

Our Ref: BNE180468

16 January 2019

Chief Executive Officer
C/- Assessment Manager
Planning Assessment & Technical Services
Logan City Council
PO Box 3226
LOGAN CITY DC QLD 4114

Attention: Planning Assessment & Technical Services– Georgina Roth

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|-----------------------|---|
| Property Location: | Loganlea Fire Station, 739-743 Kingston Road, Waterford West Qld 4133 |
| Property Description: | Lot 277 on SL10266 |
| Development: | Development Permit for Operational Works- Advertising Device- Off Premises Sign |
| Applicant: | Bishopp Outdoor Advertising Pty Ltd |
| Council Reference: | OEADV/46/2019 |

We refer to Council's Information Request dated 15 August 2019 made under clause 12.1 of the *Development Assessment Rules* ("DA Rules") and, on behalf of our client, and pursuant to clause 13.2(a), forward the following as a **full** response to **all** requested items.

In support of this response, please find attached:

- Appendix A – Updated Architectural Plans by Bishopp Outdoor Advertising.

1. **General Information - Visual Amenity**

1.1. *Provide further justification that the proposed advertising device is designed and located to be compatible and visually integrate with the built form and streetscape.*

Advice Note: The location of the proposed sign is within close proximity to residential land uses and is of a scale and built form that does not reflect the residential character of the surrounding area.

Response

The location and height of the device is considered to be necessary to ensure maximum visibility, reducing the risk of driver distraction. By having the device in the proposed location, the device is visible in the driver's field of vision, ensuring that the focus on the road can be maintained.

Council state that the proposed sign's is in '*close proximity to residential land uses and is of a scale and built form that does not reflect the residential character of the surrounding area*'. Whilst the sign will be nearby residential uses, the bulk and scale of the sign is considered commensurate with the surrounding urban form and the placement and design limits amenity impacts on the nearby dwellings.

The Logan Lea Fire Station, maintains a unique urban form and generates increased level of impact as a result of the daily use. The operation of the site sees the frequent movement of larger, noisy Queensland Fire and Rescue trucks at all times of the day. The use includes an alarm bell and sirens, intended to grab the attention and raise awareness of staff to attend an emergency and passing vehicles to caution and give way to the rescue vehicles. The use is arguably more industrial than residential, which is also reflected within the site's built form.

The site consists of lowset brick offices, large corrugated iron sheds, large concreted parking area, steel fencing and an industrial grade crossover. The visual impacts of the proposed Advertising Device are considered to be reduced through the use of this specific site. The Advertising Device maintains an overall height of 6m, commensurate with the built form on the existing allotment and includes a material palette consistent with the site's built form.

A part of the site selection and placement of the sign is the consideration of the surrounding residential amenity. Visible in the **Figure 1** below, properties on the eastern side of Kingston Road generally face to the away from the sign. This orientation is considered consistent with the streetscape of a State Controlled road. Dwellings to the south-east include a significant amount of vegetation, physically screening the dwellings from Kingston Road. The physical separation and screening are considered sufficient to negate any perceived visual impacts created by the device.

With respect to the adjoining property to the south, the primary private open space, vehicular access and primary frontage are located to the west, away from Kingston Road. This is outlined further below.

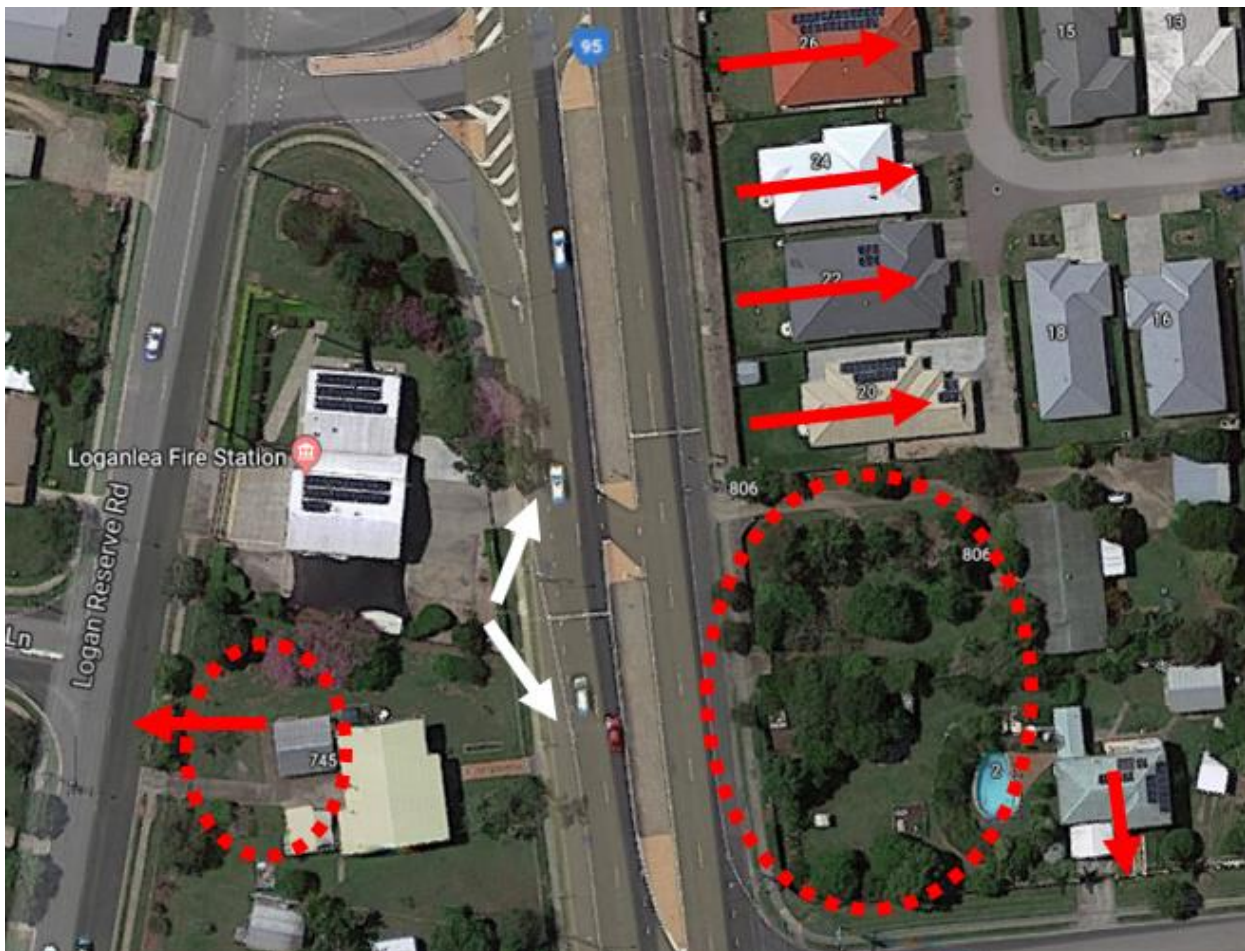


Figure 1 Surrounding residential amenity assessment

The adjoining dwelling to the south, constructed circa. 1967, was the first dwelling constructed on the land between Kingston Road and Logan Reserve Road. The original dwelling maintained a driveway and primary frontage to Kingston Road (**Figure 2**).

By 1987 (**Figure 3**), both Kingston Road and Logan Reserve Road had become more established. The site had departed from its previous bushland character, and the surrounding vegetation and screening had been removed. The fire station to the north had been constructed and the site was experiencing a significantly different level of amenity and increased urban form, particularly to the east.

The dwelling had constructed an additional driveway to Logan Reserve Road and constructed a detached single garage orientated to the west. This change suggests the primary access point of the property had begun to transition to the west given the increased traffic and amenity impacts to the east.

Today, Kingston Road has been increased to four lanes, with a high traveling speed of 70km/hour (**Figure 3**). The site is adjacent to a formed intersection and vehicles leaving the property are only able to turn left, as right turns are restricted by a large concrete island.

To the west, Logan Reserve Road is a two lane road, maintains a vehicular speed limit of 60km/hour and allows for vehicular egress from the property in both directions. Whilst access to Kingston Road is historically maintained, the primary access point for the property is Logan Reserve Road. We note, that the additional lock up garage was constructed to the west further confirming Logan Reserve Road as the primary dwelling frontage.

In summary, the increasing urban form, construction of the fire station and increased intensity and transition of Kingston Road has required the adjoining dwelling to transition from a seemingly bushland lot to a dwelling located within a highly urbanised landscape. Whilst the property includes two street frontages, each frontage maintains vastly differing levels of streetscape character and amenity. The changes are a consequence of the site's adjacency to Kingston Road and the road's natural evolution as a major north/south state controlled road vehicle connection.

Therefore, the location of the proposed sign will not significantly impact on the amenity of the adjoining dwelling given: the sign is commensurate built form within the Loganlea Fire Station; the sign is commensurate with the evolved intensity of Kingston Road; and, the transition of the adjoining dwelling's primary access away from Kingston Road results in a limited impact on the 'residential character' as a consequence of the proposal.



Figure 2 745 Kingston Road, Waterford West (Circa. 1967)

Source: Q Imagery



Figure 3 745 Kingston Road, Waterford West (Left) 1987 (Right) 2019

Source: Q Imagery

Amended Plans

1.2. Provide elevation plans of the proposed advertising device that demonstrate the exact height of the structure and the clearance from ground level. The proposed plans should demonstrate:

- 1.2.1. A maximum height of five (5) metres;
- 1.2.2. A minimum clearance above ground level of 2.4 metres where pedestrian access is to occur under the free standing sign.

Refer to the 'Updated Architectural Plans' under Appendix A for the elevations as requested. The proposed plans provide a 3m clearance below the sign.

Regarding the overall height, the plans are maintained at 6m. Whilst Council have requested the height to be maintained at 5m, it should be acknowledged that the surrounding landscape is not conducive of typical residential environment. The site fronts a four-lane state controlled road, with a major intersection to the immediate north. The site improved by a large bulky industrial style building accommodating the Loganlea fire-station.

The site is located within the Community Facilities zone and the of the sign height is significantly less than the built form envisaged within the zone designation. The Logan Planning Scheme states that zone is intended to accommodate community activities, co-located and integrated with compatible uses within the zone and precinct.

PO3 of the Community Facilities code stipulates that development within the zone is required to be consistent with the intended character for the precinct and is required to transition to land in the residential zone category to protect both visual amenity and privacy. The acceptable outcome is identified as a maximum building height of 8.5m, where with 15m of a boundary of an adjoining lot in the residential zone category.

Noting the above, the height of the device is considered to be necessary to ensure maximum visibility, reducing the risk of driver distraction and being designed to maximise commuter safety. Therefore, given the proposed height of the Advertising Device is significantly lower in height than the potential built form of the zone, the proposed height of the sign is consistent with both the character of the zone and the transition to the residential allotment to the south.

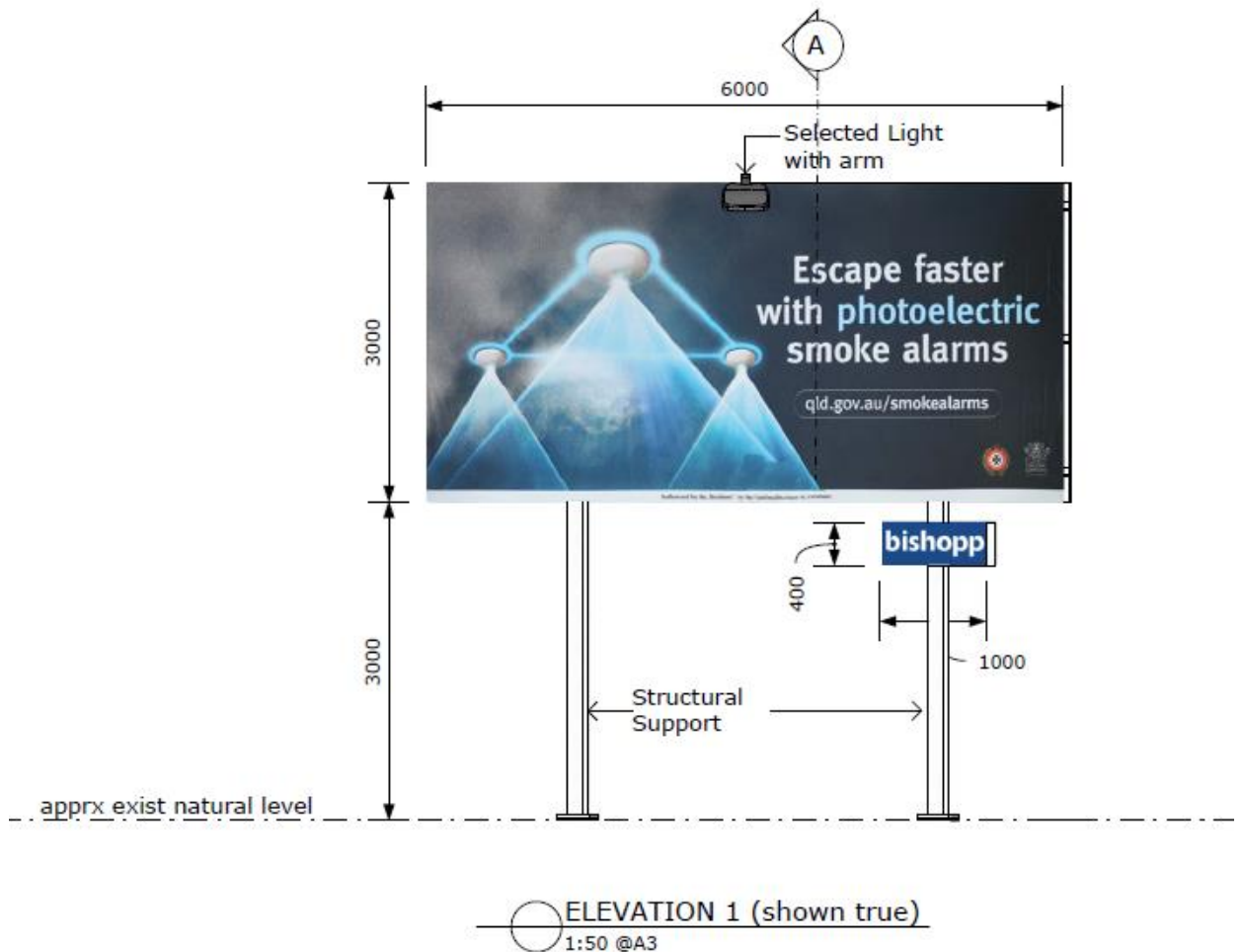


Figure 4 **Elevation 1**

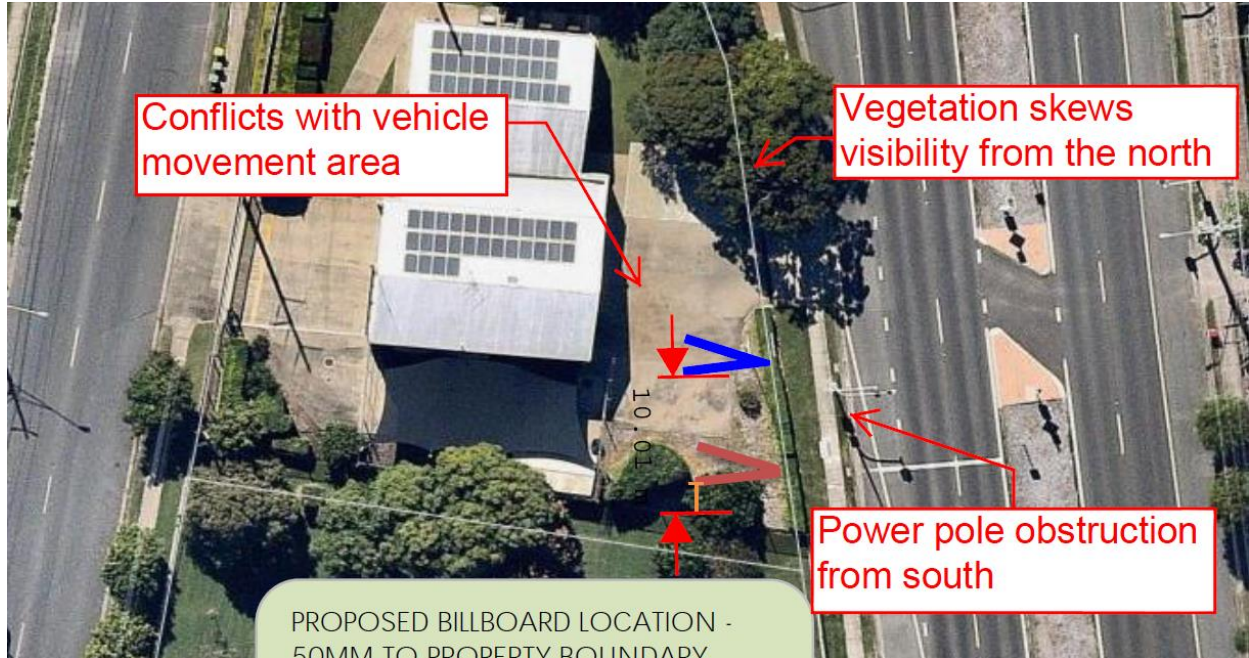
Source: Appendix A – Updated Architectural Plans

1.3. Provided an amended site plan that demonstrates a minimum setback of 10 metres to the side boundary.

The location of the sign has been strategically positioned to protect the operation of the site, maintain visibility of the sign for commuters and to avoid conflict or obstruction by vegetation and infrastructure. The request to relocate the sign to have a 10m setback (sketched in **Figure 5**) would accordingly:

- Impact on the manoeuvring of emergency vehicles on the site, impacting the operation of the emergency services;
- Obscure the view of approaching vehicles from seeing emergency vehicles urgently entering Kingston Road to attend an emergency;
- Partially skew the view of the sign for northern bound traffic given the conflict with the existing power pole fronting the site;
- Partially skew the view of the sign south bound traffic given the proximity to the establish wide canopy vegetation on the northern side of the crossover.

Based on the above arguments, it is considered that the location of the sign and the side setback to the southern boundary is most logical location for the proposed advertising device.



We advise that this response to Council's Information Request is being made under clause 12.1 of the DA Rules, and constitutes a **full response** containing all of the information requested as outlined in Clause 13.2(a) of the DA Rules. We will now progress to public notification of the proposal.

We trust that this application will be given the utmost attention and consideration.

Should you require any further information, we would be pleased to assist.

Yours Sincerely,

Liam Donald – Principal Planner
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