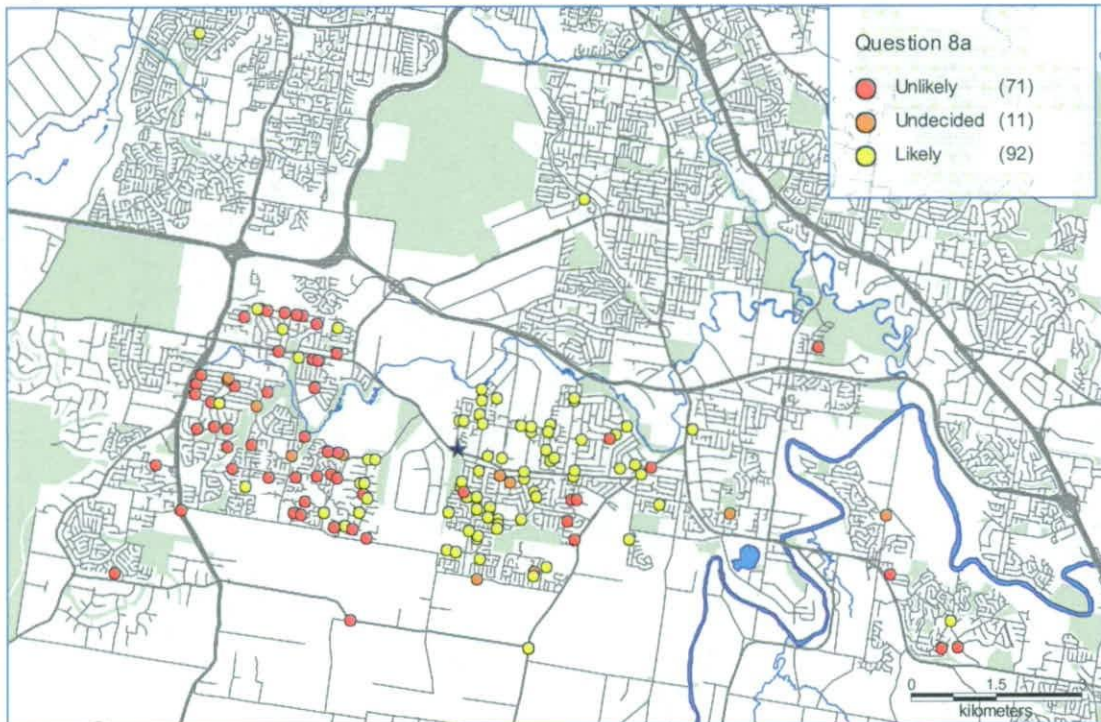
At 1,700 Sq M, the tenancy can best be described as a 'top up' supermarket as it does not have the floorspace required to directly compete with the larger full line supermarkets that service the Creastmead area. The nearest full line supermarkets are significantly larger than the proposed IGA, these are: 5th Ave Woolworths (proposed) – 3,200 Sq M, Marsden Park Coles – 3,869 Sq M, Grand Plaza Woolworths – 4,521 Sq M, Grand Plaza Coles – 3,880 Sq M. The larger supermarkets offer a greater selection of products and lower prices, these features are attractive to the residents of the local catchment that is dominated by working families with children on below average incomes.

The proposed IGA will cater to a discrete local catchment for residents who will conduct major weekly and fortnightly supermarket shopping trips in nearby full line supermarkets. These residents are expected to use the IGA as a convenience supermarket for ad hoc and top up shopping. As a result of the size of the IGA supermarket, reinforced by its location central to the suburb of Creastmead, the WFF centre will not be exclusively competing with the 5th Ave centre as the supermarket anchors serve different functions for the community. Placed in context, the 1,700 Sq M IGA (as a smaller top up supermarket) will be competing with all of the larger full line supermarkets in the area that offer greater selection and lower prices.

Catchments

The subject centre on the corner of 5th Ave and Browns Plains Road and anchored by a 3,200 Sq M Woolworths supermarket will trade to an extensive area and bridge the gap between the retail precincts of Marsden and Browns Plains. This is demonstrated by the responses to the survey contained in the initial report and replicated below. The catchment extends to the north to the Logan Motorway, east to Chambers Flat Road and west to Bayliss Road. As the majority of shopping trips to a full line supermarket are home-shop-home, the residents of the Bayliss Road corridor will find it very handy to shop at the 5th Ave centre for their bulk weekly and fortnightly shopping trips.

Figure 3.3 Likelihood of Shopping at Subject Site (from report dated 16 Dec 2009)



The WFF is located in the centre of the Crestmead neighbourhood and is one of two existing and one approved small retail centres serving that area. The catchment of the WFF centre will be shaped by the location of the site (internal to the suburb and distant from Browns Plains Road) and the scale of the anchor tenant (a 1,700 Sq M top up supermarket). Consequently WFF will have a smaller catchment contained entirely within the catchment for the 5th Ave centre. The catchment will be bounded by Browns Plains Road, Chambers Flat Road, Bumstead Road and the industrial estate.

The proposed 5th Ave centre has a larger catchment of about 22,000 people by virtue of its location on Browns Plains Road with WFF serving a smaller catchment of 11,500 people (that is part of the larger 22,000 person catchment). This is to be expected as a top up supermarket sits at a lower level in the retail hierarchy than a full line supermarket and overlapping catchments are the norm as residents use different centres for different shopping trips. In this case, the residents of the WFF centre can be expected to conduct convenience and top up shopping at that centre and travel to larger supermarkets (including the proposed 5th Ave centre) to conduct the bulk weekly and fortnightly shopping.

Assessment

There is no doubt in my mind that the 5th Ave centre (as proposed) will be viable and will be able to service the needs of the catchment by providing a full-line supermarket to 'fill the gap' between Marsden and Browns Plains. This centre will be a viable proposition regardless of the status (or size) of the WFF centre.

The key challenge for the current or expanded WFF centre will be to trade effectively an internalised catchment bounded by Browns Plains Road, Chambers Flat Road, Bumstead Road and the industrial estate. The WFF currently has significant vacancies and does not look like a centre that is servicing a local catchment of 11,500 people. However, a catchment of this size has the capacity to support the existing or proposed WFF centre and therefore the current lack of performance of this centre is not related to catchment size but to operational issues.

The proximity of the 5th Ave centre is not the key issue for the future viability of the WFF centre as the smaller 1,700 Sq M top up supermarket will need to trade to its strengths amongst a network of larger full line supermarkets that offer greater selection and price competitiveness. The current performance and appearance of WFF is a centre that does not cater to the needs of its catchment. Expanding this centre to include a 1,700 Sq M top up supermarket will enhance its appeal, but failing to meet the needs of the local residents will mean that they will simply travel to other centres to conduct their shopping (as happens at present). However, as stated previously, the catchment is of sufficient size to support such an operation.

The WFF centre will not be successful in its current or proposed form unless the standard of operation and retail offer significantly improves. This is the case irrespective of whether or not the 5th Ave centre proceeds.

Likely Impact

If approved, the 5th Ave centre is likely to be developed first as the centre has Woolworths committed as an anchor tenant and is considered a viable development proposition in the current financial climate. The WFF catchment is of sufficient size to support the centre as approved. The standard of the retail offer will need to improve significantly in order for the expanded centre to be successful. If the retail operation of this centre improves when the 1,700 Sq M supermarket is established then it will be able to cater to the top-up and convenience needs of local residents. These residents will continue to visit Marsden and Browns Plains for their bulk weekly/fortnightly shopping trip. The 5th Ave centre will be competing for this external expenditure and shopping trips.

Conclusion

The 5th Ave centre anchored by a full line supermarket caters to a market need that can not be filled by a 1,700 Sq M top up supermarket, located central to a distinct catchment, which functions as part of a retail network occupied by numerous full line supermarkets. The viability of the expanded WFF centre is therefore largely divorced from the presence or absence for the 5th Ave centre with the trading potential of the expanded WFF centre contingent on its ability to cater to the convenience and top up needs of the local catchment by serving a tier of the retail hierarchy that is one step lower than that occupied by full line supermarkets.

It is understood that Logan City Council has prepared a new retail centres strategy. Reviewing the subject applications in the light of this strategy would add to the value of the analysis and provide a more complete assessment of the sites in relation to the existing and proposed centres network. It is considered essential that the new retail centres strategy be made available for review particularly as recent retail trends and urban development objectives seem to have rendered the Retail Centre Hierarchy (contained in the Logan Planning Scheme 2006) obsolete.



We trust this information is sufficient for your purposes; however should you require any further details or clarification, please do not hesitate to contact the writer by telephone.

Yours sincerely

RPS

A handwritten signature in black ink, appearing to read 'William Owen', written in a cursive style.

William Owen
Technical Director - Economics

Gold Coast - Economics Office

Suite 9, 240 Varsity Parade, Varsity Lakes QLD Australia 4227

PO Box 287, Robina QLD Australia 4226

T +61 7 5657 5123 F +61 7 5657 5130 E goldcoast@rpsgroup.com.au W rpsgroup.com.au

Our Ref: 080028

Date: 28/10/10

Attn: Peter Catchlove

Planning Initiatives
Level 1
895 Ann Street
Fortitude Valley, QLD 4006

Via Email: peter@planning-initiatives.com

Dear Peter,

RE: Marsden Supermarkets

RPS have been commissioned to provide an analysis of the impact a supermarket anchored shopping centre at Fifth Avenue will have upon a similar type of development at Wembley Road. Both sites are located in Marsden. The sites are:

- the corner of Fifth Avenue and Browns Plains Road, Marsden. This site is proposed to have a 4,625 Sq M centre with a 3,207 Sq M Woolworths supermarket.
- the corner of Browns Plains Road and Wembley Road. An existing centre is on site which is approximately 2,650 Sq M and is anchored by an IGA which is approximately 600 Sq M. This existing centre is proposed to be redeveloped into a larger 5,000 - 6,000 Sq M centre with a full line supermarket.

This letter will examine the viability of both supermarket centre sites (Fifth Avenue and Wembley Road), their possible impacts on each other, as well as any impact on the existing supermarket infrastructure.

Existing Supermarket Infrastructure

There are a number of full line supermarket anchored centres in Logan. A full line supermarket is over 2,500 Sq M and can fully cater to consumers weekly/fortnightly supermarket shopping needs. Existing full line supermarket centres in the local area include Grand Plaza Shopping Centre, Westpoint Shopping Centre, Supa IGA Browns Plains, Marsden Park Shopping Centre and Park Ridge Shopping Centre.

The Estimated Resident Population (ERP) of Logan Local Government Area (LGA) in 2009 was 277,568 people. There are currently 23 full line supermarkets in Logan. There are 8 Woolworths, 8 Coles, 3 Bi Lo's and 4 Supa IGA's. This equates to a rate of provision of approximately one supermarket for every 12,000 people.

The general planning rate of provision for a full line supermarket is one for every 8,000 to 10,000 people. Therefore the current population of Logan could support between 27 to 34 full line supermarkets. This represents an additional 4 to 11 supermarkets based on the current 23

supermarkets in Logan. This higher rate of provision in Logan also infers that on average, existing supermarkets in Logan should be trading above standard industry levels.

Trade Areas

The Fifth Avenue centre will trade to Trade Area 1 (TA 1). The Wembley Road centre will trade to Trade Area 3 (TA 3). Residents of Trade Area 2 (TA 2) will have the option of conducting their supermarket shop at each centre as they are a similar distance away and as such will be a secondary catchment for each site.

Trade Area 1 is defined by a number of physical and psychological boundaries. This includes the Logan Motorway to the north, Kingston Park and Chambers Flat Road to the east and the Crestmead and South west 1 industrial estates to the west. These industrial estates along with conservation areas provide a clear line of separation for the residential areas of Marsden and Crestmead in the east to Browns Plains in the west.

The layout of the road network allows residents to the east of Bayliss Road in Heritage Park to have relatively easy access to the Fifth Avenue site as well as the Wembley Road site. As such these residents from Trade Area 2 will have the option of conducting their supermarket shop at either centre so form part of their secondary catchments.

Trade Area 3 residents have the option of conducting their weekly/fortnightly supermarket shopping trip at a number of locations. They have the option to travel to the Woolworths at Park Ridge via Green Road or the supermarkets at Browns Plains via Vansittart Road. For the Wembley Road site to attract trade from these residents it must have a strong operator and appeal over other existing centres. As such this area is a potential secondary catchment for a centre at Wembley Road.

Trade Area 4 (TA 4) includes residents who's most proximate supermarket anchored centre would be the Wembley Road site. These residents will make up the primary trade area for a centre on this site.

Both the Fifth Avenue site and the Wembley Road site will have the opportunity to attract trade from passing traffic along Browns Plains Road which is a major traffic thoroughfare in the local area.

Figure 1 provides an illustration of the identified trade areas as well as the location of existing centres in the local area.

Population Projections

An analysis of future residential land in each of the identified trade areas has been conducted. This has been based on the Logan City Council Planning Scheme and the Broadhectare Study for Logan City (OESR). There is approximately 111 Ha of land available for future residential development in TA 1 with 28 Ha in TA 3 and a further 96 Ha in TA 4. TA 2 is at capacity with no vacant future residential land available. It is assumed that in TA 1 and TA 3 only 75% of this land will be used for residential uses with the remainder for roads, open space and other uses. In TA 4 80% of this land will be used for residential uses as there is already a number of roads in place. Based on current subdivision patterns and the Residential 600 zoning under the Logan City Council Planning Scheme 2006, an average of approximately 15 dwellings per Ha is anticipated for this future residential land. Figure 2 on the next page provides an illustration of the identified future residential land in the trade areas.

This future residential land will see an additional approximately 1,248 dwellings in the TA 1 (for a total of 8,629 dwellings), approximately 317 additional dwellings in TA 3 (for a total of 2,725 dwellings) and approximately 1,150 additional dwellings in TA 4 (for a total of 3,269 dwellings).

TA 1 has seen significant growth over the last 3 years with an additional 750 dwellings being developed. Assuming this trend continues this will result in capacity being reached in approximately 2015. TA 3 is expected to reach capacity in 2018 with an average of approximately 40 dwellings per year.

The identified future residential land in TA 4 is intended to be developed over the next 10 years in the Logan Broadhectare study. This rate of development is in line with previous dwelling approval history in this area of approximately 100 dwellings per year. This will see capacity reached in 2021. It should be noted that the timing to capacity in this area will be dependant on the density of residential development achieved. For example higher density development will increase the population as well as affect timings to capacity.

Population projections for each trade area are provided in Table 1.

**Table 1
Population Projections**

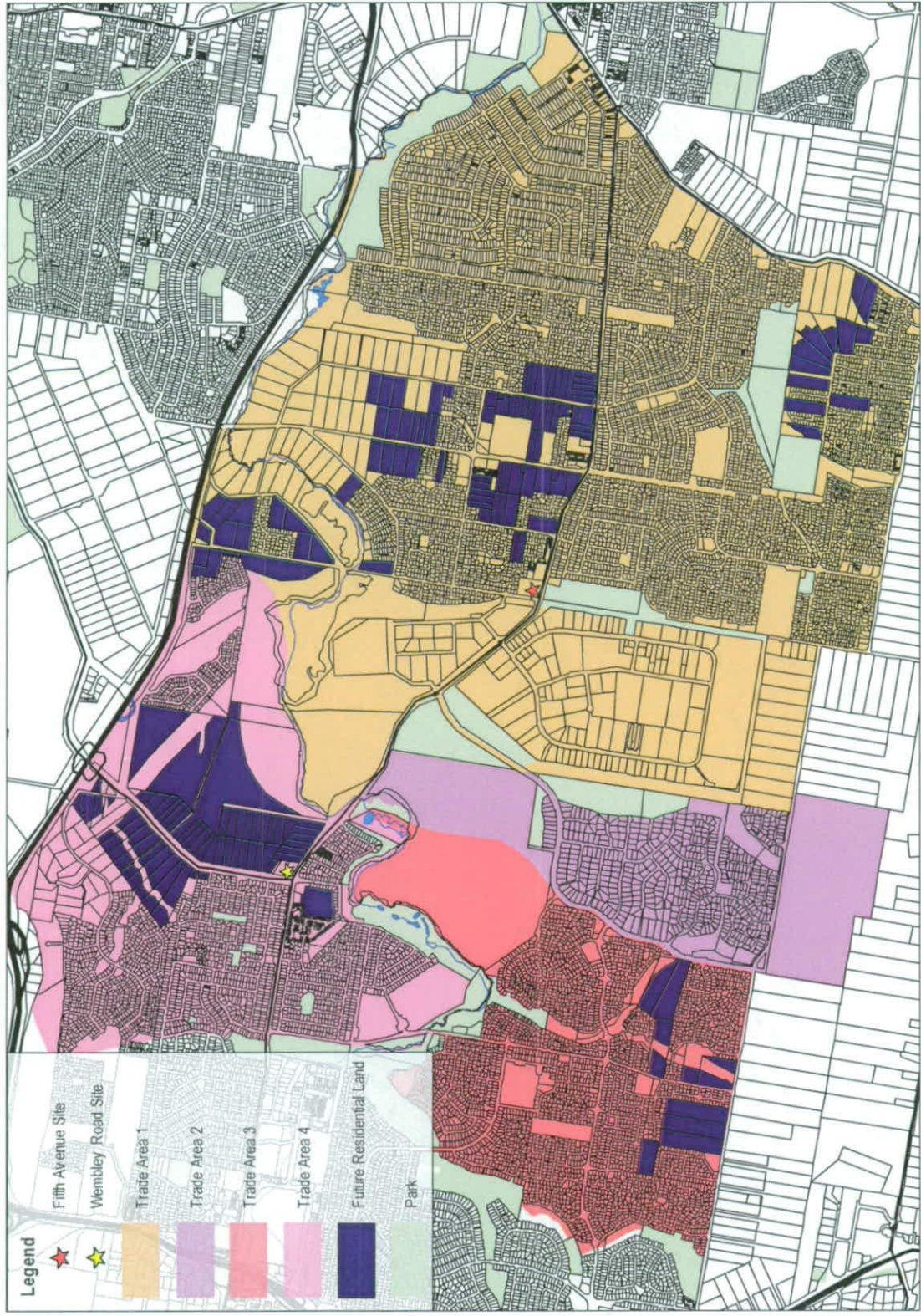
	2010	2011	2013	2016	2018	2021
Population						
Trade Area 1	22,769	23,483	24,901	26,238	26,112	25,923
Trade Area 2	1,719	1,715	1,707	1,694	1,686	1,674
Trade Area 3	7,502	7,609	7,819	8,131	8,337	8,268
Trade Area 4	6,195	6,472	7,021	7,835	8,371	9,310
Household Size						
Trade Area 1	3.08	3.08	3.06	3.04	3.03	3.00
Trade Area 2	3.43	3.42	3.41	3.38	3.37	3.34
Trade Area 3	3.12	3.11	3.09	3.07	3.06	3.03
Trade Area 4	2.92	2.92	2.90	2.88	2.87	2.85
Households						
Trade Area 1	7,380	7,630	8,130	8,629	8,629	8,629
Trade Area 2	501	501	501	501	501	501
Trade Area 3	2,408	2,448	2,528	2,648	2,728	2,725
Trade Area 4	2,119	2,219	2,419	2,719	2,919	3,269

Source: ABS Census 2006, RPS

Population growth will see an increase of approximately 3,500 people in TA 1, approximately 800 people in TA 3 and 3,100 people in TA 4. TA 2 is already at capacity.

The general rate of provision for a full line supermarket is approximately one full line supermarket for every 8,000 to 10,000 people. At capacity TA 4 will have approximately 9,300 people which is considered to be sufficient to support a full line supermarket anchored shopping centre. The 26,200 people in TA 1 at capacity will see demand for 3 supermarkets.

Figure 2 Future Residential Land



Implications

The need and demand for a supermarket anchored centre on the Fifth Avenue site will be supported by a different catchment than that of the Wembley Road site. This has been identified as TA 1 with TA 2 being a secondary catchment. The combined population of TA 1 and TA 2 is approximately 24,000 which is considered to be sufficient to support 3 full line supermarkets in the area. With only one full line supermarket (Coles at Marsden Park Shopping Centre) in the trade areas there is demand for a further two supermarkets. The proposed supermarket anchored centre at the Fifth Avenue site will provide one of these additional supermarkets.

As stated previously the Fifth Avenue site and the Wembley Road site will serve distinctly different catchments. The Crestmead Industrial estate, the South West 1 industrial estate and conservation areas provide a distinct physical and psychological barrier to movement between each centres potential trade areas. As such the development of a supermarket anchored centre on one site will have limited effect on the development opportunity or viability of a supermarket anchored centre on the other site.

The trigger for a supermarket anchored centre being developed on the Wembley Road site will be when the population of TA 4 approaches 8,000 people regardless whether or not a centre is developed at Fifth Avenue. Based on projected growth rates this will be in 2016, this may be sooner if local development occurs more quickly. The success of a centre at this location will also be dependant on the operator which is attracted to the site. If a strong operator is on site then it will capture some trade from residents of TA 3 whilst a weak operator will be reliant on trade from residents of TA 4 only.

The development of a supermarket anchored centre at Wembley Road will see impacts on the existing supermarket centres at Browns Plains. These are Grand Plaza Shopping Centre, Westpoint Shopping Centre and the Supa IGA. These centres at Browns Plains trade to an extensive catchment over 100,000 people (as part of a larger precinct) and are understood to be trading well above industry averages. Whilst these centres will experience some impact from the development of a supermarket anchored centre at Wembley Road, this impact will not affect the viability of any of these centres or individual stores. Rather, the development of the Wembley Road site will reduce centre turnover levels to those more in line with industry averages.

Additional supermarket anchored centres at either the Fifth Avenue site or the Wembley Road site will help to increase competition and local consumer choice as well as act as a possible catalyst for change in existing centres to improve their appearance, offer, appeal or access.

Conclusion

The Fifth Avenue site and the Wembley Road site will serve distinctly different catchments separated by conservation areas and industrial estates (Crestmead and South West 1). Therefore the development of a supermarket anchored centre at Fifth Avenue will have little to no effect on the viability or timing of development for a centre at Wembley Road.

Assuming population growth rates remain steady a supermarket anchored centre at Wembley Road is anticipated to be viable in 2016 when its primary catchment (TA 4) reaches a population of approximately 8,000 people. This may occur sooner if the operator seeks to become established ahead of viable demand or if the rate of development increases. The development of a supermarket anchored centre at Wembley Road will impact on existing centres at Browns Plains however this impact is not expected to affect the viability of any of these centres or stores.

If you have any questions please do not hesitate to contact me.

Yours sincerely
RPS



William Owen
Technical Director | Economics

6th October 2010

Mr Tim Wilkin
Regional Property Manager
Woolworths Property
Fox Road
Acacia Ridge QLD 4110

MARSDEN PARK, FIFTH AVENUE

This letter presents our views in relation to the potential for supermarkets at two sites within the Logan Municipality in southern Brisbane, including whether both sites could support full-line supermarkets of over 3,000 sq.m and in what time frame. This letter does not present an economic impact assessment of the proposals.

Background

There is an existing approval for a Local Centre of 1,200 sq.m at a site known as Marsden Park Fifth Avenue on the north-eastern corner of Browns Plains Road and Fifth Avenue. The site is currently occupied by a garden nursery. A retail development of 4,625 sq.m is now proposed, including a 3,207 sq.m Woolworths supermarket.

The second site is an existing shopping centre, approximately 2.5 km west of the Fifth Avenue site known as Wembley Plains Shopping Centre. This centre is located on the north-eastern corner of Browns Plains Road and Wembley Road and is approximately 2,650 sq.m in size, including 17 tenancies. The largest trader at the centre is an IGA Friendly Grocer of approximately 600 sq.m. There is an application for an expanded IGA supermarket of 1,700 sq.m at this site.

Duane Location IQ
02 8248 0100
Level 10, 56 Pitt Street
Sydney NSW 2000
www@locationiq.com.au

Both sites are illustrated at Map 1.

Trade Area Definition

Map 2 illustrates the relevant supermarket trade area catchments for each of the sites. These include a primary sector for each of the centres – Fifth Avenue sector and the Wembley Road sector, as well as what would be a secondary catchment for each site known as the Regents Park sector. Residents within the Regents Park sector would shop at a number of different locations for their supermarket shopping, including at other existing facilities such as Browns Plains.

The trade areas have been defined on the basis of the following key factors:

- i. The primary area of influence of the supermarkets which extend around 1.5 km around each site.
- ii. Geographical and physical barriers such as the motorway to the north and the Crestmead and SW1/2 industrial estates (which separate the two centres).
- iii. Accessibility to the sites along Browns Plains Road and Wembley Road.
- iv. The location of other competitive facilities.

Given the distance between the two centres as well as the physical barriers between them, it is our view that the two centres, if anchored by small or large size supermarkets, would serve different primary catchments as identified, and both would attract some business from the defined Regents Park sector.

Trade Area Population

Table 1 details the existing and projected population levels within each of the defined catchments. Typically, a major full-line supermarket of over 3,000 sq.m requires a population level of 8,000-9,000 persons. The Marsden Park Fifth Avenue sector has a population level well in excess of this total currently, with further growth projected to the

immediate north of the centre. The population level is projected at 11,300 persons by 2026. Map 3 illustrates the areas for further residential growth within each of the defined sectors.

The Wembley Road sector has the lowest population level currently at around 4,900 persons. This population is not large enough on its own to support a full-line supermarket (over 3,000 sq.m). The population is large enough, however, to support a 1,700 sq.m IGA as currently proposed.

Over time, it is our understanding that there are large amounts of land located on either side of Wembley Road, to the north of the Wembley Plains centre, which is designated for further residential growth. Early indications are that there is a possibility in the order of 1,500 dwellings, or 3,000-3,500 persons which could be accommodated in these areas. If this growth was to occur over the period to 2026, the population level in the Wembley Road sector would be in-excess of 8,750 persons, and of a substantial size to support a full-line supermarket at the Wembley Plains site, in addition to any development at the Fifth Avenue site.

There are a further 10,100 persons in the Regent Park sector which would also add some business to the demand for retail facilities at both the Wembley Road and Fifth Avenue sites. Again, residents in this sector would shop at a number of locations throughout the surrounding area.

The total population growth in the defined trade area sectors over the next 15 years is some 6,400 residents.

Conclusions

In summary, it is our view that there is the potential for full-line supermarkets (of over 3,000 sq.m) to locate at both the Marsden Park Fifth Avenue site and the Wembley Road site at some stage in the future. The sites would serve separate primary trade areas regardless of the development at the other site.

The Fifth Avenue site is centrally located to a substantial existing and growing population to the east of the existing industrial areas. The Wembley Road site serves a smaller population base currently but is a high profile location at the intersection of two major roads, with a significant amount of population growth projected to the immediate north of the site. A smaller supermarket of around 1,700 sq.m is supportable at the site currently, with the potential for a larger sized supermarket once the population growth has occurred to the north of the site.

Kind regards,



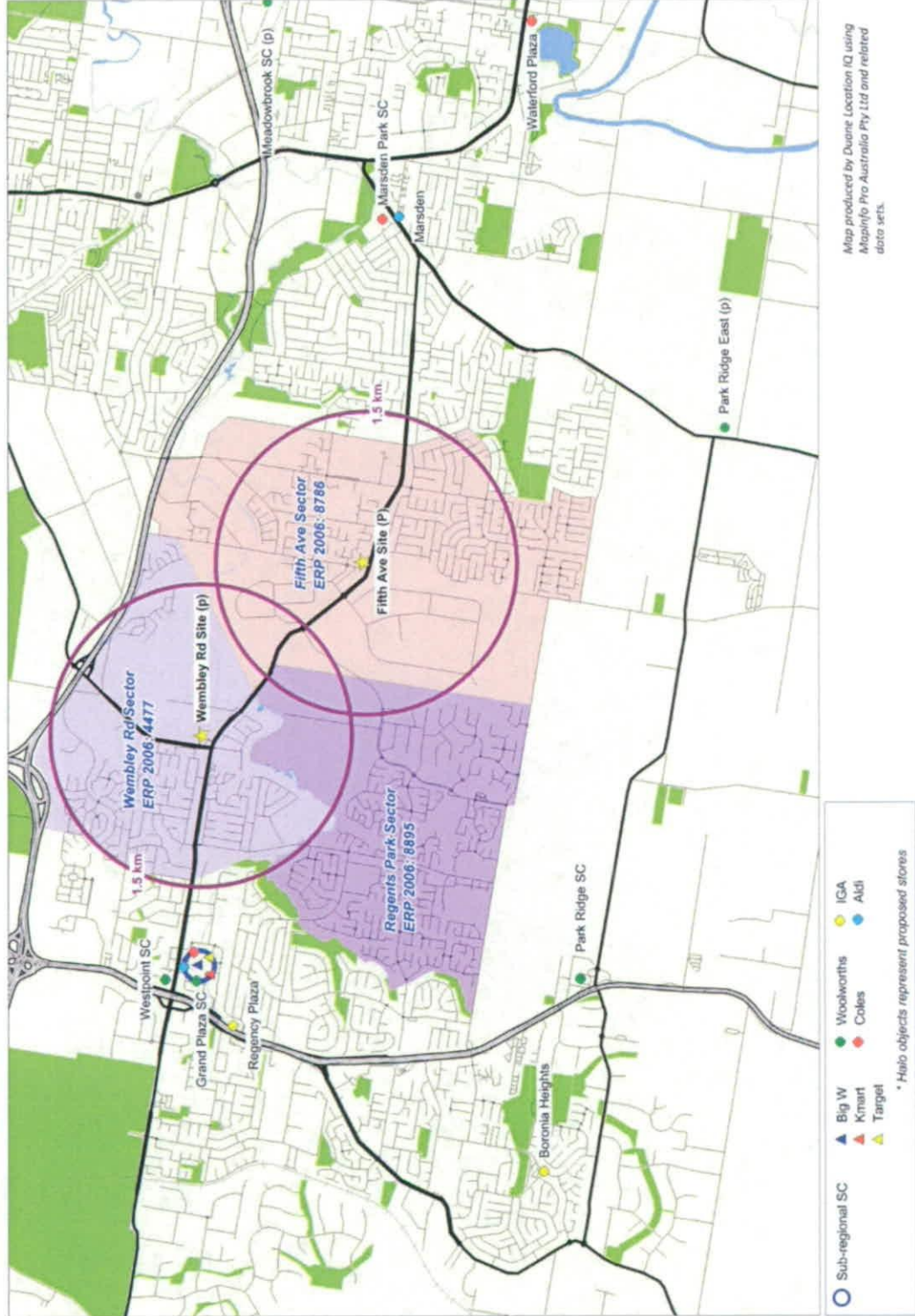
Gavin Duane
Director

LOCATION^{duane}

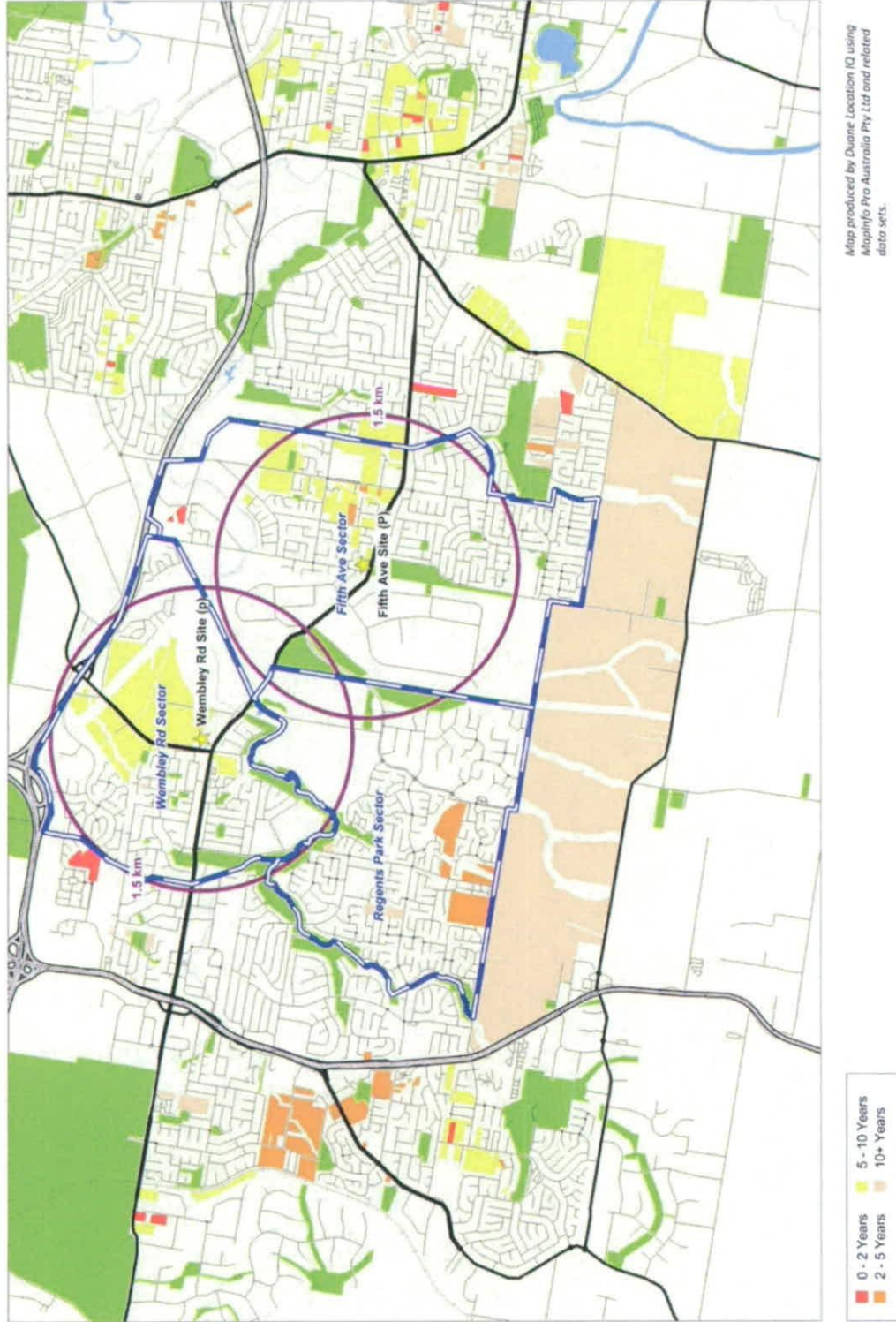
MAP 1 – SITE LOCATION



MAP 2 – TRADE AREA SECTORS



MAP 3 – RESIDENTIAL GROWTH AREAS



Map produced by Duane Location IQ using
Mapinfo Pro Australia Pty Ltd and related
data sets.

TABLE 1 – EXISTING AND PROJECTED POPULATION LEVELS

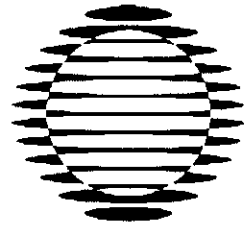
Trade Area Sector	Actual Population	Forecast Resident Population				
	2006	2010	2013	2016	2021	2026
• Fifth Ave	8,790	9,390	9,840	10,290	11,040	11,290
• Wembley Rd	4,480	4,880	5,180	5,780	7,280	8,780
• Regents Park	8,900	10,100	10,550	10,700	10,950	10,700
Total Region	22,170	24,370	25,570	26,770	29,270	30,770
Average Annual Change (No.)						
		2006-2010	2010-2013	2013-2016	2016-2021	2021-2026
• Fifth Ave		150	150	150	150	100
• Wembley Rd		100	100	200	300	300
• Regents Park		300	150	50	50	0
Total Region		550	400	400	500	400
Average Annual Change (%)						
		2006-2010	2010-2013	2013-2016	2016-2021	2021-2026
• Fifth Ave		1.7%	1.6%	1.5%	1.4%	0.9%
• Wembley Rd		2.2%	2.0%	3.7%	4.7%	4.3%
• Regents Park		3.2%	1.5%	0.5%	0.5%	0.0%
Total Region		2.4%	1.6%	1.5%	1.8%	1.4%
<small>*as at June Sources : ABS; Queensland Department of Local Government and Planning</small>						



Attachment 5 – Acoustic Report

Air Noise Environment Pty Ltd

3/4 Tombo Street
Capalaba
QLD 4157
Phone 07 3245 7808
Fax 07 3245 7809
Email ane@ane.com.au



ACN 081 834 513
ABN 13 081 834 513

Planning Initiatives
PO Box 1774
NEW FARM,
QLD, 4005.

Attention: Peter Catchlove

1 April 2010

Ref: 1992.1Let00_2010.odt

Dear Peter,

Re: INFORMATION REQUEST RESPONSE - ACOUSTICS

Logan City Council have provided an information request regarding the development application (number MCUI/66/2009) for the material change of use application of 1-13 Fifth Avenue, Marsden. This letter details the responses to issues raised which are attributable to acoustic concerns or may affect the acoustic nature of the development.

2.3

The proposal does not comply with Overall Outcome 37 of the Residential Locality and Zones code. The development is required to provide a 10m setback from the side boundaries as it adjoins a residential use. The boundary clearance must include the 3m wide landscaping area and may be used for loading and unloading facilities for Small Rigid Vehicles, parking and a driveway.

The current design utilises the proposed shop buildings to shield the adjacent residential landuses. Where loading facilities are located to the rear of shopping centres such as this one, they add significant noise sources in closer proximity to the adjacent residential receptors (loading, refrigerated trucks, vehicle movements, etc). In addition the concrete facades of the shops, and the retaining walls and/or acoustic barriers are generally reflective and typically result in a reverberant space which increases the risk of noise impacts. These factors would result in a requirement for increased barrier heights to the boundaries of residential properties (Point 8.1 indicates that excessive barrier heights are not suitable on residential boundaries).



2.4

Please be advised that no plant, air conditioning equipment or otherwise, will be allowed to be placed on the roof. Please indicate on the proposed plan of development an alternative location for any plant, air conditioning equipment or otherwise to be installed.

The current proposed design includes a 4 sided enclosure around the main plant deck atop the supermarket building to achieve predicted acoustic compliance at the adjacent residential receptors. The enclosure is noted to fully shield the plant from line of sight (constructed to 1.2 m above the height of plant itself). It is also noted that the condensers provided to the specialities uses have been located in recesses into the roof to reduce their visual impact on surrounding area (and further reduce the noise break out).

If plant were to be located to the rear of the shop buildings analysis of the potential impacts of noise from the plant would be required, and it is noted that the new locations may have limited space available to provide shielding around the plant, where it is required to reduce noise breakout.

8.1

The acoustic report prepared by Air Noise and Environment Pty Ltd dated July 2008 recommends a 3.0 metre high acoustic barrier (Figure 4) along the northern boundary. From the proposed plan, the fence appears to be located on a retaining wall, which has the potential of creating a 'visual amenity' issue for the pre-existing residents. Provide an alternative solution to improve the 'visual amenity', for example, setting the fence back from the rear boundary, construction of a shorter fence with alternative noise amelioration strategies, enclosing the loading docks or construction of articulated acoustic fence with landscaping (or a combination of the above).

The acoustic modelling undertaken has assumed that the total height of the fence from existing ground level at the boundary of the adjacent residential properties would not exceed 3 m.

8.2

Please confirm that the onsite predicted noise levels will also comply with Schedule 3 – Standards, Table 1.1 (Noise Emission and Emission Standards) of the Logan Planning Scheme 2006 for both Saturday and Sundays (if activities are to occur on any of these days).

The acoustic modelling has been undertaken considering the lowest background noise monitoring period (inclusive of Saturday and Sunday) in defining the criteria, and has assumed all operations could occur 7 days.

Disclaimer:

This document has been prepared with all due care and attention by professional environmental



practitioners according to accepted practices and techniques. This document is issued in confidence and is relevant only to the issues pertinent to the subject matter contained herein. Air Noise Environment Pty Ltd holds no responsibility for misapplication or misinterpretation by third parties of the contents of this document. If this document does not contain an original signature, it is not an authorised copy. Unauthorised versions should not be relied upon for any purpose by the client, regulatory agencies or other interested parties.

Where site inspections, testing or fieldwork have taken place, the report is based on the information made available by the client or their nominees during the visit, visual observations and any subsequent discussions with regulatory authorities. The validity and comprehensiveness of supplied information has not been independently verified and, for the purposes of this report, it is assumed that the information provided to Air Noise Environment Pty Ltd is both complete and accurate. It is further assumed that normal activities were being undertaken at the site on the day of the site visit(s).

Yours sincerely
for Air Noise Environment Pty Ltd

Beau Weyers BEng(Mech), MAAS, RPEQ
Environmental Engineer

Attachment 6 – Stormwater Report

28 May 2010

General Manager
Logan City Council
150 Wembley Road, Logan Central
PO Box 3226,
Logan City DC Qld 4114



N-B8106 Request for Information

RE: REQUEST FOR INFORMATION FIFTH AVENUE MARSDEN. DEVELOPMENT APPLICATION NUMBER MCUI/66/2009

Further to the above mentioned Request for Information dated 9th March 2009 from Logan City Council please find our response to the civil item below,

2.5 The stormwater drain needs to remain open to allow overland flow into the proposed culvert that runs along the southern and western boundaries of the site and also for any possible surcharge from the culvert inlets. It is proposed to construct a suspended carpark over half of the openings and provide a stormwater grate over the rest of the current openings. This will allow carparking spaces to be added and also allows stormwater flow into and out of the underground culverts in large storm events. Refer to the revised architectural drawing 9424 DA01 by Thomson Adsett for further details.

4.1 The revised architectural drawing 9424 DA01 by Thomson Adsett incorporates a 2.0 metre setback from any proposed structure and also allows 2.5 metre vehicular access to the proposed maintenance hole on the eastern boundary. The area above the proposed sewer realignment on the eastern boundary is to gravel with possible planting of low lying plantings so vehicular access is not restricted.

6.1 Please find attached OPUS drawing N-B8106 – SK01 indicating the long and cross section of the bioretention for the proposed development.

Should you have any questions or require any additional information, please contact the undersigned of this office on 3007 8181.

Yours faithfully,

NICHOLAS CALDER
CIVIL ENGINEER



Attachment 7 – Letter of tenancy agreement

WOOLWORTHS LIMITED

A.B.N. 58 000 014 675

2 June 2010

PRIVATE AND CONFIDENTIAL

Mr David Hedemenn
Prime Corporation Pty Ltd
PO Box 1774
Newfarm QLD 4005

Dear David,

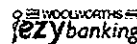
RE: PROPOSED NEIGHBOURHOOD SHOPPING CENTRE – MARSDEN 5th AVENUE

I refer to our agreement with Etna Investments to develop a Woolworths anchored Neighbourhood Shopping Centre within the site located on the corner of Browns Plains Road and Marsden Fifth Avenue, Marsden.

We wish to confirm that Woolworths have a binding agreement with Etna Investments to establish a full line 3,200 sqm supermarket on the above site. Having researched the area for a number of years, we believe the proposed site on the corner of Browns Plains Road and Marsden Fifth Avenue is the most suitable location for a Neighbourhood Shopping Centre. Browns Plains Road being a major arterial road linking Mt Lindsay Hwy to the Beenleigh Brisbane Road. The highly visible location, coupled with a signalised intersection allows ease of access for both residents of Marsden Park and traffic commuting along Browns Plains Road.

Having undertaken our own research into the Main trade which is anticipated to accommodate in excess of 27,000 people by 2016. Woolworths are excited about the opportunities within Marsden and have anticipated there to be more than sufficient population to support this development, taking into consideration existing approvals operative with the trade area.

I thought it important to note the difference between a full line supermarket and a smaller convenience supermarket. A typical full line supermarket has a floor area of 3,200sqm or larger which enables the operator to provide the community with the full range expected out of a supermarket and undertake a complete grocery shop within the store. This includes bakery, deli, seafood and butcher operations contained within the store as well as a full range of grocery items. A smaller convenience supermarket, typically has an area of around 2,000sqm or less, and provides access to a reduced range within the supermarket where customers quite often have to travel elsewhere to complete their shop. This leads to increased vehicular activity and does not provide local residents with the convenient shopping environment they should be entitled to within their local community.



PROPERTY/NATIONAL STORE CONSTRUCTION - QLD

Fox Road, Acacia Ridge Qld 4110 PO Box 202, Archerfield Qld 4108

Telephone (07) 3213 4686 (Property) Telephone (07) 3213 4685 (National Store Construction)

Facsimile (07) 3213 4656

In assessing the suitability of a supermarket site, one of the most important considerations for Woolworths is that of customer convenience. This convenience relates to vehicular access, pedestrian movement, store layout and total centre amenity. In short the development needs to provide the customer with an experience they wish to continually revisit, which this site does.

Upon completion, a significant amount of employment is generated out a full line supermarket. A typical Woolworths supermarket will generate in excess of 120 jobs or 80 full time equivalent jobs. Approximately 30% of these jobs will be filled by young adults between 15 and 19 years of age. Our store will also provide a number of apprenticeships for the local area in addition to those generated within surrounding businesses. A further number of jobs will be generated out of specialty shops which adjoin the supermarket as well as supplier employment multiplier effects.

Woolworths are also committed to reducing the environmental impacts of the supermarket. The consideration of materials utilised in building and presenting our store will ensure that it can focus on green initiatives. New initiatives such as automatic night blinds over refrigeration, gas ovens, efficient LED down lights and freezer display lights that turn on as customers approach are examples of the Woolworths sustainability strategy.

Notwithstanding the existing network of Shopping Centres in nearby regions, and those currently being planned, Woolworths strongly believe there is an opportunity for a full line supermarket based Neighbourhood Shopping Centre on this proposed site in the short term future.

The proposed development at Marsden Fifth Avenue provides a local, convenience based shopping facility which will be frequently visited by the residents of Marsden, Crestmead and areas of Heritage Park undertaking their regular local grocery shop. As you are aware Woolworths are also pursuing a full line supermarket within the existing Marsden Park Shopping Centre, and strongly believe that the establishment of the proposed Neighbourhood Centre at Marsden Fifth Avenue will not detract from Woolworths viability of a full line supermarket with in the existing at Marsden Park Shopping Centre.

We look forward to staying in regular contact with your team throughout the planning process and we would be happy to elaborate on any of these points with yourself or the Logan City Council.

Should you have any further queries, please do not hesitate to contact the undersigned.

Yours faithfully,
WOOLWORTHS LIMITED



TIM WILKIN
REGIONAL PROPERTY MANAGER

Attachment 8 – Sewer advice

rev	date	details	po	appx
-	11.03.2008	ISSUE FOR CLIENT	MA	
A	18.03.2008	REVIEW	MA	
B	28.04.2008	ISSUE FOR CLIENT	MA	
C	28.05.2008	ISSUE FOR CLIENT	MA	
D	28.06.2008	ISSUE FOR CLIENT	MA	
E	30.06.2008	REVISOR'S SITE	MA	
F	04.07.2008	REVISOR'S CARPARKING AND	MA	
G	11.07.2008	REVISOR'S CARPARKING AND	MA	
H	14.07.2008	REVISOR'S TO MATCH CIVIL	MA	
I	12.15.2008	REVISOR'S FOR APPROX	MA	
J			MA	
K	14.04.2010	REVISOR'S ISSUE	MA	
L	21.04.2010	REVISOR'S - SEWER	MA	
M	27.05.2010	SEWER LINE RELOCATION AND	MA	
		NEW MANHOLE SHOWN		

ThomsonAdsett accept no responsibility for the usability, completeness or accuracy of data transmitted electronically. All dimensions to be verified on site. In preference to scale.

© Copyright
These drawings and designs and the copyright therein are the property of ThomsonAdsett Pty Ltd. No part of these drawings or designs may be reproduced or copied without the written permission of ThomsonAdsett Pty Ltd. A.B.N. 76 105 314 654. Trading as ThomsonAdsett.

ThomsonAdsett
12 Fleet Lane
South Brisbane
PO Box 3348
South Brisbane Q.4101
www.thomsonadsett.com

Phone: (07) 3840 9999
Fax: (07) 3846 2672
Email: info@thomsonadsett.com

**Etna Investments and
Nina Investments Pty L**

client
**MARSDEN RETAIL
DEVELOPMENT**
Crn Browns Plains Road
and Fifth Avenue, Marsden
project description
Ground Level

date: May 2008
scale: 1:500
drawn: AC
checked: MA
verified: / /

9424
project number

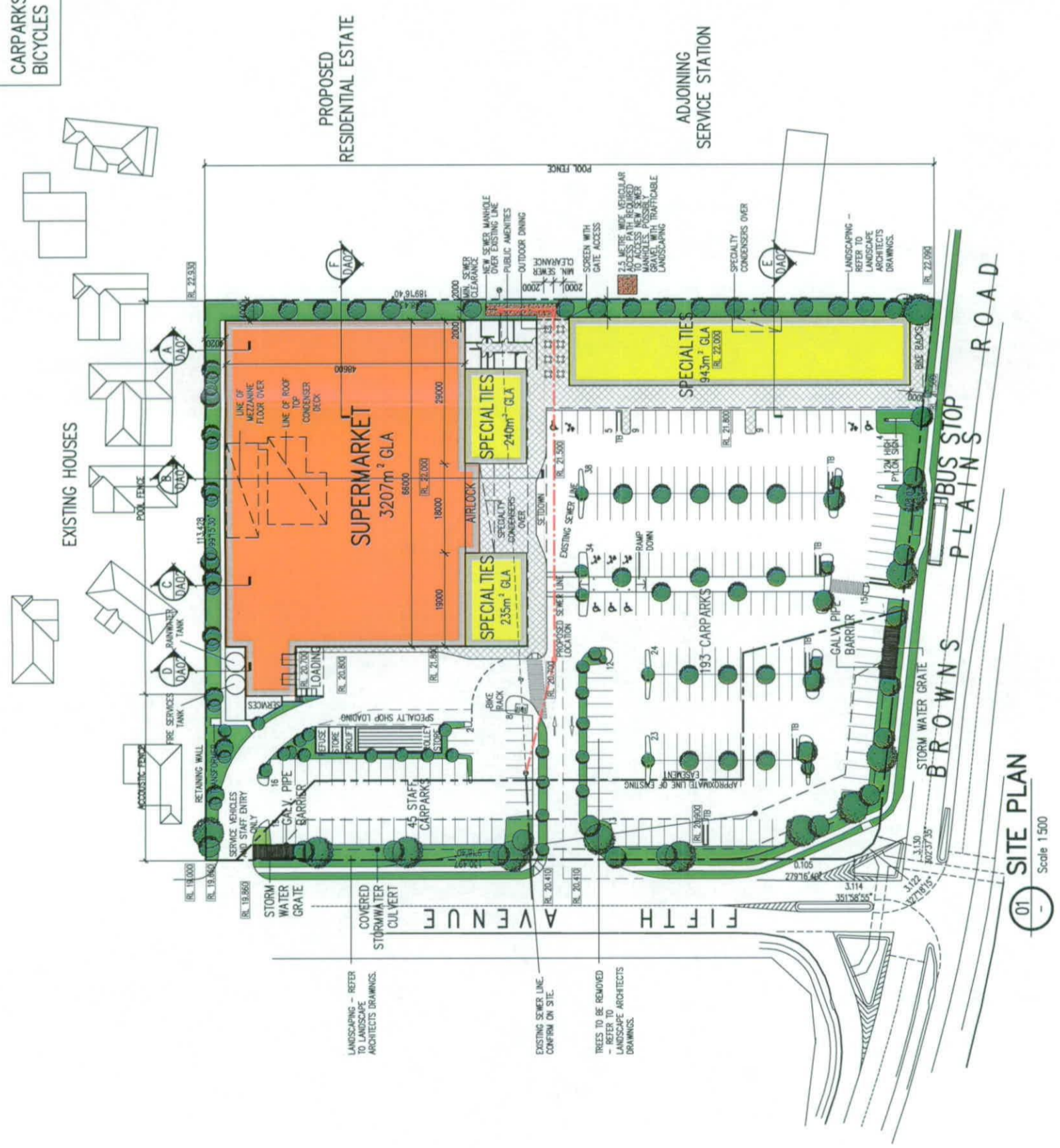
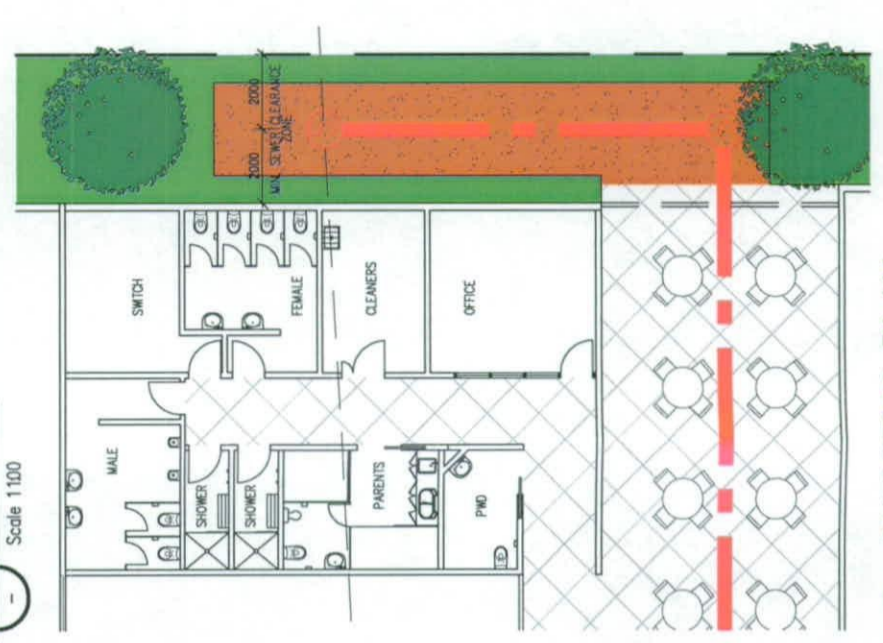
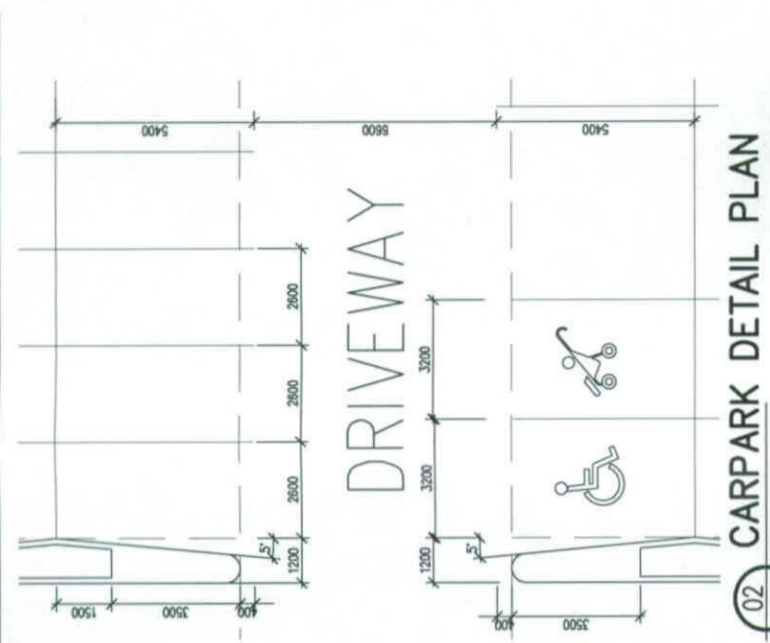
DA 01
sheet number

M
revision

Original Sheet Size A1-594 x 8

SITE DESCRIPTION:
Site Address - 1-13 Fifth Avenue,
Marsden, QLD 4132
RPD - Lot 68 on RP 216058
Site Area - 1.6 Hectares

SCHEDULE
SUPERMARKET 3207m²
SPECIALTY SHOPS 1418m²
4625m²
CARPARKS 238 (5.14/100m²)
BICYCLES 12



LANDSCAPING - REFER TO LANDSCAPE ARCHITECTS DRAWINGS.
EXISTING SEWER LINE - CONFIRM ON SITE.
TREES TO BE REMOVED - REFER TO LANDSCAPE ARCHITECTS DRAWINGS.

EXISTING HOUSES
PROPOSED RESIDENTIAL ESTATE
ADJOINING SERVICE STATION