

Economic Development Queensland

PRE2024/845 – Homestead Drive, Monarch Glen

RAL for 582 Residential Lots, Park and Road and Associated PoD forming Precincts 101 and 102 of Monarch Glen Masterplan

11 am, 11 October 2024

PARTICIPANTS

Name	Role and Organisation
Amanda Dryden	EDQ – Director, Development Assessment
Brandon Bouda	EDQ – Manager, Development Assessment
Adam Dunn	EDQ – Director, Engineering
Ava Jalali	EDQ – Senior Engineer
Mark Clancy	Mirvac – Project Director
James Forrester	Mirvac – Development Manager
Mitch Bury	Mirvac – Development Manager
Douglas Lukin	Mirvac – Senior Development Manager
Mia Disano	Mirvac – Assistant Development Manager
Morgan Randle	Ethos Urban – Associate Director
Ben Weaver	Ethos Urban - Director

PROPERTY DESCRIPTION

Priority Development Area	Greater Flagstone PDA
Zoning	Urban Living and Environmental Protection
Property Address	Homestead Drive, Monarch Glen
Lot on Plan Description	Primary Lot: Lot 3 RP45236 Access Lot: Lot 50050 SP332140 and Lot 907 SP332140 Context Plan Area: Lot 28 S311174, Lot 800 SP321411 and Lot 3 RP45236
Lot Size	943.636ha



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<p>Regional Sports Park Locations</p> <ul style="list-style-type: none"> The proposed relocations and amended sizes of the Sports Parks are noted and supported in principle. The revised approach may be supported subject to the application demonstrating compliance with PDA guideline no. 12 – Park Planning and Design, the response should include calculations demonstrating the appropriate rate of provision has been applied considering the overall development.
<p>Retention Basin Design</p> <ul style="list-style-type: none"> Mirvac advised EDQ of recent discussions with Logan City Council (LCC) about future assets, to be handed to council including stormwater assets and retaining walls in open space. EDQ confirmed the need for LCC to be accepting of any retaining walls within the Retention Basins as these areas will become their assets in the long term. The size of the Retention Basins and the location adjacent to roads will result in them being a prominent feature, the ROL application should detail landscape treatments proposed to ensure they do not detract from the high standard of landscape amenity proposed in the development and ensure usability and safety of public spaces.
<p>Tranche 1A clearing</p> <ul style="list-style-type: none"> It was agreed the misalignment of the vegetation between the EPBC approval and approved clearing can be addressed via a minor amendment application to DEV2021/1168. This can be submitted concurrently with or after the proposed RAL application. It is noted this needs to be correlated with the amendments to the context plan and demonstrated via an Ecological Assessment Report prepared by an appropriately qualified professional to justify the changes.
<p>Neighbouring trunk infrastructure delivery</p> <ul style="list-style-type: none"> EDQ confirms they are aware of the required tie-ins of infrastructure delivery with adjoining land. EDQ confirms this is being taken into consideration in the assessment of the nearby development applications and compliance assessments.
<p>Stormwater IMP Approval strategy</p> <ul style="list-style-type: none"> Comprehensive flood modeling and a stormwater management plan (IMP) for the entire site must be submitted to support the context plan application. Stormwater management plans will be required for all subsequent ROLs and must align with the approved Stormwater IMP.
<p>Whole of Site OSS and IMP's</p> <ul style="list-style-type: none"> It was agreed at the meeting all updated OSS's and IMP's could be submitted at the same time as lodgement of the as the ROL. Noting the risk sits with the applicant should these documents change and require amendments to the ROL. This would appear to be the only way the approval timeframe outlined above could be met. Noted these documents need to be lodged for compliance assessment against the Whole of Site approval. Once the OSS and IMP approvals are obtained, the following documents will be required to support subsequent applications and ROLs for engineering, ensuring alignment with the approved IMPs <ul style="list-style-type: none"> Stormwater Management Plan Water Network Analysis Sewer Network Plan Traffic Report Earthworks details supported by Geotechnical Reports
<p>Public notification for the Context Plan amendment</p> <ul style="list-style-type: none"> Given the nature of the amendments outlined in the prelodgement information it would appear the amendments are minor and therefore no requirement for re notification.
<p>Entry Statement Tenure</p> <ul style="list-style-type: none"> EDQ will be guided by the advice of Logan City Council if they are prepared to accept the entry statement in the road reserve.
<p>Road Reserve</p> <ul style="list-style-type: none"> EDQ notes all road should be outside of private landholdings. All elements of the road should be included in road reserve not linear park. Ultimately batters and retaining will need to be acceptable to the infrastructure owner (Logan City Council). Design should minimize long term maintenance and replacement costs of the infrastructure item.

<p>Gas Supply</p> <ul style="list-style-type: none"> EDQ is prepared to consider this proposal however the applicant will need to demonstrate how the gas line through the development meets the sustainability outcomes sought in PDA guideline no. 14 Environmental values and sustainable resource use.
<p>Temporary Irrigation Line</p> <ul style="list-style-type: none"> Mirvac's proposal for a temporary irrigation line connected to the potable water after construction was noted. Mirvac advised the purpose is to irrigate the verges and relevant planting areas at their cost. Concerns were raised by EDQ with the potential issues with removing the temporary irrigation line when this area is transferred to Council and resident expectations based on this level of maintenance. Mirvac acknowledged this is something they would deal with. EDQ will require details of the proposed strategy and LCC's agreement. Use of potable water for irrigation would need to be demonstrated as meeting the sustainability outcomes sought in PDA guideline no. 14 Environmental values and sustainable resource use. EDQ's preference would be for rainwater and stormwater harvesting. Mirvac's view is noted the irrigation line is a more effective and efficient way of watering highly visible areas than using water trucks creating traffic nuisance and waste water.
<p>EDQ Comments Amended Context Plan</p> <ul style="list-style-type: none"> Road hierarchies, intersections, road connections, accesses, public and active transports for the RAL will be subject to Movement IMP approval as part of the context plan submission. The connection of the Trunk Connector to the southern boundary to the Wyatt Road realignment is still under discussion. EDQ will provide further updates as more information becomes available. See previous comments on the Retail Hierarchy and in terms of the locations of centres and required justification. DR1 park is not located as per the DCOP provide justification for the proposed variation. See previous comments on the Regional Sports Park Location. SPS1 and SSS1 will need to seek advice from Department of Education on the relocation of the school sites, justification should be provided to demonstrate the outcome sought. The applicant should address the Queensland School Site Selection Guide to demonstrate the locations are suitable. It is also recommended the applicant consider the Planning for Safe Transport Infrastructure at Schools technical guidance document particularly with respect to the requirements for bus parking, active transport and public roads to school sites. It is also noted the school sites are adjacent or in proximity to significant conservation areas consideration of the potential impact of the vegetation on the site as per the State Planning Policy for Bushfire as a vulnerable use (please note this will also impact the locational requirements for child care centres and may constrain the range of uses suitable in NC1 and NC2) Confirm the location of the local community centre. The approved context plan indicated areas for higher density outcomes around the neighbourhood centres and district centre this has been removed from the proposed amended context plan. Demonstrate the context plan will achieve the housing outcomes envisaged under the Greater Flagstone Urban Development Area – Development Scheme without these housing options. Housing diversity is critical in new cities.
<p>EDQ Comments – Proposed ROL layout</p> <ul style="list-style-type: none"> The local park shown in 102.01 appears to have slope constraints whilst the local park in 101.05 is irregular in shape, applicant to demonstrate the park meets the requirements of PDA guideline no 12 – Park planning and design in this regard. Location of bus stops to be considered, is there potential to relocation to increase the service catchment, currently less than 90% of lots are not within 400m of a bus stop. Investigate the potential to provide additional mid-block connections to the northeast though 101.01 and 101.5 and provide a connection to 102.01 to the south. There are a number of areas shown as Pedestrian linkage/landscaping these proposed parcels have irregular shapes and sizes if these areas are proposed as a dedicated public asset agreement from LCC should be sought as the ultimate owner of the infrastructure. If this land does not meet LCC requirements they appear to have limited utility as development parcels. Otherwise amend the layout to minimize/eliminate these areas. Direct lot access is not permitted to trunk connectors. Please refer to EDQ Guideline 6 Street Movement Network for road characteristics. Concerns are raised with the single access for such a large development, the applicant is required to demonstrate emergency management and provide for a temporary secondary access at a suitable location.

- Housing Diversity – the ROL proposes mainly standard residential lots. The application is to demonstrate a range of housing types, tenures and form. The development is to provide for the inclusion of multiple dwelling products, terrace lots, micro lots etc to meet the required outcomes of the development scheme. EDQ acknowledges the early stage of development and the slope constraints, may impact the viability of the inclusion of these products however the lack of diversity is a matter of concern and should be addressed in the application the applicant is referred to EDQ Practice Note no 01 Housing Diversity.
- The opportunity of any potential display village to showcase new products available in the development and improve uptake of alternative products is strongly encouraged by EDQ.

Reports Required for ROL:

- Bushfire Assessment
- Acoustic Report
- Stormwater Management Plan
- Water Network Analysis
- Sewer Network Plan
- Traffic Report
- Earthworks details supported by Geotechnical Reports

PRE2023/689 ([F23/4733](#)) Undullah Due Diligence

MEETING NOTES

3PM, Tuesday 15 August 2023 – Room 14.02, 1 William Street, Brisbane

10AM, Thursday 24 August 2023 – Room 12.02, 1 William Street, Brisbane

ATTENDEES

Name	Role
Meeting 1: Tuesday 15 August 2023	
Brandon Bouda	A/Director, Development Assessment, EDQ
Matthew Buchanan	Principal Planner, Development Assessment, EDQ
Dean Jones	Manager, Infrastructure Planning, EDQ
Marco Bonotto	Director – Engineering SME Team, EDQ
Adam Dunn	Director – Engineering, EDQ
Manjurul Alam	Principal Engineer, Infrastructure Solutions, EDQ
Jack Landsberg	Principal Technical Officer, Infrastructure Solutions, EDQ
Andrew Bradford	Queensland Acquisitions Manager, Mirvac
Mia Disano	Assistant Development Manager, Mirvac
Maggie Greer	Property Intern, Mirvac
Mark Clancy	Project Director, Mirvac
Ben Weaver	Director and National Precincts Lead, Ethos Urban
Jeff Yu	Senior Urbanist, Ethos Urban
Darren Jonsson	Director of Development, Haricot Development and Place Creation
Jack Wen	Pioneer Fortune
Tim Zhau	Pioneer Fortune
Zhian Chen	Pioneer Fortune
Meeting 2: Thursday 24 August 2023	
Brandon Bouda	A/Director, Development Assessment, EDQ
Matthew Buchanan	Principal Planner, Development Assessment, EDQ
Dean Jones	A/Manager, Infrastructure Planning, EDQ
Manjurul Alam	Principal Engineer, Infrastructure Solutions, EDQ
Jack Landsberg	Principal Technical Officer, Infrastructure Solutions, EDQ

Andrew Bradford	Queensland Acquisitions Manager, Mirvac
Maggie Greer	Property Intern, Mirvac
Ben Weaver	Director and National Precincts Lead, Ethos Urban
Jeff Yu	Senior Urbanist, Ethos Urban
Jack Wen	Pioneer Fortune
Tim Zhau	Pioneer Fortune
Zhian Chen	Pioneer Fortune

PROPERTY DESCRIPTION

Priority Development Area	Greater Flagstone
Property Address	Undullah Context Plan area
Proposal	Due Diligence

1.	<p><u>Meeting 1</u></p> <p>Approval History</p> <ul style="list-style-type: none"> <i>Have all relevant approvals been captured</i> Agreed. <p><u>General comments</u></p> <ul style="list-style-type: none"> Natural Environment OSS should be left as is. Too difficult to change. Existing context plan reflects the outcomes of the NEOSS. Whole of site MCU can have the currency period extended. This can be requested at anytime. Pursuant to section 101 of the ED Act 'a person having an interest in the relevant land' may apply to extend an approval's currency period. <p>DEV2012/248</p> <ul style="list-style-type: none"> <i>Does condition 9 – Commencement of Work (DEV2012/248) start from the original approval date?</i> Relates to the amendment approval NOT the original approval. Notwithstanding this, EDQ would support a change to this condition to ensure there is sufficient time for Mirvac to commence construction. <i>Does unfulfillment of condition 9 – Commencement of Work (DEV2012/248) mean that DEV2012/248 lapses?</i> Not of concern as considered to be from the amendment approval (see above). <i>Have conditions 4 (Overarching Site Strategies) and 5 (Context Plan Strategies) been fulfilled by the endorsement of the Context plan in 2018 (under DEV2017/857)?</i> All IMPs and OSSs and context plan have been endorsed. IMPs and OSSs were endorsed pursuant to DEV2012/248 whereas the Context Plan was endorsed pursuant to DEV2017/857 (accompanying a management lot subdivision). IMPs and OSSs are considered to be living documents and as such may require amendments (via
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Compliance Assessment) from time to time. E.g. new schools, increase in equivalent person rate from 2.6 to 2.7. These may also need to be reflected on an amended Context Plan. There may also be changes required to reflect changes sought by MIRVAC e.g. a change in Community Development strategy. Generally, as long as an ROL/POD is consistent with the outcomes in the whole of site MCU, endorsed IMPs, OSSs and Context Plan there is no need to change them until we get to affected areas i.e. where the new schools are.

DEV2014/607

- ***Does the COVID applicable event apply to this approval resulting in a new lapsing date of 1 April 2027?***

Yes

General notes

Flinders Lake Drive extension has a currency period a total of 12 years to 2027. They have been given Catalyst Funding within an IA executed for works from Homestead Drive to the bottom end of Bushman Drive. Works are required to be completed by 2025. This includes the rail bridge which has all approvals in place including the s253 TIA approval from TMR as well as ARTC endorsement. Tranche 1 is to Bushman Tranche 2 is currently being. All approvals for rail bridge are in place

Homestead Drive lapses 2024

DEV2017/857

- ***Does the endorsed context plan reflect EDQ's expectations and preferences for the site's residential density (noting the average densities notated in Figure 4 of the request)?***

Yes

NC1 — reduce to 2 rather than 3 owing to proximity of PEET's Major Centre. EDQ happy to consider a proposal. Density associated with any removed centre (20 d/ha) should be still delivered or otherwise demonstrate how density can be delivered elsewhere within the context plan area.

Should the applicant propose to relocate or 'consolidate' NC1 with another NC this would need to be reflected in an amended context plan. This could be assessed in parallel with the first RAL which removes NC1. EDQ's preference is not to remove, but relocate to the north-western part of the site who would benefit for this centre.

The minimum 15dw/ha dwelling density requirement applies over the entire PDA. EDQ acknowledges the need to reduce density in response to topographical constraints, noting the site is steep in some areas.

- ***Can EDQ confirm the dwelling yield used for its infrastructure planning?***

Section 2.2 of the Greater Flagstone Priority Development Area Infrastructure Planning Background Report (IPBR) July 2022 provides that the ultimate potential development capacity for the PDA is based on an ultimate persons per household rate of 2.7 in 2066 (previously 2.4 persons per household).

Further information on the approach to determining the persons per household rate is provided in Appendix E (Demographics Analysis – SGS Economics and Planning) of the IPBR.

- ***Does the endorsed context plan reflect EDQ's expectations for the centres, employment areas, parks and school provision (noting Figure 4 of the request and the DCOP)?***

Yes

The DCOP includes additional schools than allowed for in the existing context plan. Mirvac should liaise directly with the Department of Education regarding future planning of education sites. The Department of Education acquire/purchase land at commercial rates.

EDQ are considering the realignment of Wyatt Road to intersect with DCOP Reference RI012, forming an ultimate 4-leg signalised intersection). The purpose of the realignment is to reduce the extent of bridge structures that would otherwise be necessary to traverse a floodplain. The realignment may potentially necessitate DCOP Reference R037 being upscaled to a 4-lane road, and DCOP Reference R018A being scaled back to a 2-lane road. It is recommended that further discussions are held with EDQ in the future to confirm the outcomes of these proposed changes and their potential impact on the site.

- ***Conservation land. Can this be recognised as sports park or recreation park pending confirmation of active and passive uses?***

Conservation land is set aside owing to the presence of ecological values and habitat for vulnerable/protected species and as such does not form part of the overall network of required sports or recreation open space. It should also be noted that owing to the inherent values within the conservation land the disturbance associated with the use of the land for mountain biking/hiking/horseriding etc. may not be appropriate. Further advice from a suitably qualified ecologist would need to be sought to support any consideration of this outcome by EDQ. EDQ happy to consider and supportive of concept if demonstrated to be appropriate. Unlikely to be creditable as open space.

Approval framework

- ***Confirm the relevance of the application framework included as Figure 3 (sourced from the Whole of Site MCU), currency and timing and how it translates to current EDQ practice, acknowledging the original framework was associated with the overarching Material Change of Use approval (DEV2012/248) granted by ULDA under the ULDA Act.***

EDQ confirm that the application framework is correct. Specifically, the next step is to apply for an ROL/POD which can continue to happen until there is inconsistency between the Whole of Site MCU and endorsed IMP/OSS and Context Plan.

- ***Are there any changes from the ULDA Act to the ED Act that would impact the overall development application process?***

There are sufficient transitional provisions within the ED Act that ensure existing approvals remain valid/actionable under the new Act.

- ***Will EDQ require updates to existing approved/endorsed documents (IMPs, OSSs etc)? Can EDQ provide any update requirements in writing?***

All IMPs and OSSs and context plan have been endorsed. IMPs and OSSs were endorsed pursuant to DEV2012/248 whereas the Context Plan was endorsed pursuant to DEV2017/857 (accompanying a management lot subdivision). IMPs and OSSs are

considered to be living documents and as such may require amendments (via Compliance Assessment) from time to time. E.g. new schools, increase in equivalent person rate from 2.6 to 2.7. These may also need to be reflected on an amended Context Plan. There may also be changes required to reflect changes sought by MIRVAC e.g. a change in Community Development strategy. Generally, as long as an ROL/POD is consistent with the outcomes in the whole of site MCU, endorsed IMPs, OSSs and Context Plan there is no need to change them until we get to affected areas i.e. where the new schools are.

- ***What is the catchment for calculation of open space rate or provisions (subject site only or XXkm radius)?***

Table 4.6.1 "Rates of provision, minimum area and accessibility requirements" of the Greater Flagstone IPBR sets out the population and catchment triggers (where applicable) for each park type (including total for local and district/major parks). The DCOP generally locates the higher order parks in consideration of catchments noting that the modelling is extremely high-level. The specific park rates are contained in EDQ Guideline 12 and EDQ will use the population rate, i.e. xxha per 1,000 population.

- ***Are there any community stakeholders or action groups EDQ are aware of in term of potential engagement through the approval framework?***
 - Logan and Albert Conservation Association

Preliminary concept plan

- ***Provide comments on the preliminary concept plan provided as attachment A***
See attached, marked-up plan.

Infrastructure

- ***Regarding the Infrastructure Master Plan (IMP) are there any updates to infrastructure planning documents (DCOP and sub-regional infrastructure plan)?***

EDQ recommend the approved IMP (which is intended to be a living document) be reviewed considering the current DCOP and assumptions, particularly in relation to the Water IMP due to significant changes to the regional supply strategy as well as the increase in assumed household size (now 2.7 persons per household).

The general location of the 20ha regional sports park (DCOP Reference POS036) has moved from the southern across side of Dairy Road onto the site. It is noted there is no regional sports park shown on the approved context plan. For this reason, EDQ are currently considering other nearby locations to accommodate this.

The DCOP includes additional schools than allowed for in the existing context plan. Mirvac should liaise directly with the Department of Education regarding future planning of education sites. The Department of Education acquire/purchase land at commercial rates.

EDQ are considering the realignment of Wyatt Road to intersect with DCOP Reference RI012, forming an ultimate 4-leg signalised intersection). The purpose of the realignment is to reduce the extent of bridge structures that would otherwise be necessary to traverse a floodplain. The realignment may potentially necessitate DCOP Reference R037 being upscaled to a 4-lane road, and DCOP Reference R018A being

scaled back to a 2-lane road. It is recommended that further discussions are held with EDQ in the future to confirm the outcomes of these proposed changes and their potential impact on the site.

- ***What is the status of the SRIA and DCOP infrastructure in proximity to the site? Can EDQ provide a succinct summary of what is complete, under construction, under design etc?***

The SRIA is a confidential document between EDQ, Logan City Council and the relevant developer signatories within Greater Flagstone. While Mirvac is a signatory to the SRIA (due to being the developer of Everleigh), the underlying developer obligations for each developer are not visible to other developers in the SRIA. Mirvac will therefore need to liaise with Pioneer Fortune to obtain the list of underlying developer obligations for the site.

With respect to surrounding water sewer infrastructure:

- Section of the DN250 water main along the constructed section of Homestead Drive west of the rail bridge. This main needs to be extended along the future Homestead Drive extension to provide connection to the north of the site.
- Subregional sewerage pump station FC2 (SPS151) connected to the Cedar Grove Wastewater Treatment Plant. The northern site will be connected to this pump station through an extension of the DN375 trunk gravity sewer constructed as part of Flagstone Stage 1 along Sandy Creek.
- Subregional sewerage pump station RB2-2 (SPS152) connected to the Cedar Grove Wastewater Treatment Plant. This will provide connection to the southern part of the site.

With respect to surrounding road infrastructure:

- New Beith Road extension (from Spring Mountain to Flagstonian Drive) – Subject to the execution of an IA between EDQ and PEET as well as an EPBC approval for vegetation clearing.
- New Beith Road extension to the site – A conceptual or detailed design has yet to be submitted to EDQ for approval.
- Homestead Drive extension to the site (east/west road) – A new road dedication has been approved but not yet enacted upon. A conceptual or detailed design has yet to be submitted to EDQ for approval.
- Teviot Road extension (Homestead Drive to Blacksmith Court) – Functional layout plans for PIDC have been approved and delivery anticipated in 2025.
- Flinders Lakes Drive (Blacksmith Court to Flinders) – Functional layout plans for PIDC have been approved by EDQ. The upgraded rail crossing has been approved by ARTC and the Department of Transport and Main Roads (pursuant to Section 253 of the *Transport Infrastructure Act 1994*).

Road access

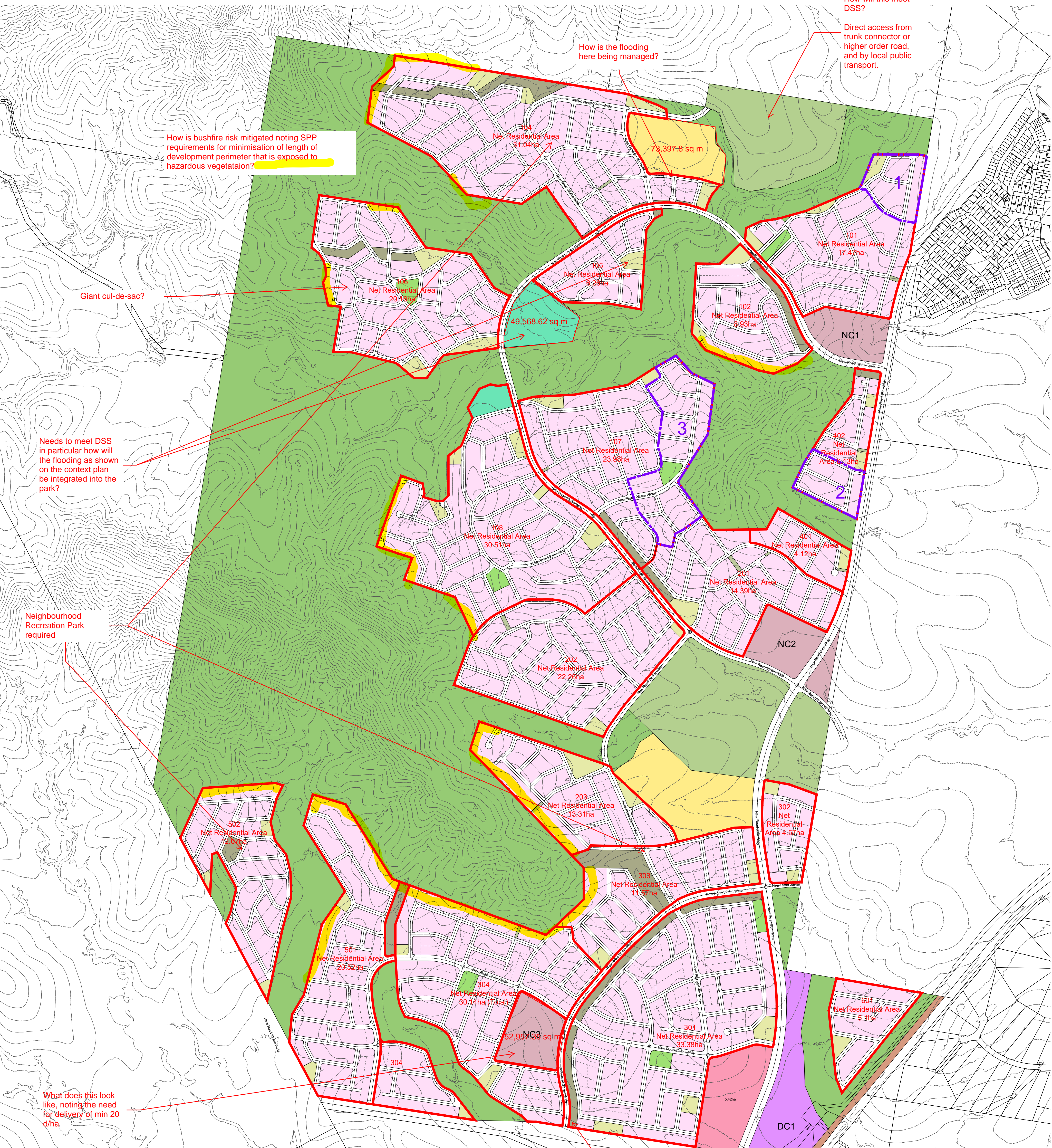
- ***In respect of the New Beith Road and Homestead Drive extensions, can EDQ confirm the following:***

	<ul style="list-style-type: none"> • <i>Expected timing for delivery of the New Beith Road extension</i> Unknown at this stage • <i>Who is responsible for delivery?</i> Not confirmed at this stage • <i>What is the expected delivery model for the balance of the New Beith Road extension (by developer/others)?</i> At this stage it is anticipated the delivery of the balance of New Beith Road through the site would be undertaken by developers, noting that infrastructure offsets are available for the delivery of trunk infrastructure. • <i>Availability of best available designs for New Beith Road and Homestead Drive extensions?</i> Functional layout plans or other detailed designs have not yet been submitted to EDQ for these pieces of infrastructure. • <i>Having regard to the need for certainty around access, particularly across land owned by third parties:</i> <ul style="list-style-type: none"> • <i>Would EDQ be able to share copies of infrastructure agreements (including Catalyst) that require competitors to provide access?</i> Unfortunately these agreements are confidential to the relevant signatories of the relevant IAs. • <i>How will EDQ require developers to provide access obligated under infrastructure agreements?</i> EDQ is currently working with a number of developers in Greater Flagstone to deliver a coordinated approach to access and therefore unlock development fronts across the PDA. • <i>Can EDQ provide assistance in providing access to infrastructure?</i> While EDQ can assist to facilitate meetings and discussions, all arrangements to coordinate access are to be undertaken between the relevant landowners.
2.	<p><u>Meeting 2</u></p> <p>Approval framework</p> <p>See detailed comments above.</p> <p>Planning Act 2016 approvals</p> <ul style="list-style-type: none"> • <i>Confirmation that certain Planning Act 2016 approvals will be required for the proposed development (in addition to ED Act provisions eg Operational work that is waterway barrier works)</i> Correct. The <i>Planning Regulation 2017</i> specifies which additional SARA approvals are required for PDA—related development, such as waterway barrier works. <p>DA fees and charges assumptions</p> <ul style="list-style-type: none"> • <i>That each stage of RoL of more than 50 lots with a PoD would attract the Standard Type 3 DA fee</i> Correct. • <i>Compliance assessment fee charges are \$18,000 per technical report (and there could be as many as 10+ reports per stage)</i> Compliance assessment is only required if insufficient information is provided through the application process or detailed design documentation needs to be submitted AND

	<p>requires assessment. They are not a fixed price (see Part 2 – Compliance Assessment – required by condition of approval within the current schedule of fees and charges). The fee will be determined based on the reports submitted and timeframe to assess them and any third party peer review costs.</p> <ul style="list-style-type: none"> • <i>The Development Scheme Recovery Fee has already been paid or can be subject to discretion (noting that for a potential yield of 7,500 lots, a fee of over \$6million is indicated).</i> The Development Scheme has been paid for. As such, no Development Scheme Recovery Fee is applicable at the moment. If the scheme is required to be amended in the future, the fees may become applicable on a cost-recovery basis only. It is noted that the current scheme has not changed since commencing in October 2011. <p>Potential Preliminary Approval Application</p> <ul style="list-style-type: none"> • <i>Proposed Approach to a Preliminary Approval that would in effect seek to convert DEV2012/248 to a Preliminary Approval for the benefit of Section 87 of the ED Act.</i> That is at the discretion of the applicant. EDQ is satisfied with the current whole of site DA approval framework that is currently in place. <p>Role and potential application by EDQ of Model Code for Neighbourhood Design in subsequent applications</p> <p>EDQ has the scheme provisions and our suite of Guidelines to draw on in assessment of applications. These guidelines are specifically called up in the Development Scheme. Since the guidelines were prepared the Model Code for Neighbourhood Design has been prepared and incorporated into the Planning Regulations. This model code is similar to the EDQ guidelines.</p> <p>Neighbourhood Centre 1 (Northern Location)</p> <p>The applicant has suggested removing the Neighbourhood Centre 1 as this is in very close proximity to the Flagstone Town Centre. EDQ had no fundamental objection to the removal from this location, but recommended that it is included in the community to the west of the site.</p>
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Prepared by	Matthew Buchanan – Principal Planner, EDQ Development Assessment
Approved by	Brandon Bouda – A/Director, EDQ Development Assessment

CONCEPT PLAN



NOT TO BE USED FOR ENGINEERING DESIGN OR CONSTRUCTION

NOTES

This plan was prepared as a conceptual layout only. The information on this plan is not suitable for any other purpose.

Property dimensions, areas, numbers of lots and contours and other physical features shown have been compiled from existing information and may not have been verified by field survey. These may need verification if the development application is approved and development proceeds, and may change when a full survey is undertaken or in order to comply with development approval conditions.

No reliance should be placed on the information on this plan for detailed subdivision design or for any financial dealings involving the land.

Pavements and centrelines shown are indicative only and are subject to Engineering Design.

Saunders Havill Group therefore disclaims any liability for any loss or damage whatsoever or howsoever incurred, arising from any party using or relying upon this plan for any purpose other than as a document prepared for the sole purpose of accompanying a development application and which may be subject to alteration beyond the control of the Saunders Havill Group. Unless a development approval states otherwise, this is not an approved plan.

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PROJECTION - GDA2020 MGA56
SUBJECT BOUNDARIES OBTAINED FROM DCDB



LEGEND

- Catchment Boundary
- Catchment (Subject to detailed planning & design)
- Major Contour (5.0m interval)
- Developable Area (Total Area 315.91ha)
- Local Park
- Detention / Drainage
- Pedestrian Link
- Environmental / Buffers / Waterways
- Open Space / Linkage
- District Recreation
- District Sports Park
- District Centre
- District Centre Transition
- Neighbourhood Centre
- State Primary / Secondary School

Slope Analysis

- 16.7% - 25%
- 25% - 33.3%
- 33.3% +

MIRVAC LIMITED

SCALE @A1 1:7500 @A3 1:15000 - LENGTHS ARE IN METRES

Department of Education

New School Site Selection Guidelines (September 2022)



Executive Summary

Selecting an appropriate site on which to establish a new school is an important decision for the future school and the future school community. The location, size, shape, topography and provision of services to a school site can materially affect the cost and ability to deliver the school, the operational aspects of managing the school, the ability to service the surrounding school network, student safety both within and accessing the school and the ability to expand the school to meet future enrolment demand.

Background and Application

The New School Site Selection Guideline – September 2022 replaces the previous version dated May 2021. Further updates may be made from time to time to reflect current government policy.

Selecting an appropriate site on which to establish a new school is an important decision for the future school and the future school community. The location, size, shape, topography and provision of services to a school site can materially affect the cost and ability to deliver the school. The school site can also impact the operational aspects of managing the school, the ability to service the surrounding school network, student safety both within and accessing the school and the ability to expand the school to meet future enrolment demand.

This guideline is intended as a site selection framework to inform planning for, and selection of, new state school sites including by the Department of Education, other state government departments, local governments, and developers. The guideline is not intended as a benchmark for the assessment of established state school sites. Acceptance of a school site is at the sole discretion of the Department of Education.

Further Information

For further information on state school site selection, please contact the Service Planning team, Department of Education via email at ISB2.Strategicplanning@qed.qld.gov.au.

School Enrolments and Estimated Staffing Numbers

Target peak enrolments and staff numbers are subject to individual site considerations and context, the below estimates are indicative only. The number of staff on a school site is subject to staff allocative models which may change over time, the characteristics of the student cohort (i.e. the number of students requiring additional supports), and local school decision making regarding staffing.

Enrolments at a new primary or secondary school are expected to peak within the first 5-10 years of operations and then stabilise at approximately 80-90% of peak enrolments over the medium term. Over the longer term (20+ years), as areas see population renewal, a school may experience subsequent peaks in enrolments. School sizes below these peaks may be targeted in rural centres or based on an assessment of the local network. Peak enrolments should be considered when planning for a new school in a new development area to allow appropriate servicing capacity, including roads, car parking, sewer and water.

Decision making with respect to whether separate primary and secondary schools or a single P12 school will be made in consultation with the local departmental regional executive team and the State Schools Division. Special schools may operate as P12 schools or as separate P6 and 7-12 schools subject to a case by case assessment, however, target peak enrolments are anticipated to be similar regardless of operating model.

Co-location of new special schools with mainstream primary or secondary will be considered but is not mandatory. Where a special school is to be co-located with a mainstream school, preference should be given to co-location of facilities that service the same year level groups (i.e. a PY-6 special school with a primary school).

School Type	Low-density greenfield areas	Emerging medium or high-density areas	Infill areas
Primary schools	Peak enrolments: 1,100 Staffing at peak (FTE): 90-110	Peak enrolments: 700 Staffing at peak (FTE): 60-70	Peak enrolments: 700 Staffing at peak (FTE): 60-70
Secondary schools	Peak enrolments: 1,800 Staffing at peak (FTE): 170-190	Peak enrolments: 1,600 Staffing at peak (FTE): 150-170	Peak enrolments: 1,600 Staffing at peak (FTE): 150-170
P12 Schools	Peak enrolments: 2,500 Staffing at peak (FTE): 230-250	Not preferred	Not preferred
Special Schools	Peak enrolments: 200 Staffing at peak (FTE): 90-110	Not preferred	Not preferred

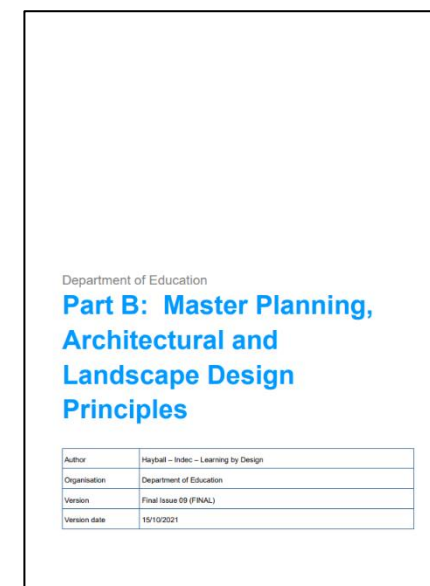
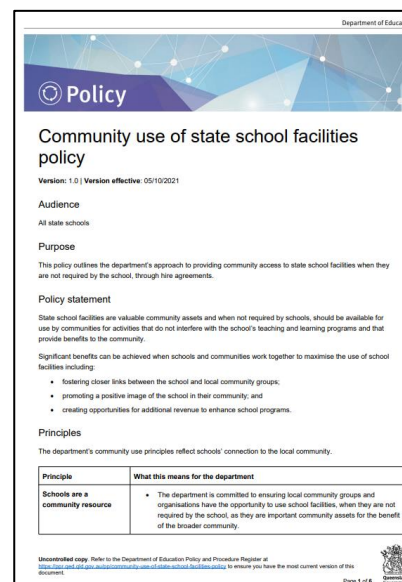
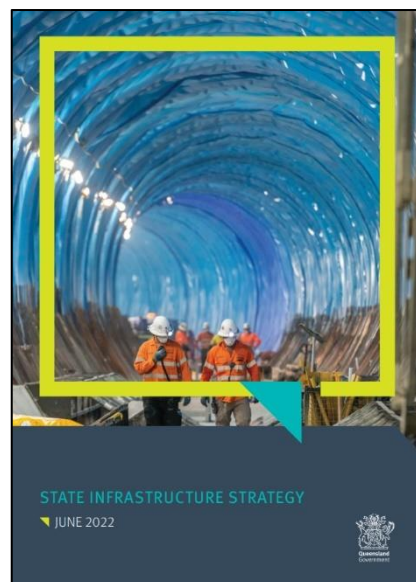
Co-location, Shared Use and Integration Opportunities

Co-location and integration of schools and community facilities or community use of state school infrastructure is supported through whole-of-government initiatives such as the [Strategy for Social Infrastructure](#) and [State Infrastructure Strategy](#) and the Department of Education's [Community use of state school facilities policy](#).

The [Design Standards for DoE facilities master planning, architectural and landscaping design principles](#) also set out requirements to consider integration with neighbouring land uses such as early childhood education and care facilities, outside school hours care or community sporting and recreation facilities and to design the school to support access to spaces that are suitable for use by the broader community.

For all new schools, the department will consider complementary opportunities to deliver co-located or integrated facilities and services such as kindergartens, early childhood education and care, outside school hours care, child and family health services or community facilities.

In most cases, these will be deliverable within the site areas set out in Criteria 3, noting that for example an early childhood service generally requires a footprint of 2000-3000m². Ensuring a school site that is well located (Criteria 1) and accessible (Criteria 5) is critical to ensuring the success of these opportunities.

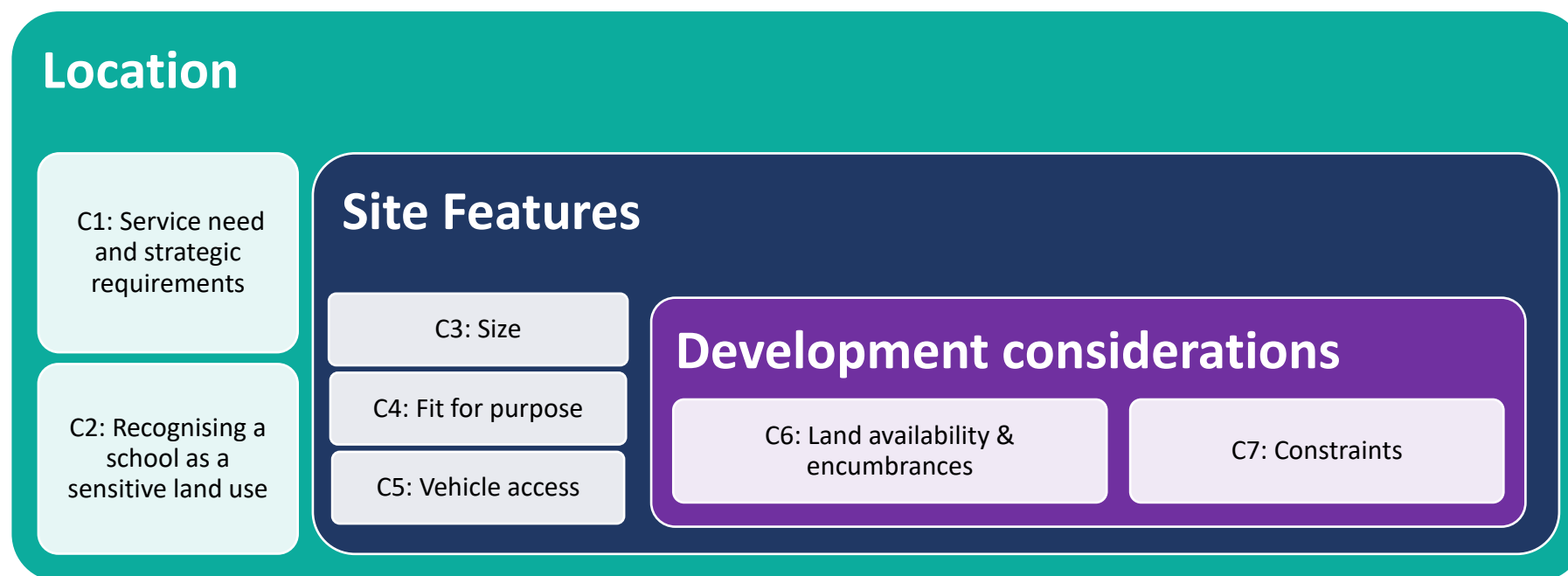


Site Selection

Selection of an appropriate site for a new state school should consider a range of factors including:

- The location,
- Site features, and
- Development considerations.

It is acknowledged that few sites will meet all the criteria set out below, however, each site will be considered on its merits in delivering a safe, well-located, and cost-effective school.



Location

Criteria 1: Service Need and Strategic Requirements

The site is centrally located to the community it is intended to serve. The location of the site should consider the current and future school network for the local area and ensure that a balanced, functional school network is maintained over the forward planning horizon.

All development areas	Additional Criteria		
	Low-density greenfield areas	Emerging medium or high-density areas	Infill areas
<p>The site is located in close proximity to existing and/or proposed land uses conducive to supporting a school, including but not limited to other educational facilities, libraries, community facilities and precincts, sport facilities, parks, halls, childcare facilities, residential areas and pools.</p> <p>The site is located to ensure that the proposed new school, any existing schools in the network and planned future schools in the network have sustainable in-catchment student populations based on equidistant school catchments.</p> <p>Service need for all schools must include consideration of local population age-profile, existing school network, current and prospective dwelling typology and state and non-state school attendance trends.</p>	<p>Primary school sites are centrally located to service a residential catchment of approximately 3,000 dwellings (subject to local demand assessment).</p> <p>Secondary school sites are centrally located to service two to three primary school catchments and a residential catchment of approximately 8,000 dwellings (subject to local demand assessment).</p> <p>Special Schools will be located to service a local state school student population of approximately 15,000 students or as required to relieve enrolment pressure on the existing special school network.</p> <p>The department's desired standard of service in PDA areas is reflected in PDA Guideline 11 – Community Facilities (2015).</p>	<p>The need for new schools in an emerging medium or high-density development will be assessed on a case by case basis with consideration of the local dwelling make-up and local attractors which may influence the population age-profile (i.e. proximity to entertainment precincts may attract younger adults while proximity to parks or schools may attract families).</p> <p>Primary schools must be located with direct access (i.e. no road crossing) to ovals or other suitable outdoor play space where it cannot be delivered as part of the school site.</p> <p>Secondary school sites should consider access to ovals for sport and health and physical education. Direct access is preferred.</p> <p>Special schools are not preferred in medium or high-density areas due to the need for multistorey buildings.</p> <p>P12 schools are not preferred in emerging medium or high-density areas due to the limitations in providing separated play areas for younger and older children.</p>	<p>Infill development areas are highly variable in terms of local demographics and schooling sector share. The need for a new primary or secondary school in an infill area will be assessed on a case-by-case basis.</p> <p>Primary and secondary schools must be located to complement the established school network with a focus on the schools intended to be relieved. Consideration may be given to the suitability of negotiated catchment boundaries to support relief outcomes.</p> <p>Primary schools must be located with direct access (i.e. no road crossing) to ovals or other suitable outdoor play space where it cannot be delivered as part of the school site.</p> <p>Secondary school sites should consider access to ovals for sport and health and physical education. Direct access is preferred.</p> <p>Special schools and P12 schools are not preferred in infill areas as per medium or high-density areas.</p>

Criteria 2: Recognising a school as a sensitive land use

A school site is a sensitive land use and is therefore protected from potential adverse impacts of infrastructure and activities that will affect the health and safety, wellbeing and amenity of the school and its students.

All development areas

A school must be protected from potential adverse impacts from off-site activities (e.g. infrastructure, land uses) which could adversely affect the health and safety, wellbeing and amenity of the school and its students. It is preferred that school sites which are situated within existing or planned residential areas.

The site is not:

- situated in or adjoining a zone or land use that is incompatible with the use of the site as a school
- within 100m of major overhead electrical transmission lines
- within a defined buffer area and/or close proximity of existing or future infrastructure which may pose a risk to the safety and wellbeing of future users of the school (i.e. defined sensitive use buffer areas for hazardous infrastructure such as gas pipelines or storage facilities for fuel or hazardous chemicals)
- adversely impacted by industrial or emission generating activities
- impacted by noise or odour from a waste facility, sewerage treatment plant or sewerage treatment pump station, or intensive animal industry
- located in close proximity to a current or future **major transport corridor** (including a heavy rail corridor or highway) and the noise and vibrational impacts cannot be buffered from internal and external learning areas sufficiently to meet requirements set out in the [Design principles and technical standards for Department of Education facilities](#)
- located in close proximity to uses that create a real or perceived threat to school security or student safety. Specific uses such as adult store, detention facility, drug and alcohol rehabilitation facility or brothel or the like, must not be within 100m walking distance of a school site.

The site must comply with the department's [Mobile telecommunications facilities procedure](#) which requires a minimum buffer of 200m between mobile telecommunications facilities and school boundaries.

Site Features

Criteria 3: Size

The site must allow adequate space for suitable building platform and outdoor play, oval and sport platforms and other core facilities, that will accommodate the planned peak enrolments of the future school in the context of its surroundings. Reduced school site sizes will be considered on a case-by-case basis, and may be facilitated by connectivity to neighbouring infrastructure that can be shared with the school such as car parking, sports fields, or multipurpose halls.

Complementary facilities proposed to be incorporated into or shared with a school, such as kindergartens, community hubs, children and family centres and other dedicated community facilities may require land in addition to these school sizes. Proposals for these facilities will be considered on a case by case basis.

All development areas	Low-density greenfield areas	Emerging medium or high-density areas	Infill areas
<p>The site allows for at least 13m² per student of useable outdoor open space designated for play and activity and additional passive open space.</p> <p>If the site cannot not provide at least 13m² per student of useable outdoor open space designated for play and activity, the site should be located within proximity to public open space unless otherwise agreed by the department.</p> <p>Any site proposals seeking a reduced minimum land requirement will be determined appropriate through a master-planning process led by the Department of Education in consultation with the developer. Favourable consideration will be given to opportunities where necessary facilities or infrastructure can be shared with neighbouring facilities and reduce the need to provide these on the school site (i.e. car parking, storm water management).</p>	<p>The site is provided at a minimum size of:</p> <ul style="list-style-type: none"> Primary school: 7 hectares Secondary school: 12 hectares P-12 School: 18.5 hectares Special School: 4-5 hectares. 	<p>The site size will be subject to consideration of the scope and scale of surrounding development and the school will be constructed to broadly align with surrounding building heights.</p> <p>As a guide, school sites will be a minimum size of:</p> <ul style="list-style-type: none"> Primary school: 2 hectares Secondary school: 2 hectares <p>Additional site area may be required (as outlined in criteria 1) where adjacent ovals are not available.</p> <p>The site must be large enough to accommodate all the required facilities including learning spaces, administration, resource centre, hall and open play spaces, demonstrated through a masterplan endorsed by the department.</p> <p>Estimated gross floor area (GFA) for a primary school is 8,000 to 9,000m². Estimated GFA for a secondary school is 16,000 to 18,000m².</p>	<p>The site is provided at a minimum size of:</p> <ul style="list-style-type: none"> Primary school: 1.1 hectares Secondary school: 1.8 hectares <p>Additional site area may be required (as outlined in criteria 1) where adjacent ovals are not available.</p> <p>The site must be large enough to accommodate all the required facilities including learning spaces, administration, resource centre, hall and open play spaces, demonstrated through a masterplan endorsed by the department.</p> <p>Estimated gross floor area (GFA) for a primary school is 8,000 to 9,000m². Estimated GFA for a secondary school is 16,000 to 18,000m².</p>

Criteria 4: Fit for purpose

The proposed site must allow for cost-effective delivery and operations of a school site and minimise any constraints that may delay or complicate the delivery of the school site.

All development areas	Low-density greenfield areas
<p>The site is a useable lot that:</p> <ul style="list-style-type: none"> - Is regular in shape, - has a maximum slope less than 1:20, - does not rely on excessive earthworks (e.g. large retaining walls, batters) with sufficient area to accommodate flat land for ovals and play space, - does not encroach into areas affected by hazards (natural or otherwise), - the orientation provides appropriate solar access, with preference given to sites that promote road frontages with a north/south orientation, and - ensure any required cutting, filling, retaining walls and earthworks minimises adverse impacts to vegetation, natural features and topography. <p>Note also requirements set out in Criteria 6 and 7 regarding constraints and encumbrances to development.</p> <p>The site must have the ability to be serviced by the necessary water, sewer, electrical and telecommunications infrastructure (Telstra network access is required) to operate a school in accordance with the relevant Council or utility provider's requirements.</p> <p>The site accords to the requirements in DoE's design standards for infrastructure and services and includes allowances to facilitate the future provision of services in instances where they are not available at time of site handover.</p>	<p>The site is rectangular in shape with a ratio of width to length of 2:3.</p> <div data-bbox="1238 461 1525 657" data-label="Image"> </div> <p>Where the site as a whole cannot not meet slope requirements, the site must have the potential to establish appropriate building platforms and area suitable for the delivery of ovals (approximately 1.5 hectares for primary schools or 3 hectares for secondary schools).</p>

Criteria 5: Vehicle access

The proposed school site must be accessible for students, families, staff and the community.

All development areas	Low-density greenfield areas	Emerging medium or high-density areas	Infill areas
<p>Road frontages allow for separation of conflict points between pedestrians, bicycles, cars (staff, parents, visitors), school buses and service vehicles arriving and departing the school.</p> <p>Sites should be located with consideration to the suitability of the surrounding road network including the ability of the network to accommodate other high traffic generating land uses in the local area. Major infrastructure upgrades to surrounding road and / or active travel networks should not be required to facilitate delivery of the school.</p> <p>The site is serviced by existing roads at a suitable classification level (such as collector roads), or future roads constructed to an approved standard to operate a school in advance of the school opening date.</p> <p>Primary access points should avoid major arterial roads or minor residential streets.</p> <p>Further detail can be found in the Department of Transport and Main Roads publication Planning for safe transport infrastructure at schools.</p>	<p>The site is serviced by a minimum of two road frontages (three road frontages preferred). These must be usable, formed road frontages of sufficient length (including one road frontage of at least 130m suitable for bus bays) that can provide vehicle access to the school site. I.e., an arterial road bounding one side of a school site that does not facilitate safe and unrestricted vehicle access does not constitute a usable road frontage.</p> <p>Access from multiple road frontages to enable several vehicular access points is provided for easy and direct access for staff, students and vehicles and enables conflict points to be avoided. Sufficient space for heavy vehicles, such as bus access and turnaround and waste collection vehicles can be accommodated.</p> <p>Primary and secondary school sites should consider accessibility to active travel and public transport networks.</p> <p>Special schools should be located to provide connectivity to major transit routes to support the larger area that students are drawn from.</p>	<p>Primary and secondary schools should be located with strong connectivity to active travel and public transport networks.</p>	<p>Primary and secondary schools should be located with strong connectivity to active travel and public transport networks.</p>

Development Considerations

Criteria 6: Land availability and encumbrances

The site must be serviced and available for construction to commence no later than two years prior to the opening year or as required to facilitate the school opening date. It should be generally free of substantial site improvements or encumbrances that would limit the cost effective and timely development of a school, pose safety risks, or require the department to enter into ongoing arrangements with others to manage the encumbrance or improvement. All encumbrances that would remain after settlement must be disclosed if they will not be discharged.

All development areas

The site should be under one ownership and a freehold lot.

The site is free (or will be at the time of site handover) of buildings and structures, easements, encroachments and other encumbrances that would significantly restrict the developability or ongoing operations and safety of the site. This includes:

- easements of all types
- registered covenants
- encroachments
- leases
- any type of informal or formal tenancy agreement
- environmental offsets areas or obligations
- liens or mortgages that would remain after settlement of the property.

The site is not encumbered by a surface or underground trunk water supply, sewage main or stormwater network infrastructure (e.g. large mains of 600mm+ or sized such that it is classified trunk infrastructure). This includes surface inlet pits or any substantial open stormwater infrastructure through the site, or that services uses or land external to the school site, e.g., a sub-regional or regional bio-retention basin or constructed wetland on school land that services surrounding development is not supported.

The site is provided free of significant ongoing maintenance obligations associated with features which are not for the direct enjoyment or benefit of the school.

Criteria 7: Constraints

It is preferable that development sites are free of constraints to establishing a school. Where constraints cannot reasonably be avoided, then the developer will be required to provide supporting information to demonstrate that the constraint can be managed and/or mitigated to an acceptable or tolerable level. Depending on the constraint, a report prepared by a suitably qualified person with experience in the constraint may be required to be provided to the department for review prior to the department agreeing on the new school location. Where constraints require mitigation or management, these measures must ensure a school can still be delivered in a timely and cost-effective manner.

Note – Where a site is subject to a development constraint which cannot be avoided, alternative locations within the development should be considered through the undertaking of a detailed options assessment.

All development areas	
General	<p>At the time of site handover, the site is free from constraints or reporting ensures that the constraints can be managed and mitigated, including land:</p> <ul style="list-style-type: none"> - classified as high value agricultural land, - containing potential or actual acid sulphate soils, - subject to unexploded ordinances, - subject to mining tenure, - subject to geophysical and geotechnical constraints (e.g., fault lines and undermining), or - subject to native title claims, on the cultural heritage register or on the State or a Local Heritage Register. <p>For sites with such risks detailed investigative studies or peer reviews of existing reporting may be required by professional consultants to determine suitability of the proposed site location.</p>
Noise	<p>A school site is a sensitive land use and to ensure the safety and amenity of the school, the school site including both the indoor and outdoor teaching, learning, administrative and recreational spaces must be able to achieve noise and vibration levels consistent with the requirements of the Design principles and technical standards for Department of Education facilities.</p> <p>Areas which are likely to be incompatible with a future school include:</p> <ul style="list-style-type: none"> • areas within 500m of medium or high impact industry (zoned, approved and existing land uses) with greater setbacks required in some cases, • areas affected by incompatible noise emissions from land uses or infrastructure • areas which are in close proximity to planned or existing major transport corridors • areas affected by flight path noise.
Environment	<p>The site has an existing approval under the <i>Environmental Protection Biodiversity Conservation (EPBC) Act 1999</i>, or confirmation can be given that a referral to Federal Government will not be required.</p> <p>Additionally, the site should not:</p> <ul style="list-style-type: none"> - contain waterways or a wetland of high importance, - containing flora or fauna which is listed as a matter of federal or state significance, - containing protected koala habitat and/or other significant vegetation (federal and state), or - be on the contaminated land register or otherwise include contaminated land.

All development areas	
Natural Hazards	<p>The site is located outside a known area of flooding, bushfire, landslide, storm inundation or erosion hazard areas.</p> <p>A suitable evacuation point, outside of hazard areas, should be located on site. Where this is not possible a suitable location must be identified in close proximity to the school site.</p> <p>Requirements for a school site to mitigate the impacts of flooding and storm surges are set out in section 3.8.2 of Part B: Master planning, architectural and landscape design principles of the Design principles and technical standards for Department of Education facilities.</p> <p>Requirements include:</p> <ul style="list-style-type: none"> • buildings should be in areas of the site not affected by inundation or overland flows • building platform levels must be above the 1 in 100 Average Recurrence Interval (ARI) inundation level • building floor levels must be 500mm above the Q100 level or the relevant authority's minimum floor height requirements, whichever is the greater • overland stormwater flow paths must be designed to ensure that water does not enter buildings during a 1 in 50 ARI rain event • pedestrian and vehicle access must be designed to allow suitable access and egress and the use of buildings following a significant rain event. <p>Any operational space for fire-fighting vehicles, fire trails and working areas separating the school site from an area of medium, high or very high potential bushfire intensity is located external to the school site and not within the school grounds.</p>

Links to key policies and guidelines

Department of State Development, Manufacturing, Infrastructure and Planning - State Planning Policy
<https://planning.dsdmip.qld.gov.au/planning/better-planning/state-planning/state-planning-policy-spp>

DoE Policy - Design principles and technical standards for Department of Education facilities
<https://qed.qld.gov.au/publications/standards/design-standards-for-doe-facilities>

DoE Policy – Mobile Telecommunications Facilities
<https://ppr.qed.qld.gov.au/attachment/mobile-telecommunications-facilities-procedure.pdf>

Department of Transport and Main Roads - Planning for Safe Transport Infrastructure at Schools
<https://www.tmr.qld.gov.au/Safety/School-road-safety/Safe-school-travel-safest/School-environment-safety>

Economic Development Queensland – PDA Guideline No. 11 Community Facilities
<https://www.dsdmip.qld.gov.au/economic-development-qld/forms-guidelines-practice-notes>

Meeting Details

Application Number	N/A
Date:	26 September 2024
Time:	2:30pm
Location:	Shailer Park Meeting Room
Subject:	Monarch Glen PDA
Council Attendees:	Joel Millican – Major Developments Coordinator Katie Parsons - Senior Planner Kalina Stepien - Planner Alana Hone – Development Engineering Coordinator
Applicant Attendees:	Morgan Randle – Ethos Urban James Forrester – Mirvac Mitch Bury – Mirvac Mia Dosano – Mirvac Mark Clancy – Mirvac Douglas Lukin – Mirvac

Meeting Notes

Item #	Topic Discussion	Meeting Notes
1.	General	<p>Entry Road Verge</p> <p>Ideally maximum batters should be 1:4 in accordance with Planning Scheme Policy 5, however it is acknowledged that there are topographical constraints on site that may limit this being achieved. From an engineering perspective, the stability of any cut/fill/retaining in this area would be of the most importance.</p> <p>It is also recommended that treatments (i.e. landscaping, planting) be applied to any large batters, retaining walls or cut rock faces to ensure visual amenity is maintained.</p> <p>Entry Road Statement Tenure</p> <p>Depending on the scale / design of the entry statement, Council has accepted these in road reserve. Alternatively, the entry statement can be located inside of one of the entry lots and maintenance responsibilities are formalised through a lease agreement which is lodged with the Titles Office. The lease agreements generally have a lifespan of 10 -15 years.</p> <p>Council is happy to provide further feedback on the tenure of any entry statement once the design is progressed.</p>
2.	Engineering	<p>Detention Basins</p> <p>Council's preference is that retaining walls are not located in or around detention basins and that retaining walls are not subject to inundation. It is acknowledged however that there are topographical constraints on</p>



site that may limit this being achieved and retaining walls may be required in basins. If retaining walls are unavoidable, they should not be subject to inundation and overall heights should be limited.

Ideally, basins should be designed generally in accordance with section 3.6 of Planning Scheme Policy 5 and are to provide the following:

- Max. batter slope 1:4
- Access ramp max. slope 1:6 and straight alignment from road
- Max. Q20 Depth 1.2m
- Avoid the need for safety fencing
- 3.0m wide embankment to access weir and outlet/s

Stormwater Quality

A Conceptual site based stormwater management plan or deemed to comply solution in accordance with *Planning Scheme Policy 5 – Infrastructure* will be required to demonstrate how the proposed development will achieve the stormwater quality design objective and the waterway stability design objective. Note the frequent flow management design objective is not required to be complied with. Also note that a monetary contribution for stormwater quality in lieu of on-site treatment is not applicable for this site as the waterway stability design objective applies (see 2.5.1 (4) of PSP 5).

Parks – Precincts 101 and 102

Open Space:

- Provide further clarification to the proposed land dedications for recreation parks – ROL 101 & 102 identifies a proposed total area for Neighbourhood Recreation Parks being for (total 1.05 ha)
- Ensure bollards are appropriately provided particularly interfacing with road reserve and recreational areas.
- Council requests confirmation that open space slopes are compliant with Council DSS – 3.12.2.1 – max. 1 in 6 for turf and 1 in 4 for vegetation. Where the desired grades cannot be practically achieved – the applicant is requested to provide a justification for consideration.
- Ensure proposed furniture appropriately addresses the requirements for DDA accessibility – including provision of facilities that allow for diverse users to access recreational nodes and seating etc.

Neighbourhood Recreation Park 01 – Stage 102.01:

- The below matters should be addressed as part of detailed design:
 - Consider location/proximity of seating to the half-court of similar;
 - The half-court backboard is correctly oriented is away from the road. Depending on the actual distance between the half-court to the collector road it may worth considering relocating the court

3. Parks

further into park to minimise risk to users (e.g. balls/users running towards the road).

Neighbourhood Recreation Park 02 – Stage 101.05:

- Ensure compliance with minimum dimensions (50m x 30m) under Table 4 of the guideline for kickabout. Consider relocation of the kickabout/ Informal active recreational areas to the western part of the lot allowing for a more regular shape and maintaining an appropriate buffer from the road.
- Under Guideline no 12 (Table 3) “minimum dimension of any part should not be less than 10 metres for maintenance purposes” however under Council’s Desired Standards of Service (DSS) 3.12.2.1 requires that all local parks have a regular shape and no boundary section less than 20m in dimension to facilitate maintenance.
- There are concerns about the proximity of the DOLA to the biodiversity area – typically a DOLA would be located to minimise impacts to native wildlife and vegetation.
- Consider relocation of DOLA in future precinct within district/metropolitan recreation park. It is Council’s preference that DOLAs are located within higher order parks consistent with Council DSS - Table 3.12.3.1 - Typical embellishments for recreation park.
- Reorient half-court where backboard is located furthest away from the road to minimise risk to users (e.g. balls/users running towards the road).

Linear Parks

- Decomposed granite is not a supported hardstand treatment in high-trafficable linear parks. This hardstand treatment does wear well and constitutes a maintenance burden on Council.
- A number of tap/bubblers are proposed but not standard within linear parks – Council as asset owner and operator would suggest these embellishments be located closer to recreational activity nodes where relevant.
- Although bins are not a standard embellishment within linear parks the provision of these embellishments are often requested by park users.

Environment

4. Environment

The proposed development layout for Precincts 101 and 102 is generally supported as it has been designed to locate perimeter roads, parks and stormwater basins along the perimeter of the conservation area. These land uses provide separation between ecological values in the conservation area and threatening processes associated with residential land uses. However, in order to minimise potential impacts to native fauna, it is recommended that the dog off-leash area within Neighbourhood Recreational Park 02 is either relocated completely, or alternatively provided with a maximised setback to the edge of the conservation area.



Development within the broader context area should reflect similar design outcomes that avoid allotments being located directly adjacent to the conservation area.

Design outcomes for uses adjacent to conservation areas should consider the following:

- Use of sensitive and directional lighting in accordance with AS4282-1997 - Control of the obtrusive effects.
- Avoiding/minimising impacts to Tree Protection Zones (TPZ) of trees to be retained within conservation areas. An Arborist Report prepared in accordance with AS 4970-2009 Protection of trees on development sites should be prepared for any TPZ impacts within these areas.
- Installation of fauna exclusion fencing at interfaces to potentially threatening processes (e.g. domestic animals, vehicles etc), with fauna friendly fencing to be installed at interfaces in which fauna movement is encouraged.
- Park design that locates low impact uses closer to conservation areas, with setbacks maximized to uses that have the potential to disturb native fauna (e.g. dog off-leash areas).

Additionally, management strategies should be implemented within conservation areas and waterway corridors to protect existing ecological and connectivity values and enhance values associated with disturbed areas.

Detailed ecological assessment reporting should be prepared for all future development, in addition to environmental management plans (e.g. vegetation management plan, site-based rehabilitation plan, waterway management plan etc) to guide management actions within environmentally sensitive areas. This ecological reporting should be consistent with Part 2 of Planning Scheme Policy 3 – Environmental management.

Development that impacts upon matters of environmental significance should seek to achieve a net gain that is consistent with relevant environmental offset frameworks. Planning Scheme Policy 3 – Environmental management outlines the Logan Planning Scheme 2015 framework for matters of local environmental significance.

Bushfire

A Bushfire Hazard Assessment should be prepared for all future development. In order to provide adequate setbacks to bushfire hazard associated with conservation areas, consider co-locating open space areas (e.g. parks, stormwater basins) at the edge of conservation areas, and/or providing perimeter roads to conservation areas to assist in achieving any required bushfire setbacks to development. Any Asset Protection Zones (APZ)



required for bushfire hazard mitigation should be designed to avoid the need to clear any vegetation within conservation areas. Road networks should be designed to ensure multiple access/egress points to/from bushfire hazard areas and provide safe access for fire-fighting, and development should have access to adequate water supply for fire fighting purposes at all times. Site design should minimise the risk of bushfire hazard, with development to be located such that the bushfire attack level is less than or equal to BAL-29. Furthermore, community infrastructure should be avoided within bushfire hazard areas.

In considering landscape treatments for Precincts 101 and 102, and the broader context area, where open space is located adjacent to bushfire hazard areas and/or within APZs, planting palettes may need to incorporate low flammability species.

Bushfire Hazard Assessments should be consistent with Planning Scheme Policy 6 – Management of Bushfire Hazard.

Should the bushfire hazard assessment identify a hazard rating above 'Low', a Bushfire Management Plan is required to be submitted. These assessments can be submitted as combined documents to demonstrate compliance with the overlay code.

If a Bushfire Management Plan is required, it must provide the following details in accordance with S2.2.1 of PSP6:

- confirm bushfire hazard exposure;
- direct where on a site development should be located to minimise exposure for people, property and buildings to bushfire hazard;
- determine measures to be utilised to reduce bushfire hazard;
- determine measures to be utilised to mitigate any remaining bushfire hazard.

Development protects people and premises from bushfire risk:

- through allotment design and siting of development envelope areas and asset protection zones;
- by providing vehicular access, fire maintenance trails and evacuation routes that are safe and facilitate easy way finding;
- by providing an accessible water supply for firefighting purposes;
- by ensuring the function of community infrastructure is not adversely impacted by bushfire;
- by protecting personal health and safety and the environment from hazardous materials.

It is further noted that:

- Asset Protection Zones (APZ) must be delivered on the subject site. Management, maintenance, and tenure



arrangements for such APZs must be included within any Bushfire Management Plan.

- Designs should avoid cul-de-sacs and gated communities.
- Where the use is defined as community infrastructure it must not be located in a bushfire hazard area, or otherwise it must be able to function effectively during and immediately after a bushfire event.

The streetscape treatments and species selection outlined in the Landscape Package for Precincts 101 and 102 are generally supported. However, it is recommended that *Melaleuca quinquenervia* and *Lophostemon confertus* are planted in road verge containing wider footpaths owing to the growth habit of these species.

Specific landscape treatments have not been provided for other types of open space areas external to the streetscape; however, it is recommended that the following design considerations are addressed:

- Planting palettes are restricted to locally native species only for all open space areas that are located adjacent to conservation areas.
- Planting palettes within bushfire hazard areas should reflect the recommendations of applicable Bushfire Management Plans.
- Planting within stormwater basins should be in accordance with the species and densities required by the Water by Design Guidelines.
- Landscape design within open space areas should consider CPTED principles, particularly in relation to pedestrian connections between residential allotments.
- Fencing adjacent to open space areas should not exceed 1.8m high and should be no less than 50% transparent.
- Bollards and maintenance access should be provided to all open spaces adjacent to road frontages.
- Any retaining walls which exceed 1m in height visible from public areas should incorporate treatments that achieve a high standard of visual appearance.
- Opportunities for graffiti should be limited to walls and retaining walls adjacent to public spaces.

Concept and detailed landscape plans should be prepared for all future development within the context area. These plans should be prepared by a Registered Landscape Architect recognised by the Australian Institute of Landscape Architects and should be consistent with Planning Scheme Policy 5 – Infrastructure. Concept plans will indicate the location, size and function of the proposed landscape works.

The following landscaping treatments/considerations should be considered:

- Shade trees to car parking – 1 tree per 2.5 car parks;
- Street tree planting located 2m from existing or proposed underground services;
- Fencing locations and types;
- Planting palettes including species lists and quantities;

5. Landscaping



- Landscaping to road frontage setbacks and car parking setbacks to achieve the intent of landscape screening/improved amenity;
- Existing vegetation / revegetation;
- Stormwater basins design, landscape, safety, PSP 1 - CPTED, and maintenance access;
- Location of required pathways and connections;
- Landscape areas, that are subject to extended shade (less than six (6) hours direct sunlight), to have appropriate landscape treatment/s;
- Address CPTED principles in accordance with PSP 1;
- Park design and landscape treatments; and
- Provide street trees at a rate of at least 1 tree planted per 15m on each side of a new road.

A Site Analysis should also be prepared consistent with Planning Scheme Policy 5 - Infrastructure. The Site Analysis should specifically address:

- Open space potential and constraints;
- General open space layout incorporating:
 - Engineering and stormwater requirements;
 - Public safety and PSP 1 –CPTED given the interface with existing properties.

Council's Temporary Local Planning Instrument TLPI No. 1/23 commenced on 30 October 2023.

Council's eplan and interactive mapping have been updated and should be reviewed prior to lodgement of a development application or further requests for prelodgement meetings.

The TLPI introduces a new flood map which considers the whole floodplain for the City of Logan, the likelihood of certain sized floods occurring and the resulting level of danger from each flood event. This information is presented in areas of flood risk – very low, low, moderate and high flood risk as well as high flow areas and high and low islands. It is recommended the stormwater engineer review Council's Planning Scheme Policy 10 – Flood.

6. Flooding

In addition to the mapping, revised assessment benchmarks and a revised Planning Scheme policy have been adopted.

The TLPI seeks to ensure:

- development does not locate buildings or structures in a High Flow Area;
- vulnerable uses are located outside of a Low flood risk area, Moderate flood risk area, High flood risk area and High flood islands and only within the Very Low flood risk area where appropriate measures are taken to ensure the buildings have immunity and suitable evacuation routes are provided;
- essential community infrastructure activities are not located in the floodplain unless there is an overriding need, the building location, design and operations reduce the potential impacts of

The proposed development is for 586 residential lots. Additionally, new intersections are proposed as part of the development. It is recommended a Traffic Impact Assessment is undertaken for the development.

Ideally, the design of the higher order roads should be consistent with Councils Planning Scheme requirements. It is recommended Councils requirements are reviewed and any necessary features are included in the road designs proposed. It is also recommended to ensure the cycle infrastructure is integrated into the road designs.

Additionally, Council's Planning Scheme do not allow access driveways to Collector or Arterial Roads. It is recommended that this is investigated as lots are currently shown accessing off higher order roads.

Lots 50, 187 & 227 directly front roundabouts and it appears that their future driveways will be located inside the intersection legs. It is recommended that the lot layout be revised to provide an adequate separation distance between private driveways and the roundabout, as



the current driveway locations may cause vehicle queuing into the roundabout and require residents to make illegal turning manoeuvres.

Thank you for your time and cooperation.

Minutes prepared by: Joel Millican

Next Meeting: TBC