

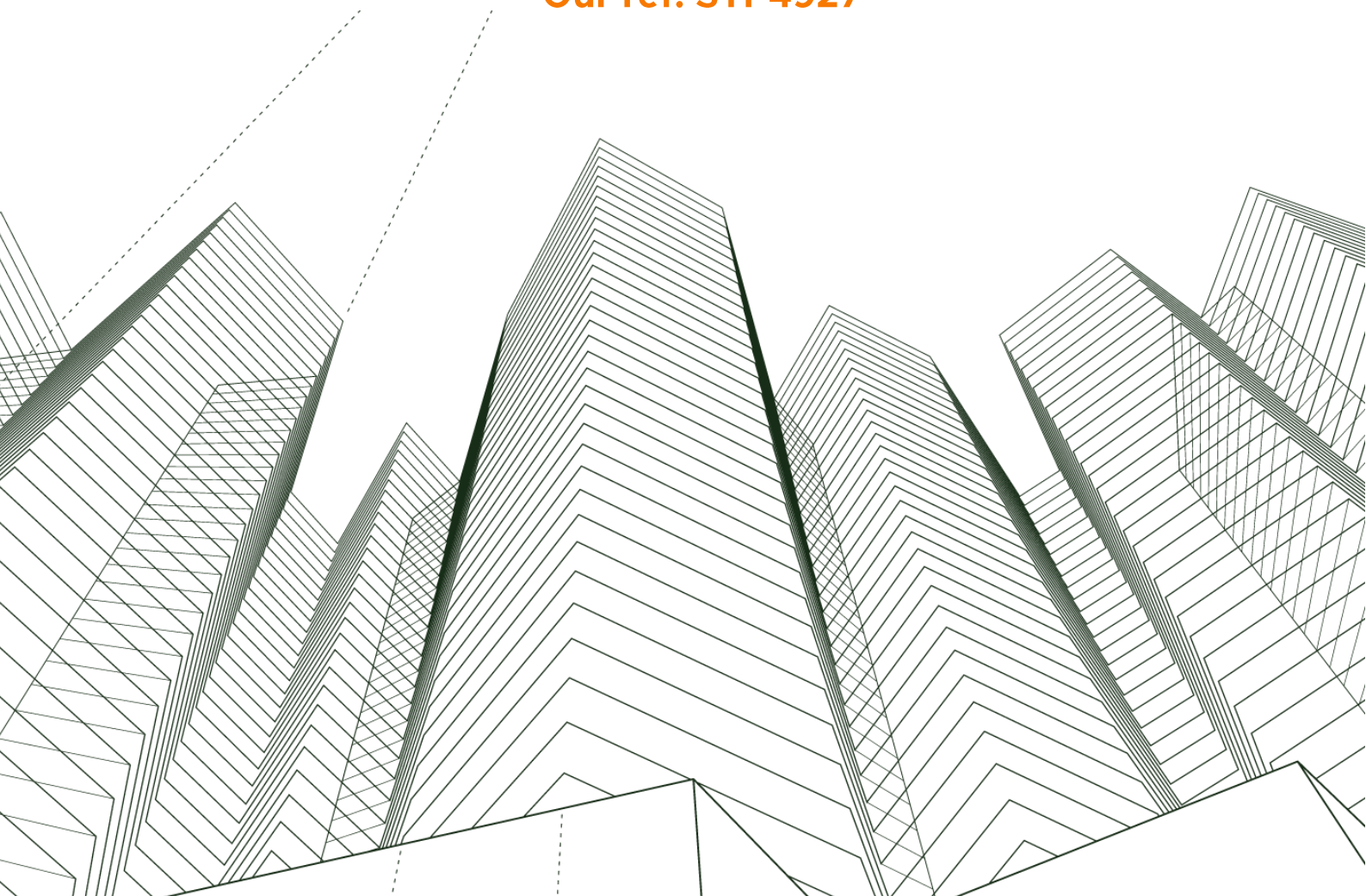


TOWN PLANNING REPORT

Reconfiguring a lot (1 into 4 lots)

18 Springlands Drive,
Slacks Creek QLD 4127
Lot 20 on RP89076

Our ref: STP4927



DOCUMENT CONTROL

QUALITY ASSURANCE		
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A	21/05/2026	Draft	AY	MH

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1 EXECUTIVE SUMMARY

This application seeks approval from Logan City Council for a Development Permit for a Reconfiguring a lot (1 into 4 lots) at 18 Springlands Drive, Slacks Creek QLD 4127, formally described as Lot 20 on RP89076.

The subject site is located within the Environmental Management and Conservation and Low Density Residential and proposes to establish the following allotments (note, the new lots are only located within the Low density residential zone):

- **LOT 1:** 600m²
- **LOT 2:** 700m²
- **LOT 3:** 700m²
- **LOT 4:** 8,535m²

The proposed development involves the reconfiguration of one lot into four residential allotments within the Low Density Residential Zone (Suburban Precinct), with a portion of Lot 4 extending into the Environmental Management and Conservation Zone. The subdivision has been designed to accommodate future residential development in a manner consistent with the intended character and density of the locality.

The proposal responds to a range of site constraints, including biodiversity values, bushfire hazard, and flood risk. These matters have been addressed through careful lot layout, retention of environmentally sensitive areas, strategic siting of future development, and supporting earthworks and infrastructure solutions. A wide access easement provides safe and functional access for residents, emergency services, servicing, and evacuation, while ensuring no adverse impacts on adjoining properties.

After assessment against the relevant Assessment Benchmarks which included the Acceptable Outcomes, Performance Outcomes, and Overall Outcomes of the Zone, Neighbourhood Plan, Overlays and Secondary Codes, no significant planning issues were identified and the proposed Reconfiguring a lot (1 into 4 lots) was found to be largely compliant with the intention of the codes.

Overall, the development delivers a balanced and well-resolved subdivision outcome that integrates environmental protection, hazard management, and infrastructure efficiency, while supporting appropriate residential use and future development potential.

Consequently, as a result of the findings of this report and assessment, Steffan Harries concludes by respectfully requesting a favourable decision from Logan City Council with regards to this development application, subject to reasonable and relevant conditions.

2 APPLICATION SUMMARY

2.1 Site overview

Street Address	18 Springlands Drive, Slacks Creek QLD 4127
Real Property Description	Lot 20 on RP89076
Site Area	10430m ²
Current Development	Vacant lot
Local Government Authority	Logan City Council
Applicable Planning Scheme	Logan Planning Scheme 2015 (v9.2)
Planning Scheme: Area Classification	Environmental Management and Conservation Zone and Low Density Residential Zone
Planning Scheme: Applicable Local Plan	Precinct map - Suburban Precinct map - Environmental Management
Planning Scheme: Applicable Overlays	OM-01.00 Acid sulfate soils trigger, OM-02.00 Biodiversity areas trigger - Primary Vegetation Management Area, OM-02.00 Biodiversity areas trigger - Secondary Vegetation Management Area, OM-03.00 Bushfire hazard trigger - Bushfire hazard (Medium Potential), OM-03.00 Bushfire hazard trigger - Bushfire hazard (Potential Impact Buffer), OM-05.01 Isolated islands - High Flood Island, OM-05.02 High flow area, OM-05.04 Flood risk areas - High Flood Risk Area, OM-05.04 Flood risk areas - Low Flood Risk Area, OM-05.04 Flood risk areas - Moderate Flood Risk Area, OM-12.00 Transport noise corridors trigger - State Roads, OM-14.00 Erosion prone area trigger - Erosion prone areas, OM-14.00 Waterway corridor trigger - Waterway corridors and wetlands
Applicable Regional Plan	South East Queensland Regional Plan
Regional Plan Area:	Urban Footprint

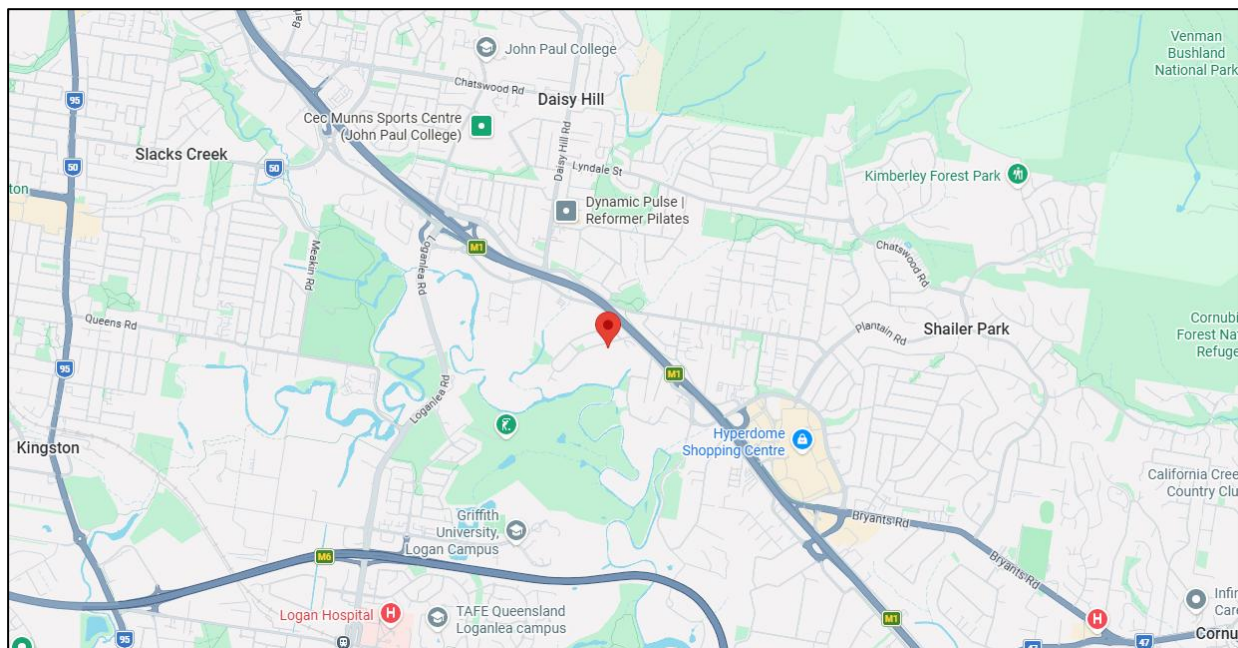


Figure 1: Location of the subject site. Source: Google Maps

2.2 Application Details

Description of Proposal	Subdivision of 1 into 4 lots
Type of Application	Reconfiguring a lot (1 into 4 lots)
Level of Assessment	Impact Assessable
Applicant	Davin Sachar C/o Steffan Harries PO Box 6258, Fairfield Qld 4103
Contact Person	Anaestasia Yala ana@steffanharries.au 07 3317 0042 www.steffanharries.au

2.3 Approvals Sought

Type of Development	Impact Assessable	
	Preliminary Approval	Development Permit
Reconfiguring a lot (1 into 4 lots)		✓

2.4 Fee Payable (current financial year)

Land Use Definition	Level of Assessment	Associated Fee
Reconfiguration of a Lot	Impact Assessable	\$5,649.00 base fee
Per lot cost		\$1,194.00
TOTAL		\$10,425.00

2.5 Level of Assessment

Under the Table of Assessment for the Environmental Management and Conservation and Low Density Residential (Part 5 of the Logan Planning Scheme 2015 (v9.2)), the proposed Reconfiguring a lot (1 into 4 lots) requires Impact Assessment. Please find an extract below:

Zone / Overlay	Categories of Development and Assessment	Assessment Benchmarks
Environmental management and conservation Zone	Impact assessment If not code assessment	<ul style="list-style-type: none"> The planning scheme
Low Density Residential Zone (Precinct-Suburban)	If - <ul style="list-style-type: none"> a. Code Assessable in the Small lot precinct, all proposed lots are 300m² or greater; or b. in the Suburban precinct - <ul style="list-style-type: none"> i. all proposed lots are 400m² or greater; 	<ul style="list-style-type: none"> Applicable zone codes 9.4.2 Filling and excavation code 9.4.3 Infrastructure code 9.4.4 Landscape code 9.4.6 Reconfiguring a lot code 9.4.7 Servicing, access and parking code

	<ul style="list-style-type: none"> ii. all proposed <u>rear lots</u> are 500m² or greater; or c. in the Village precinct - <ul style="list-style-type: none"> i. all proposed lots are 500m² or greater; ii. all proposed <u>rear lots</u> are 600m² or greater; or d. in the Large suburban precinct, all proposed lots are 1,000m² or greater; or e. in the Small acreage precinct, all proposed lots are 2,000m² or greater; or f. in the Acreage precinct, all proposed lots are 4,000m² or greater; or g. for the purpose of reconfiguring an existing or approved <u>Multiple dwelling</u> (or equivalent use under the superseded planning scheme). 	
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3 SITE INFORMATION AND ANALYSIS

3.1 Area Classification and Development Site

3.1.1 Property description and zone

The subject site is located at 18 Springlands Drive, Slacks Creek QLD 4127, formally described as Lot 20 on RP89076. The site falls within the Environmental Management and Conservation and Low Density Residential.

3.1.2 Development site features

The site features a rectangular-shaped lot, with a total area of 10,430m² with an approximate average width of 21.38m fronting Springlands Drive. The property has an average slope of 14.5m in 308.73m (4.7%) which rises from the Southwest to the Northeast boundary.

The site is currently a vacant lot with no structures on site.



Figure 2: Aerial view depicting the subject site. Source: QLD Globe

3.2 Existing Development and Site Characteristics

3.2.1 Services and Infrastructure

The subject site is connected to all services required for the intended land use.

3.2.2 Vehicular Access

The subject site currently has one vehicular access via the frontage onto Springlands Drive.

3.2.3 Significant Vegetation

The subject site includes scattered vegetation throughout the property, with one large shrub situated along the street frontage.

3.2.4 Site History

By way of searching all available online resources, the subject site is affected by the following applications:

Application Number	Type of Application	Description of Application
OW/110/2014	Operational Works	Tidal Works within a section of Slacks Creek to install a crossing

A review of the site history did not discover any applications that will impact or influence this application.

4 PROPOSED DEVELOPMENT

4.1 General Description

This application seeks Council approval for a Development Permit for a Reconfiguring a lot (1 into 4 lots) located at 18 Springlands Drive, Slacks Creek QLD 4127, formally described as Lot 20 on RP89076. Please find a set of proposed plans attached as **Appendix A** and an extract below.

The proposed development comprises a four-lot subdivision, with each lot incorporating the required easements within its overall area. Each allotment is of sufficient size and configuration to accommodate a future residential dwellings in a manner consistent with the intended use of the land. The site is predominantly located within the Low Density Residential Zone, with a portion of Lot 4 extending into the Environmental Management and Conservation Zone.

The land is subject to a number of overlays, including flooding, bushfire, and biodiversity. However, these constraints have been appropriately considered in the design of the subdivision and are not anticipated to adversely impact the development or future dwelling outcomes. This is largely due to the proposed earthworks and retaining wall solutions detailed in **Appendix C**, which effectively mitigate potential risks and site limitations.

Servicing infrastructure is proposed to be provided within the access easement, ensuring that all lots are adequately serviced both for the existing dwellings and any future residential development in a practical, efficient, and coordinated manner.

A summary of the proposed reconfiguration of a lot development is provided in the table below.

Development Summary		
Proposed Lot Sizes	Lot 1	600m ² (inc. EMT A)
	Lot 2	700m ² (inc. EMT B)
	Lot 3	700m ² (inc. EMT C)
	Lot 4	8,535m ²
Existing/Proposed built improvements	Currently a vacant lot	
Lawful point of discharge	The lawful point of discharge will be to Slacks Creek at the rear.	
Removal of street trees	No	

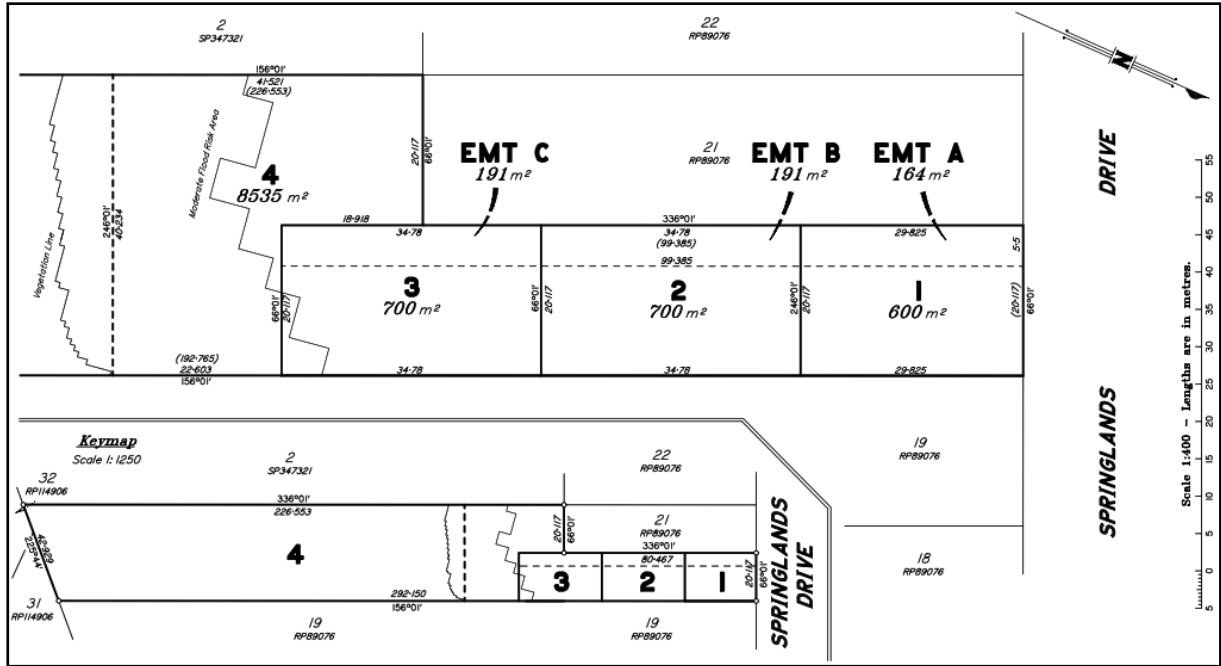


Figure 3: Image of proposed development. Not to scale. **Source:** Davin Sachar

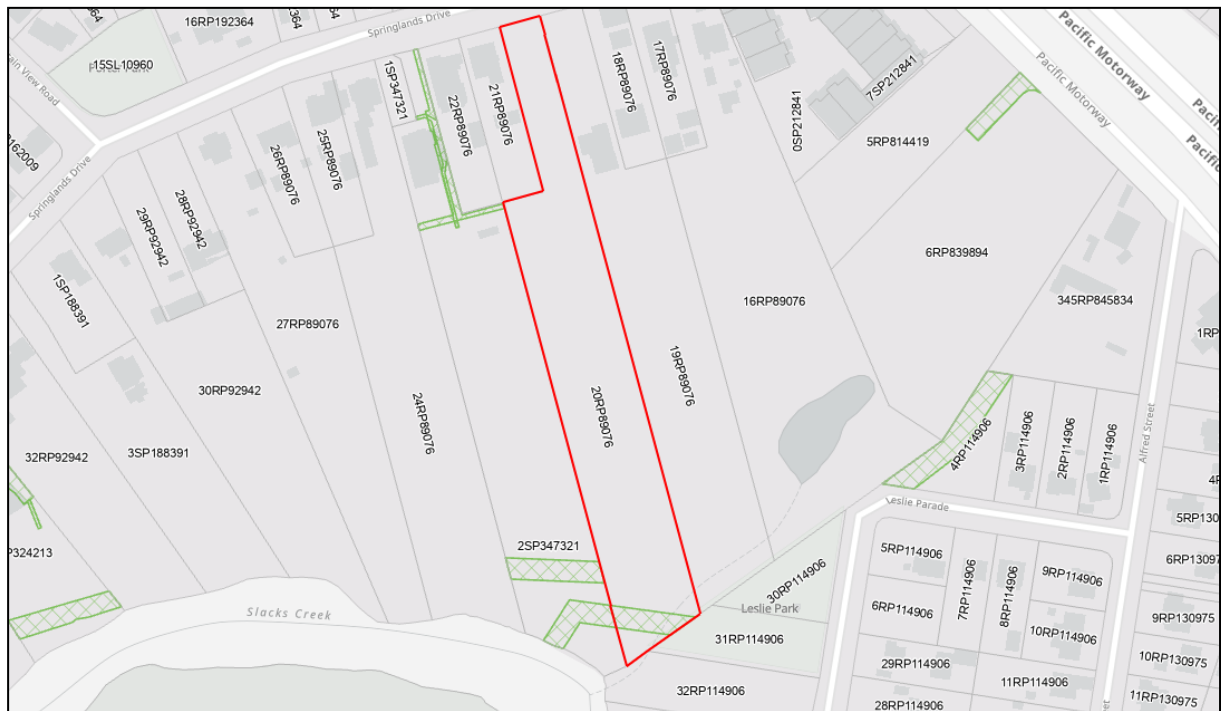


Figure 4: Easement affecting subject site. **Source:** DAMS Mapping

The subject site is currently affected by an easement located along its rear boundary. The proposed subdivision configuration has been designed such that the easement will remain unaffected and fully preserved.

4.2 Engineering Report

An engineering report has been prepared and attached as **Appendix C**. The engineering report demonstrates that the proposed development is compliant with the relevant planning scheme policy requirements and includes a concept services plan.

5 STATE PLANNING FRAMEWORK

The PA establishes the framework and process for development assessment throughout the State of Queensland. The PA states the following is applicable to an Impact Assessable application.

Chapter 3, Part 1, 45(5)

An **impact assessment** is an assessment that—

- a) must be carried out—
 - i. against the assessment benchmarks in a categorising instrument for the development; and
 - ii. having regard to any matters prescribed by regulation for this subparagraph; and
- b) may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.

Examples of another relevant matter—

- a planning need
- the current relevance of the assessment benchmarks in the light of changed circumstances
- whether assessment benchmarks or other prescribed matters were based on material errors

The subordinate legislation to the PA is the *Planning Regulation 2017* (PR). The PR states the following in relation to assessment benchmarks.

Planning Regulation 2017, Part 4, Division 4, Subdivision 1, 30 – Assessment benchmarks generally

1. For [section 45\(5\)\(a\)\(i\)](#) of the [Act](#), the impact assessment must be carried out against the assessment benchmarks for the development stated in [schedules 9](#) and [10](#).
2. Also, if the prescribed assessment manager is the local government, the impact assessment must be carried out against the following assessment benchmarks—
 - a. the assessment benchmarks stated in—
 - i. the regional plan for a region; and
 - ii. the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and
 - iii. a temporary State planning policy applying to the premises;
 - b. if the development is not in a local government area—any local planning instrument for a local government area that may be materially affected by the development;
 - c. if the local government is an infrastructure provider—the local government's LGIP.
3. However, an assessment manager may, in assessing development requiring impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development.

The following section of this report provides a response to the identified assessment benchmarks as prescribed by the PA.

5.1 State Planning Policy

The State Planning Policy was adopted on 3 July 2017 and is Queensland's pre-eminent state planning instrument. It expresses the state interests in land-use planning and development. The current version of the Logan City Council Logan Planning Scheme 2015 (v9.2) is considered to be aligned with the State Planning Policy. Subsequently, no further assessment is required.

5.2 South-East Queensland Regional Plan (ShapingSEQ)

The site is included within the Urban Footprint of the South-East Queensland (SEQ) Regional Plan (ShapingSEQ). The proposed development is consistent with the intent for the regional land use category.

5.3 Development Assessment Mapping System (DAMS) Layers

5.3.1 State Assessment and Referral Agency (SARA) DAMS Layers:

Layer	Applicable
SEQ Regional Plan Land Use Categories	Urban Footprint
Queensland heritage place	N/A
Unexploded Ordnance	N/A
Coastal Protection	Coastal area - erosion prone area Coastal area - medium storm tide inundation area
Fish Habitat Areas	Coastal area - high storm tide inundation area Queensland waterways for waterway barrier works
Water Resources	Water resource planning area boundary
Wetland Protection Areas	N/A
Native Vegetation Clearing	Regulated vegetation management map (Category A and B extract)
Koala Habitat in SEQ Region	Core koala habitat area
Maritime Safety and Development	N/A
Port of Brisbane	N/A
State Transport	N/A

5.3.2 Non-SARA DAMS Layers:

Layer	Applicable
Electricity Infrastructure	N/A

5.4 Development Assessment Forms

The Development Assessment forms are the approved forms under the PA and must be used for applications lodged under this Act. The following forms are included in this submission to the Local Council:

- DA Form 1 – Development Application Details.

5.5 Referral Agencies

A referral agency is a generic term and covers both ‘advice’ agencies and ‘concurrence’ agencies. If there is a requirement under the PR for an entity other than the assessment manager to have input in the assessment of a specified development application, the application is referred to that agency. No referral agencies have been identified as part of this application.

5.6 State Development Assessment Provisions

As the proposed development does not trigger assessment under the PA, the State Development Assessment Provisions aren’t applicable to this application.

5.7 Public Notification

As the proposed application is Impact Assessable, public consultation will be required to be undertaken in accordance with Part 4 of the Development Assessment Rules [s68 of the Planning Act 2016]. The applicant is required to give public notice by:

- publishing a notice at least once in a newspaper circulating generally in the locality of the premises the subject of the application;
- placing notice on the premises the subject of the application that must remain on the premises for the period of time up to and including the stated day; and
- giving notice to the adjoining owners of all adjoining the premises the subject of the application.

Public consultation will begin as required under the DA Rules at the conclusion of the Information Request Stage.

6 LOCAL PLANNING FRAMEWORK

6.1 Introduction

The site is located within the Logan City Council area and is subject to assessment against the Logan Planning Scheme 2015 (v9.2). This application has been made in accordance with Chapter 3 of the *Planning Act 2016 (PA)* and constitutes an application for an Impact Assessable Development Permit for a Reconfiguration of a Lot.

6.2 Logan Planning Scheme 2015 (v9.2) Planning Provisions

6.2.1 Zone

The subject site is located within the Environmental Management and Conservation and Low Density Residential as depicted in the below imagery.



Figure 5: Aerial view of subject depicting the zoning of the property. **Source:** Logan City Council

6.2.2 Overlays

Under the Logan Planning Scheme 2015 (v9.2), the site is identified as being affected by a number of overlays as demonstrated below in Table A. Assessment against the relevant overlays has been undertaken. Complete responses to each applicable overlay code have been provided in **Appendix B**.

Table A – Overlay Assessment		
Overlay	Assessment (assessed under Part 5 of the Logan Planning Scheme 2015 (v9.2))	Assessment Benchmark
OM-01.00 Acid sulfate soils	Not Applicable	Not Applicable
OM-02.00 Biodiversity areas - Primary	Code Assessable	Biodiversity areas overlay

Table A – Overlay Assessment		
Overlay	Assessment (assessed under Part 5 of the Logan Planning Scheme 2015 (v9.2))	Assessment Benchmark
Vegetation Management Area		
OM-02.00 Biodiversity areas - Secondary Vegetation Management Area		
OM-03.00 Bushfire hazard - Bushfire hazard (Medium Potential)	Code Assessable	Bushfire hazard overlay
OM-03.00 Bushfire hazard - Bushfire hazard (Potential Impact Buffer)		
OM-05.01 Isolated islands - High Flood Island	Code Assessable	Flood hazard overlay
OM-05.02 High flow area		
OM-05.04 Flood risk areas - High Flood Risk Area, OM-05.04 Flood risk areas - Low Flood Risk Area, OM-05.04 Flood risk areas - Moderate Flood Risk Area		
OM-12.00 Transport noise corridors - State Roads	Not Applicable	Not Applicable
OM-14.00 Erosion prone area - Erosion prone areas	Not Applicable	Not Applicable
OM-14.00 Waterway corridor - Waterway corridors and wetlands	Code Assessable	Water resource catchments overlay

6.2.3 Neighbourhood Plan / Local Plan

The subject site is located within the following Neighbourhood Plan or Local Plan and will form part of the relevant Assessment Benchmarks:

- Not Applicable

6.2.4 Level of Assessment

As shown below, Impact Assessment is the highest level of assessment applicable to the application. As a result, the application will be subject to Impact Assessment.

Zone / Overlay	Categories of Development and Assessment	Assessment Benchmarks
Environmental management and conservation Zone	Impact assessment If not code assessment	<ul style="list-style-type: none"> • The planning scheme
Low Density Residential Zone (Precinct-Suburban)	If - <ul style="list-style-type: none"> a. Code Assessable in the Small lot precinct, all proposed lots are 300m² or greater; or b. in the Suburban precinct – <ul style="list-style-type: none"> ii. all proposed lots are 	<ul style="list-style-type: none"> • Applicable zone codes • 9.4.2 Filling and excavation code • 9.4.3 Infrastructure code • 9.4.4 Landscape code • 9.4.6 Reconfiguring a lot code • 9.4.7 Servicing, access and parking code

	<p>400m² or greater;</p> <p>iii. all proposed rear lots are 500m² or greater; or</p> <p>c. in the Village precinct -</p> <p>i. all proposed lots are 500m² or greater;</p> <p>ii. all proposed rear lots are 600m² or greater; or</p> <p>d. in the Large suburban precinct, all proposed lots are 1,000m² or greater; or</p> <p>e. in the Small acreage precinct, all proposed lots are 2,000m² or greater; or</p> <p>f. in the Acreage precinct, all proposed lots are 4,000m² or greater; or</p> <p>g. for the purpose of reconfiguring an existing or approved Multiple dwelling (or equivalent use under the superseded planning scheme).</p>	
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6.2.5 Applicable Codes

The proposed development application will be subject to assessment against the Logan Planning Scheme 2015 (v9.2). The following planning scheme codes have been identified as Assessment Benchmarks:

- Low Density Residential Zone code
- Reconfiguring a lot code
- Applicable overlay codes (please see section 6.2.2)
- Secondary Codes:
 - 9.4.2 Filling and excavation code
 - 9.4.3 Infrastructure code
 - 9.4.4 Landscape code
 - 9.4.7 Servicing, access and parking code

As noted within Part 5 of this planning report, the assessment of this application is limited to the above noted Assessment Benchmarks.

Please find attached as **Appendix B**, an assessment against these codes.

6.2.6 Infrastructure charges

Infrastructure charges will be payable as per the relevant Adopted Infrastructure Charges Resolution applicable at the time of lodgement.

7 KEY PLANNING MATTERS

The proposed Reconfiguring a lot (1 into 4 lots) was found to be generally consistent with the intent of the Logan Planning Scheme 2015 (v9.2) and its associated planning provisions and relevant Assessment Benchmarks. Please refer to **Appendix B** for a full response to the applicable codes as noted in section 6.2.5 of this report. An overview of the key planning matters has been provided below in support of the proposal.

7.1 Strategic Framework

The proposed 1 into 4 lot subdivision is supported by the Strategic Framework as it facilitates orderly residential growth within Logan. The development creates additional residential lots wholly within the Low Density Residential Zone. The rear portion of the site, which is affected by the Environmental Management and Conservation Zone, will remain undisturbed and retain its non-urban character.

This outcome is consistent with the intent of the Strategic Framework, which recognises that land within the urban footprint may include areas that are not suitable for urban development. The proposal responds appropriately by locating all future dwellings and development within the Low Density Residential zoned portion of the site. No development is proposed within the environmentally sensitive land.

The subdivision also supports the residential outcomes sought by the Strategic Framework by contributing to housing supply within an established urban area. The proposed lots maintain a low-density form of development that is compatible with the surrounding locality and intended residential character.

Further, the proposal respects the natural environment outcomes of the Strategic Framework by avoiding impacts on the environmentally zoned land. This ensures the ecological values, habitat function, and biodiversity significance of the land are maintained. Overall, the development achieves a balanced planning outcome by providing additional housing opportunities while protecting the environmental significance of the balance land.

7.2 Zoning

7.2.1 Low Density Residential Zone

The proposed reconfiguration of the lot has been assessed against the relevant Acceptable Outcomes of the Low Density Residential Zone Code and is considered to be largely compliant. Further justification into the following Performance Outcome is required and follows:

PO11

Reconfiguring a lot:

- a. *in the Small lot precinct creates a lot with a minimum size of 300m²; or*
- b. *in the Suburban precinct:*
 - i. *where not creating a rear lot, has a minimum size of 400m²;*
 - ii. *where creating a rear lot, has a minimum size of 500m²; or*
- c. *in the Village precinct:*
 - i. *where not creating a rear lot, has a minimum size of 500m²;*
 - ii. *where creating a rear lot, has a minimum size of 600m².*

The proposed reconfiguration of 1 into 4 lots are located within the Suburban Precinct and comprises the following lot sizes:

- Lot 1: 600m² (front lot)
- Lot 2: 700m² (rear lot)
- Lot 3: 700m² (rear lot)
- Lot 4: 8,535m² (rear lot)

The proposed subdivision reconfigures one lot into four within the Suburban Precinct. The front lot (Lot 1) exceeds the minimum requirement of 400m², providing 436m² (excluding EMT A), while all rear lots exceed the minimum area of 500m². Lots 2 and 3 each provide

509m² (excluding EMT B and EMT C), and Lot 4 significantly exceeds the requirement with a total area of 8,535m².

7.2.2 Environmental Management and Conservation Zone

No subdivision or reconfiguring of a lot is proposed within the Environmental Management and Conservation Zone.

As seen in **Figure 6** the proposed lots will largely be within the Low Density Residential zone, with any future development remaining outside of the Environmental Management and Conservation Zone.



Figure 6: Overlaying of LCC Zoning over the proposed survey. **Source:** Logan City Council & Davin Sachar

7.3 Reconfiguring a Lot code

The proposed reconfiguration of the lot has been assessed against the relevant Acceptable Outcomes of the Reconfiguring a Lot Code and is considered to be largely compliant. Further justification into the following Performance Outcome is required and follows:

PO6

Reconfiguring a lot facilitates a movement network that:

- a. is permeable;*
- b. supports active transport.*

Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.

This application will not adversely impact the existing movement network. The proposed configurations will continue to support permeable, safe and efficient circulation for all modes

of transport within the subdivided rear lots to the site's frontage. Ensuring that the frontage to the surrounding areas is also maintained and appropriately accommodating of the active transport network.

PO7

Reconfiguring a lot provides that the orientation of a road and lot facilitates the development of energy efficient buildings that respond to local climatic conditions.

Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.

The proposed development results in lots which have dimensions and siting appropriate for facilitating energy efficient buildings. In particular, the configuration promotes favourable orientation, allowing for improved access to natural daylight and opportunities for passive heating and cooling. Lot orientation and frontage design also facilitate prevailing breezes, supporting natural cross-ventilation.

Furthermore, the arrangement of lots takes into account the site's topography, enabling building platforms that minimise excessive earthworks while maintaining appropriate drainage and runoff management. Collectively, these design responses contribute to improved environmental performance, enhanced occupant comfort, and more sustainable long-term outcomes for future development.

PO10

An access easement:

- a. is fit for its particular purpose;*
- b. has a safe access point;*
- c. provides access and manoeuvring for on-site refuse collection where creating four or more rear lots for residential activities;*
- d. does not adversely affect adjoining premises having regard to any of the following:*
 - i. traffic; or*
 - ii. accessibility; or*
 - iii. parking; or*
 - iv. privacy; or*
 - v. amenity*

Editor's note - Planning scheme policy 5 - Infrastructure provides guidance on the design standards for access driveways.

The proposed access easements are designed to meet the applicable criteria. They are fit for purpose, achieving compliance with Table 9.4.6.3.3, and provides a safe access point onto Springlands Drive. Provision is made for on-site refuse collection in accordance with Table 9.4.6.3.3 to service future dwellings. Furthermore, the access easements are not expected to adversely affect adjoining premises, with no negative impacts anticipated in relation to traffic, accessibility, parking, privacy, or amenity.

7.4 Overlays

7.4.1 Biodiversity Areas overlay code

The proposed reconfiguration of the lot has been assessed against the relevant Acceptable Outcomes of the Biodiversity Area codes and is considered to be compliant. Further justification into the following Performance Outcome is required and follows:

PO8

Development is designed and located to protect and enhance the landscape values of:

- a. a ridgeline;*
- b. native vegetation.*

The lot configuration has been concentrated at the front of the property to protect the bulk of the site's biodiversity and natural landscape. Potential dwellings on these lots are carefully sited to avoid environmentally sensitive areas, ensuring that the natural values of the site are maintained. Please see **Appendix C** for the Engineering Report. As seen below

that the biodiversity area overlay will not be impacted by any earthworks proposed (Figure 7).

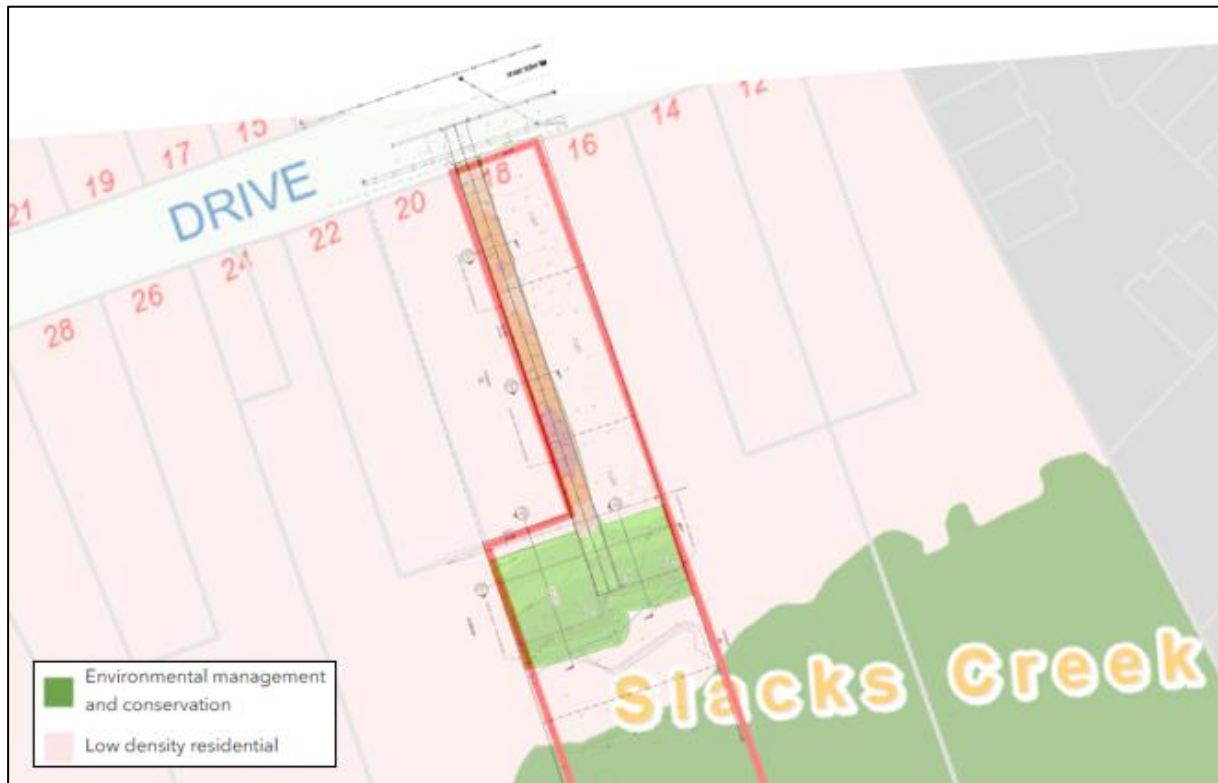


Figure 7: Overlaying zoning over the proposed earthworks plan. **Source:** Logan City Council & Davin Sachar

7.4.2 Bushfire Hazard overlay code

The proposed reconfiguration of the lot has been assessed against the relevant Acceptable Outcomes of the Bushfire Hazard code and is considered to be compliant. Further justification into the following Performance Outcome is required and follows:

PO1

Development is designed to:

- a. minimise *risk* of bushfire hazard;
- b. provide *safe premises*;
- c. create efficient emergency *access* for fire-fighting and other emergency vehicles.

Note - [Planning scheme policy 6](#) - Management of bushfire hazard provides guidelines on how to achieve this outcome.

The proposed subdivision has been designed to minimise bushfire risk, with all allotments located within the front portion of the subject site. Any future dwellings will also be sited within this area, ensuring that vegetation at the rear of the property is retained and appropriately maintained. In addition, the 5.5m wide access easement provides adequate access for firefighting services and other emergency vehicles to access the rear lots.

PO3

Reconfiguring a lot ensures that lots are designed to minimise bushfire hazard and provide safe sites for people, property and buildings.

The reconfiguration of the lots (1 into 4) has been carefully designed to minimise exposure to bushfire hazard and to provide safe, suitable lots for future dwellings. The entire site is currently triggered by the Medium Potential Bushfire Intensity and Potential Impact Buffer areas. The configuration has been designed to minimise bushfire risk, with all allotments positioned within the front portion of the subject site. Please refer to **Appendix A** for the Survey Plans.

Furthermore, earthworks provide an additional layer of protection against bushfire hazard. With all future buildings being located along the access easement. While the elevated ground levels further enhance resilience and improve overall site safety. Please refer to **Appendix C** for the full justification.

Accordingly, the design ensures that all lots, future dwellings, and their occupants will not be adversely exposed to bushfire hazards, resulting in a safe and well-considered development outcome.

PO4

Access for fire management and evacuation is provided by access that:

- a. separates premises from adjoining vegetation;
- b. is safely accessible by fire fighting vehicles;
- c. has regular vehicular access points for bushfire management, response and evacuation;
- d. has regular vehicle passing and turning areas for bushfire management, response and evacuation;
- e. allows access at all times for fire fighting vehicles;
- f. allows for maintenance, burning off and bushfire response;
- g. has vehicular links to an alternative through road;
- h. is readily maintained.

Editor's note - [Planning scheme policy 6](#) - Management of bushfire hazard provides details on alternative solutions for providing fire management access and evacuation

The proposed subdivision provides access for fire management and evacuation through a 5.5 m wide driveway access easement. The driveway is designed at all times to be safely accessible by firefighting vehicles. It includes adequate width to accommodate regular vehicular access, passing, and turning for bushfire management, emergency response, and evacuation. The access arrangement supports ongoing maintenance, hazard reduction activities such as burning, and bushfire response operations.

Although there is no road separating the Environmental Management and Conservation Zone, identified as the area most susceptible to bushfire risk, the proposed earthworks and elevated topography are intended to provide sufficient time for occupants to evacuate and for emergency vehicles to access the rear portion of the site (Lot 4).

7.4.3 Flood Hazard overlay code

The proposed reconfiguration of the lot has been assessed against the relevant Acceptable Outcomes of the Flood Hazard code and is considered to be compliant. Further justification into the following Performance Outcome is required and follows:

PO19

Reconfiguring of a lot intended for a future dual occupancy (auxiliary unit), dwelling house or accommodation land use ensures each lot has internal low flood hazard vehicle access to a road and a low flood hazard vehicle route to a suitable flood-free area that contains essential goods to serve the needs of people.

Note - [Planning scheme policy 10](#) - Flood provides guidance on achieving this performance outcome.

The proposed configuration is intended to accommodate future residential dwellings and provides access to Springlands Drive, which remains flood-free. Access to essential goods is available via Nujooloo Road, while parts of this road are subject to moderate to high flooding, the majority falls within the low flood overlay.

As all routes to essential services are affected to some degree by flooding, the option with the lowest hazard has been selected and can be accessed safely under most conditions. In this context, the service station represents the most reliable access point for essential goods, with comparatively minimal flood impacts and only 800m from the subject site (as seen below).

Please also find information supporting the earthworks within the flood hazard overlay within the attached RPEQ civil engineering report.

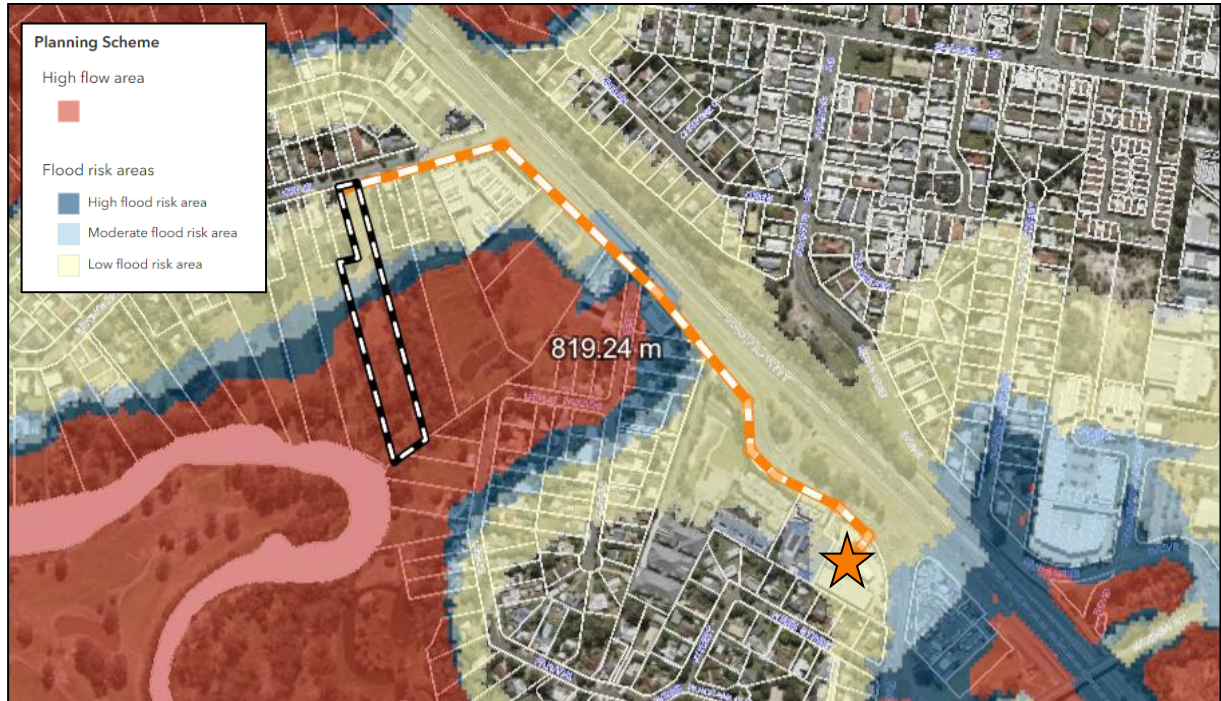


Figure 8: Access to essential services from subject site. **Source:** Logan City Council

Internally the subject site is impacted by the low flood risk area. Within Lot 4 there is sufficient area to accommodate within the low flood affected area, as seen below in **Figure 9**.

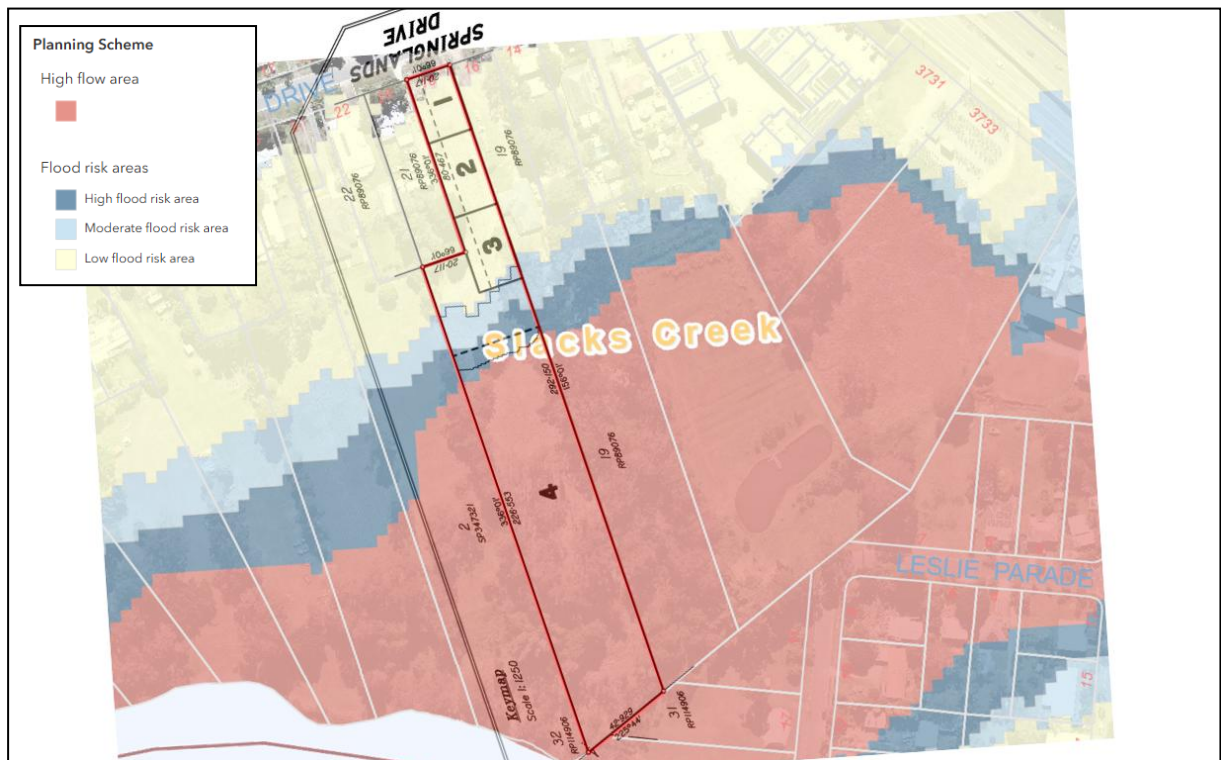


Figure 9: Overlaying Flood Risk overlay over the proposed survey. **Source:** Logan City Council & Davin Sachar

8 CONCLUSION

This application seeks approval from Logan City Council approval for a Development Permit for a Reconfiguring a lot (1 into 4 lots) at 18 Springlands Drive, Slacks Creek QLD 4127, formally described as Lot 20 on RP89076.

The proposed development should be supported by Logan City Council due to the following reasons:

- The development provides a consistent lot size and density intended for the Environmental Management and Conservation and Low Density Residential;
- All new allotments can be appropriately serviced by the infrastructure required for a its intended future development including water, sewer, stormwater, telecommunications and electricity; and
- The proposed was assessed against all of the Assessment Benchmarks which included the Acceptable Outcomes, Performance Outcomes, and Overall Outcomes of the Zone, Neighbourhood Plan, Overlays and Secondary Codes, and no significant planning issues were identified.

As a result of the findings of this report and assessment, Steffan Harries concludes by respectfully requesting a favourable decision from Logan City Council with regards to this development application, subject to reasonable and relevant conditions.