

DEVELOPMENT APPLICATION CIVIL ENGINEERING

PROPOSED DEVELOPMENT

26 CLARKS ROAD, LOGANHOLME

LOCAL AUTHORITY: Logan City Council

DATE PREPARED: 17th December, 2020

REVISION NO: 0

DRW CONSULTING PTY LTD

ACN 083 549 053 | ABN 46 482 504 266

Civil Engineering Design Services

📍 2/16 Vanessa Blvd, Springwood QLD 4127

☎ (07) 3208 8344 🕒 Mon - Fri, 8.30am - 4.30pm

✉ mail@drwconsulting.com.au

🌐 www.drwconsulting.com.au

- 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 |
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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> | <p>Plans and Reports have been prepared as per Planning Scheme Policy 5 - Infrastructure</p> |
| <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 furthest 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> |
|---|---|---|
| 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> |

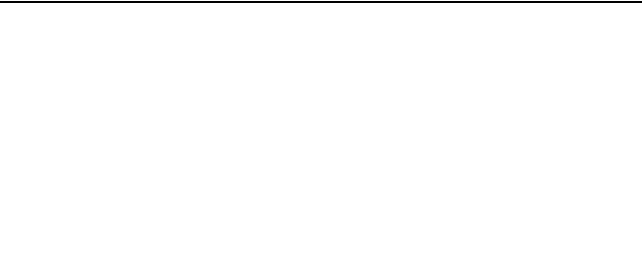
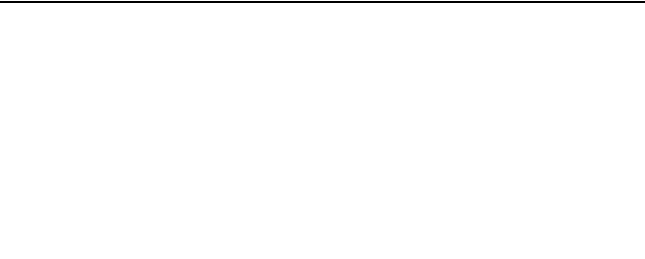
| | | |
|--|--|--|
| <p>volume and flow to service development for fire fighting purposes.</p> | <p>characteristics for fire fighting purposes at all times with a minimum pressure and flow of 10 litres per second at 200kPa; or</p> <p>(b) has an on-site water storage in accordance with</p> <p>(c) , dedicated 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

| REV. | AMENDMENT | BY | DATE |
|------|-------------------|----|----------|
| PA | PRELIMINARY ISSUE | TG | 01.12.20 |
| PB | PRELIMINARY ISSUE | TG | 17.03.21 |

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:

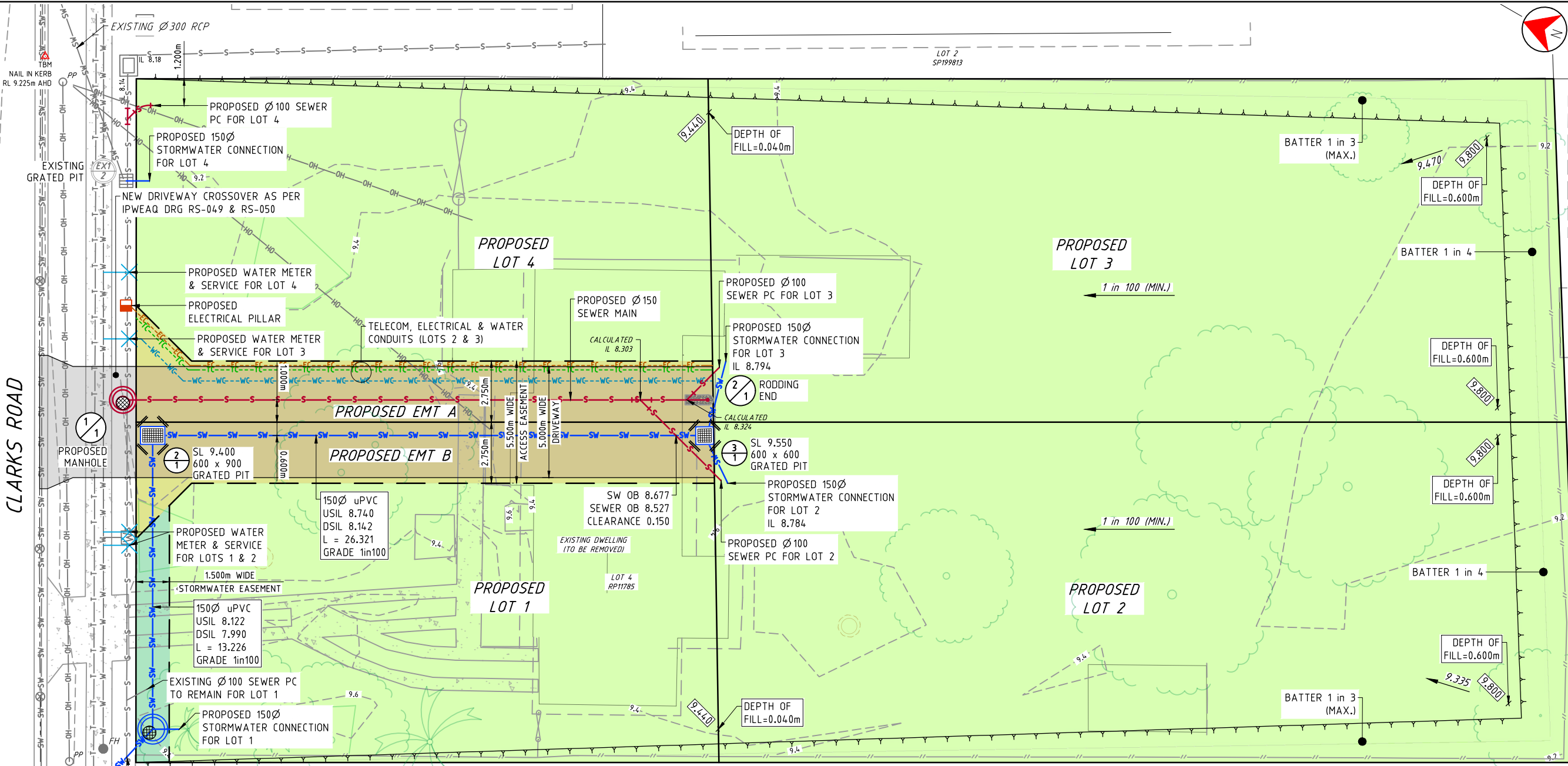


DIAL BEFORE YOU DIG (DBYD) DOCUMENTATION MUST BE OBTAINED BEFORE ANY ON-SITE CONSTRUCTION OR EXCAVATION COMMENCES. THIS DOCUMENT IS TO BE READ IN CONJUNCTION WITH THE DIAL BEFORE YOU DIG PLANS & OTHER RELEVANT DOCUMENTATION.

DRW Consulting Pty Ltd
 CIVIL ENGINEERING DESIGN SERVICES
 ACN 083 549 053
 ABN 46 482 504 266
 2/16 Vanessa Blvd, Phone: (07) 3208 8344
 Springwood, QLD, 4127. Fax: (07) 3208 8322
 Email: mail@drwconsulting.com.au

PROJECT SITE:
26 CLARKS ROAD LOGANHOLME

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



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.

NOTE:
 INTERNAL PRIVATE WATER CONDUITS ARE SUBJECT TO A PLUMBING & DRAINAGE APPLICATION TO COUNCIL.

NOTE:
 EXISTING WATER METER TO BE DISCONNECTED & REMOVED BY COUNCIL AT THE APPLICANTS EXPENSE. RECONNECTION TO OCCUE AT BUILDING STAGE.

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

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

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.



ISSUED FOR INFORMATION

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

