

DEVELOPMENT APPLICATION CIVIL ENGINEERING

PROPOSED DEVELOPMENT

26 CLARKS ROAD, LOGANHOLME

LOCAL AUTHORITY: Logan City Council

DATE PREPARED: 17th December, 2020

REVISION NO: 0

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- Subdivision Developments
- Multi-Unit Developments
- 1 into 2 Developments
- Commercial Developments



DOCUMENT INFORMATION	
LOCAL AUTHORITY	LOGAN CITY COUNCIL
PROJECT NUMBER	4484
ADDRESS	26 CLARKS RD, LOGANHOME
PUBLICATION DATE	17 TH DECEMBER, 2020
VERSION NUMBER	0
VERSION AUTHOR	17/12/2020

REVISION		
REV #	ISSUE DATE	ISSUED BY
0	17/12/2020	DAVE WESTON

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INFRASTRUCTURE DESIGN CODE

CODE COMPLIANCE

Logan City Council Planning Scheme 2015

Infrastructure Code

9.4.3.3.1

Performance outcomes	Acceptable outcomes	Comments
For self-assessable and assessable development		
Provision, design, construction and location of infrastructure		
<p>PO1 Development is demonstrated to be capable of being serviced by necessary infrastructure.</p>	<p>AO1 Reports, plans and drawings are provided in accordance with part 2 of planning scheme policy 5–Infrastructure.</p>	Plans and Reports have been prepared as per Planning Scheme Policy 5 - Infrastructure
<p>PO2 Development:</p> <ul style="list-style-type: none"> (a) provides necessary infrastructure to service the development; (b) provides that the design, construction and location of necessary infrastructure: <ul style="list-style-type: none"> (i) protects existing and planned infrastructure networks; (ii) services proposed development; (iii) integrates with existing and planned infrastructure networks; (iv) delivers a standard of service that is efficient and equitable; (v) minimises the cost to the community for the life of the infrastructure by providing a 	<p>AO2 Development:</p> <ul style="list-style-type: none"> (a) in a water supply service area connects to the water network in accordance with the SEQ Water Supply and Sewerage Design and Construction Code; (b) not in a water supply service area provides a tank with a minimum storage capacity of 45,000 litres; (c) in a sewerage supply service area connects to the waste water network in accordance with the SEQ Water Supply and Sewerage Design and Construction Code; (d) not in a sewerage supply service area complies with part 1 of the Queensland Plumbing and Wastewater Code; 	<p>Water Reticulation Reticulated water is available from the existing main located on the southern side of Clarks Road. A water service of the required size will need to be taken from the existing main to the property boundaries of Lots1, 3 & 4 (as shown). Proposed lot 2 will maintain the use of the existing meter and service. The development provides all lots with reticulated Water supply acceptable to the Logan City Planning Scheme 5 – Infrastructure.</p> <p>Proposed or existing fire hydrants will be located within 40m of the front corner and within 90m of the furthestmost rear point of the BLE for each lot to provide adequate firefighting coverage.</p>

<p>suitable design life, ease of maintenance and ease of replacement;</p> <p>(vi) protects personal health, safety and premises;</p> <p>(vii) protects environmental values.</p>	<p>(e) provides stormwater infrastructure in accordance with part 3.6 of planning scheme policy 5–Infrastructure;</p> <p>(f) provides a movement network infrastructure in accordance with part 3.4 of planning scheme policy 5–Infrastructure;</p> <p>(g) provides parks in accordance with part 3.12 of planning scheme policy 5–Infrastructure;</p> <p>(h) provides road lighting in accordance with part 3.5 of planning scheme policy 5–Infrastructure;</p> <p>(i) provides electricity reticulation in accordance with part 3.8 of planning scheme policy 5–Infrastructure;</p> <p>(j) provides gas and telecommunications reticulation in accordance with part 3.9 of planning scheme policy 5–Infrastructure.</p> <p>Editor's note—The delivery of any part of a network identified in the plans for trunk infrastructure is governed by Part 4—Priority infrastructure plan.</p>	<p>Sewerage Reticulation An existing sewerage main traverses the footpath adjacent to the site. A new main with property connections will be taken from the existing main (as shown) to service proposed lots 2,3 & 4. The development provides all lots with reticulated sewer supply acceptable to the Logan City Planning Scheme 5 – Infrastructure.</p> <p>Electricity services Electricity services are readily accessible by way of existing overhead reticulation adjacent to the site. A design will be provided by the relevant utilities supplier for the required Electrical supply.</p> <p>Telephone services Telephone services are readily accessible by way of existing reticulation adjacent to the site. A design will be provided by the relevant utilities supplier for the required Telecommunications supply.</p>
Location of development		Comments
<p>PO3 Development is located to protect existing and planned infrastructure networks.</p>	<p>AO3 Development is located outside: (a) planned widening of a road or a new road identified in Table 7.3.1.1–Road encroachment</p>	<p>If any proposed road pavement surfaces are required, then they will be designed and constructed in accordance with the Logan City Planning Scheme 5 – Infrastructure.</p>

	<p>maps of planning scheme policy 5—Infrastructure;</p> <p>(b) planned public transport network identified on Figure 3.4.1.3.1—Public transport network in planning scheme policy 5—Infrastructure;</p> <p>(c) a planned cycle network identified on Figure 3.4.1.2.1—Cycle network in planning scheme policy 5—Infrastructure;</p> <p>(d) a planned park network identified in PIP map 09.00 Plan for trunk park infrastructure in Schedule 3—Priority infrastructure plans and mapping.</p>	<p>All existing road pavement surfaces are satisfactory and acceptable.</p>
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Fire fighting		Comments
<p>PO4</p> <p>Development in a water service area accessed by common private title provides:</p> <p>(a) fire hydrant infrastructure;</p> <p>(b) unimpeded access for emergency services vehicles.</p> <p>Editor's note—'The term common private title refers to areas such as access roads in community title developments or strata title unit access, which are private and under group or body corporate control.</p>	<p>A04</p> <p>Development in a water service area accessed by common private title complies with the Acceptable outcomes of the SPP code: Fire services in developments accessed by common private title in Appendix 1 of the state planning policy.</p>	<p>Proposed or existing fire hydrants will be located within 40m of the front corner and within 90m of the furthest rear point of the BLE for each lot to provide adequate firefighting coverage.</p>
<p>PO5</p> <p>Development not in a water service area provides sufficient water storage with adequate pressure,</p>	<p>A05</p> <p>Development:</p> <p>(a) is connected to a reticulated water supply scheme that has sufficient flow and pressure</p>	<p>NOT APPLICABLE</p>

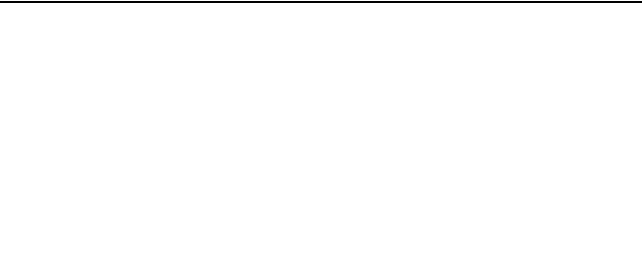
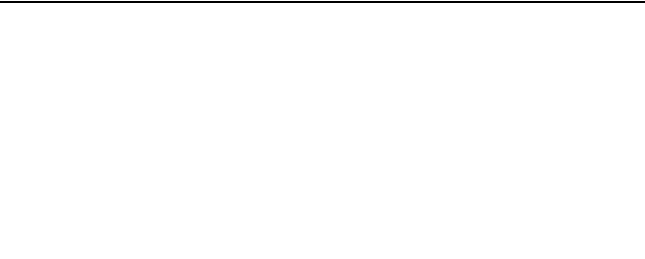
<p>volume and flow to service development for fire fighting purposes.</p>	<p>characteristics for fire fighting purposes at all times with a minimum pressure and flow of 10 litres per second at 200kPa; or</p> <p>(b) has an on-site water storage in accordance with</p> <p>(c) , dedicated or retained for fire fighting purposes that is made of fire resistant materials and is:</p> <p>(i) a separate tank; or</p> <p>(ii) a reserve section in the bottom part of the main water supply tankwater tank .</p> <p>Editor's note—The requirement in AO5 is;</p> <ul style="list-style-type: none"> – in addition to the requirement for potable water supply/storage in AO2 in Table 9.4.3.3.2– Infrastructure code: self-assessable and assessable development; – reflected in AO5 in Table 8.2.3.3.1–Bushfire hazard overlay code: self-assessable and assessable development. 	
<p>Disposal of trade waste</p>		<p>Comments</p>
<p>PO6</p> <p>The disposal of trade waste in a sewerage supply service area does not adversely affect the sewerage network.</p>	<p>AO6</p> <p>The disposal of trade waste in a sewerage supply service area complies with the sewer admission standards in section 3.2.6–Sewer admission standards in planning scheme policy 3– Environmental management.</p>	<p>This development will connect to the existing supply network.</p>

Roof water drainage and surface water drainage		Comments
<p>PO7</p> <p>Development provides stormwater infrastructure for the drainage of the premises so as not to cause any of the following:</p> <ul style="list-style-type: none"> (a) ponding of stormwater on the premises; (b) a hazard to personal health and safety; (c) damage to premises; (d) an increased risk of flooding to premises within the catchment. 	<p>AO7</p> <p>Development complies with the standards for stormwater infrastructure specified in part 3.6 of planning scheme policy 5—Infrastructure.</p>	<p>Stormwater infrastructure will be provided so as not to cause ponding, a hazard to personal health, no increase in intensity, velocity or frequency and no concentration on adjoining properties in accordance with part 3.6 of planning scheme policy 5</p>
Natural flow of surface water		Comments
<p>PO8</p> <p>Development provides that the natural flow of surface water is:</p> <ul style="list-style-type: none"> (a) not altered so as to cause a risk to personal health and safety or damage to property; (b) not increased in intensity, velocity or frequency; (c) not concentrated onto adjoining premises. 	<p>AO8</p> <p>Development complies with the standards for stormwater infrastructure specified in part 3.6 of planning scheme policy 5—Infrastructure.</p>	<p>The proposed development works will not result in an increase in flood level on the existing property, upslope, downslope or adjacent premises.</p>

Water sensitive urban design		Comments
<p>PO9</p> <p>Development which provides stormwater infrastructure incorporates water sensitive urban design principles having regard to:</p> <ul style="list-style-type: none"> (a) protecting existing natural features and ecological processes; (b) protecting the natural hydrologic behaviour of catchments; (c) protecting the existing natural flow and water quality regimes of waterways; (d) protecting water quality of surface and ground waters; (e) minimising demand on the water network; (f) minimising sewage discharges to the natural environment; (g) integrating water into the landscape to enhance visual and ecological values. 	<p>AO9</p> <p>Development complies with the standards for stormwater infrastructure specified in part 3.6 of planning scheme policy 5—Infrastructure.</p>	<p>A concept Stormwater Management Plan has not been prepared for the site given the nature and size of the development. All future stormwater infrastructure will be designed to ensure it complies with the standards for stormwater infrastructure and planning scheme policy 5.</p>
Movement network		Comments
<p>PO10</p> <p>The projected traffic levels for a use do not adversely affect the planned standards of service for a road or intersection.</p>	<p>AO10</p> <p>Development does not cause or contribute to projected traffic levels:</p> <ul style="list-style-type: none"> (a) exceeding the maximum vehicle trips per day in Table 3.4.1.4.2 in planning scheme policy 5—Infrastructure; or (b) exceeding the maximum control delays through intersections in peak periods in Table 3.4.1.4.3 in planning scheme policy 5—Infrastructure. 	<p>Proposed traffic levels will remain below planned standards.</p>

Integrated movement concept report		Comments
<p>PO11 Development which generates more than 3,000 vehicle trips per average weekday is designed to integrate the movement network to minimise the transportation costs required to service the use.</p>	<p>AO11 Development which generates more than 3,000 vehicle trips per average weekday provides an integrated movement concept report which integrates the planning of the movement network in accordance with part 2 and 3 of planning scheme policy 5–Infrastructure.</p>	NOT APPLICABLE
For assessable development only		
Land use and transport integration		Comments
<p>PO12 Development within 400 metres of existing or future public passenger transport facilities where the total site area is 5000m² or more:</p> <ul style="list-style-type: none"> (a) supports a road hierarchy which facilitates efficient, safe and accessible bus services connecting to existing and future public passenger transport facilities; (b) enhances connectivity between existing and future public passenger transport facilities and other transport modes; (c) optimises the walkable catchment to existing and future public passenger transport facilities; (d) provides for direct and safe access to and use of existing or future public passenger transport facilities. 	<p>AO12 No acceptable outcome provided.</p>	Any required road enhancements for current/future transport facilities will be taken into consideration at the Operational Works stage.

Note—SPP code: Land use and transport integration in Appendix 4 of the state planning policy provides guidance to achieve this outcome.



APPENDIX 1. CONCEPT DESIGN PLANS

DO NOT SCALE. CONFIRM ALL DIMENSIONS ON SITE. © Copyright

REV.	AMENDMENT	BY	DATE
PA	PRELIMINARY ISSUE	TG	01.12.20

LEGEND

	EXISTING SEWER LINE & MANHOLE
	EXISTING TELSTRA
	EXISTING OPTIC FIBRE
	EXISTING WATER
	EXISTING STORMWATER
	EXISTING GAS
	EXISTING OH ELECTRICITY
	EXISTING UG ELECTRICITY
	EXISTING KERB INVERT
	EXISTING CONTOURS
	EXISTING CONCRETE
	EXISTING BUILDING LINE
	EXISTING BUILDING ROOF
	EXISTING RETAINING WALL
	FIRE HYDRANT
	PROPOSED SWALE DRAIN
	PROPOSED DRIVEWAY
	PROPOSED STORMWATER
	PROPOSED SEWER
	PROPOSED WATER SERVICE
	PROPOSED WATER METER
	PROPOSED RETAINING WALL
	PROPOSED EASEMENT
	PROPOSED TOP OF BATTER
	PROPOSED BOTTOM OF BATTER
	PROPOSED SPOT LEVEL
	DESIGN BUILDING GROUND
	DESIGN WATER CONDUIT
	DESIGN ELECTRICAL CONDUIT
	DESIGN TELECOM CONDUIT
	DESIGN HOUSE DRAIN SEWER
	DESIGN ROOF WATER
	DESIGN EDGE OF ROAD KERB

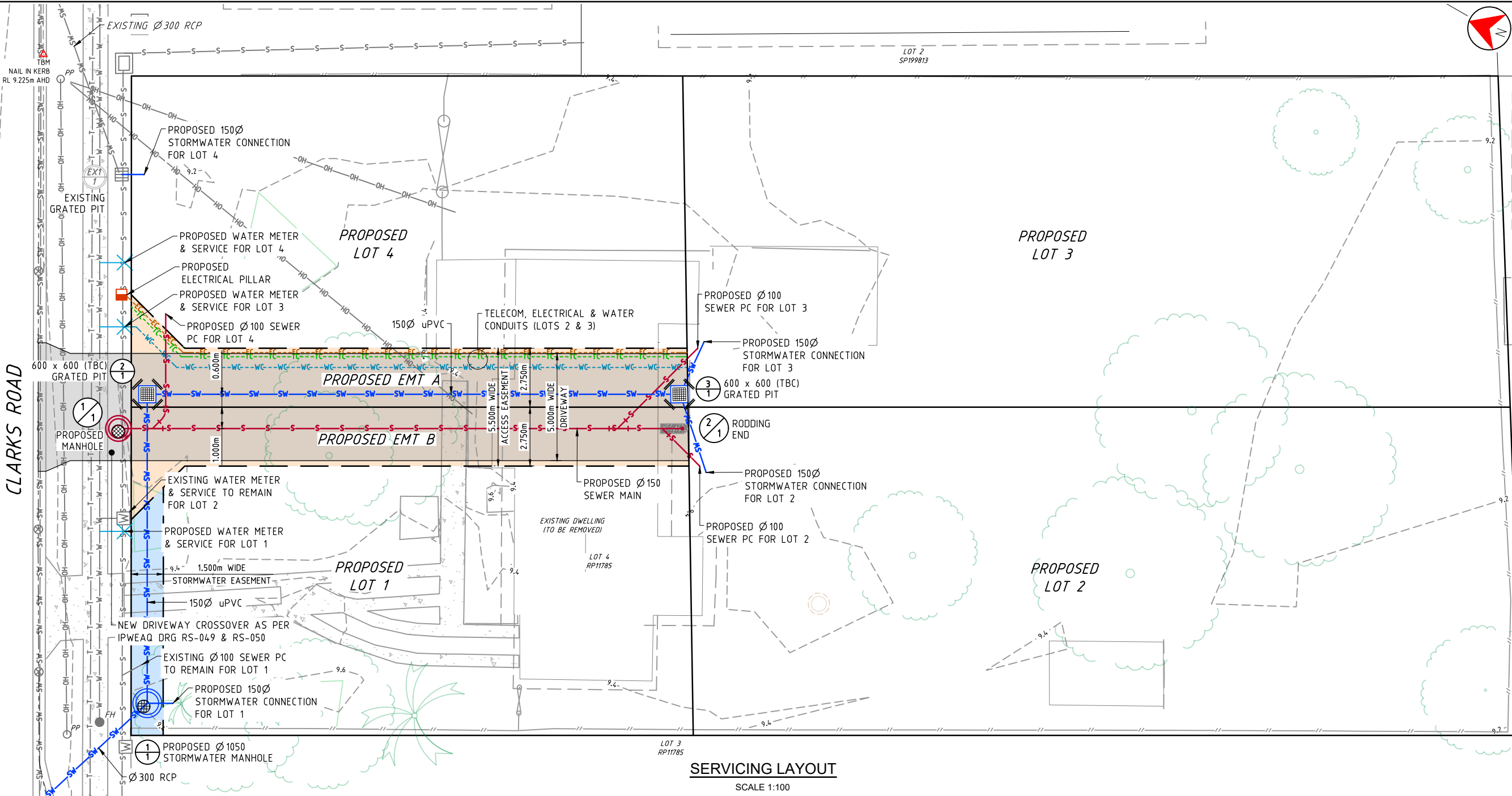
SURVEY INFORMATION
 SURVEYOR:
GM CIVIL & CONSTRUCTION SURVEYING
 DRAWING No.:
C380-SVY-1508101
 VERTICAL DATUM:
AHD
 REAL PROPERTY DESCRIPTION:
LOT 4 ON RP111785
 SERVICES ALSO PLOTTED FROM:



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 CIVIL ENGINEERING DESIGN SERVICES
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PROJECT SITE:
26 CLARKS ROAD LOGANHOLME

Scale	AS SHOWN	Drawn	TG	Date	27.11.20
Drawing No.	4484-SK01			Rev.	PA



SERVICING LAYOUT
 SCALE 1:100

WARNING!
 SUBSURFACE UTILITY INVESTIGATION SHOULD BE UNDERTAKEN TO DETERMINE DETAILS OF WATER, SEWER AND OTHER SERVICES. ACCURACY OF FINAL DESIGN WILL DEPEND ON THIS BEING UNDERTAKEN.

CLEAR, UNOBSTRUCTED, TWENTY FOUR (24) HOUR ACCESS FROM THE STREET FRONTAGE IS TO BE MAINTAINED TO ALL SEWERAGE MAINTENANCE HOLES.

NEW & EXISTING WATER METERS TO BE INSTALLED A MINIMUM OF 1.1m CLEAR OF ANY PROPOSED ELECTRICAL PILLAR. LOCATION OF FUTURE ELECTRICAL CONNECTIONS UNKNOWN AT THIS TIME

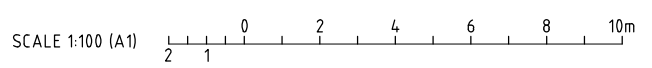
THIS DESIGN HAS BEEN PREPARED BASED ON SERVICE AUTHORITY AS CONSTRUCTED INFORMATION. NO POT HOLING HAS BEEN UNDERTAKEN TO VERIFY EXISTING SERVICE LOCATIONS & DEPTHS. IT IS THE CONTRACTORS RESPONSIBILITY TO UNDERTAKE POT HOLING TO VERIFY THE DESIGN.

MAXIMUM DEPTH FOR ROOFWATER PITS

MAXIMUM DEPTH	RECTANGULAR PIT SIZES / CIRCULAR MH DIAMETERS
LOGAN CITY COUNCIL (REFER TO IPWEAQ STD DRG DS-001 - DS-082)	
0000-1000	600x600 [LCC]
1000-1500	900x600 [LCC]
1500-2000	900x900 [LCC]
<2000	1050Ø WITH 600Ø GRATE [LCC]

LOGAN CITY COUNCIL MAY ACCEPT 300x300 PIT FOR PROPERTY DRAINAGE AS PER IPWEAQ-DS-050.

IF PIT DEPTHS DIFFER ONSITE TO LEVELS & DEPTHS SHOWN ON DESIGN, THE THE CONTRACTOR IS TO CONTACT DRW CONSULTING FOR CONFIRMATION OF CORRECTED SIZES.
 PITS ARE **NOT** TO EXCEED MAXIMUM DEPTHS AS SPECIFIED



NOT FOR CONSTRUCTION

ISSUED FOR INFORMATION