

APPENDIX H

Consultation Review

Prepared by:

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Table 9 – Response to EDQ Prelodgement Meeting

Item	Response
Traffic / Access <ul style="list-style-type: none"> ■ <i>The proposed roundabout requires a TIA certified by a suitably qualified RPEQ.</i> 	Noted Refer to the Traffic Impact Assessment prepared by Q Traffic (Appendix E).
Trunk Infrastructure / Infrastructure Credits <ul style="list-style-type: none"> ■ <i>Road Works – There is currently no intention to identify the proposed road connection as trunk infrastructure, and on this basis the works would not be eligible for offsets against municipal DCOP charges. The design and technical specifications for this road will need to be discussed and confirmed with EDQ Infrastructure Solutions, but our expectation is that this road would be designed to the extent necessary to service the proposed development, not to provide any wider trunk function</i> ■ <i>Off-road Pathway – The DCOP identifies this off-road pathway at a strategic level, and our current expectation is that this will be required. Further technical assessment with input from EDQ Infrastructure Solutions will be necessary to determine final alignment and requirements.</i> 	Noted Refer to Section 5.0 of the Town Planning Report and the Traffic Impact Assessment prepared by Q Traffic (Appendix E) for further information which demonstrates the road connection will provide a trunk infrastructure function.
Development Charges and Offset Plan <ul style="list-style-type: none"> ■ <i>Car Wash charge can be applied as a Service Industry use</i> ■ <i>As per the charge estimate, the site is located outside of the value capture charge area, and therefore value capture charges will not be applicable</i> ■ <i>The DCOP does not identify a separate charge for impervious area</i> ■ <i>Revised estimate to be provided, adjustments to Applicant’s estimate include:</i> <ul style="list-style-type: none"> ○ <i>Indexation of charges</i> ○ <i>Proper consideration of the 5 new lots (applied as credits against MCUs)</i> ○ <i>Clarification of the appropriate GFA (based on the information provided)</i> 	Noted Refer to Section 5.0 of the Town Planning Report for further information on this aspect.

Item	Response
<ul style="list-style-type: none"> ○ <i>Use of the Service Industry charge category for the car wash</i> ■ <i>Two Estimates have been provided:</i> <ul style="list-style-type: none"> ○ <i>Part one, 2 non res to 7 non res</i> ○ <i>Part two, 6 non res to Various GFA</i> 	
<p>Stormwater Management</p> <ul style="list-style-type: none"> ■ <i>It is noted that the site is proposed to drain to the stormwater infrastructure to the north of the site. The applicant pre-lodgement meeting request notes that existing infrastructure is proposed to be expanded/modified to allow for the new development.</i> ■ <i>Any changes to this existing infrastructure would need to be accompanied by an RPEQ certified engineering services report, RPEQ certified stormwater management plan and written acceptance from the asset holder (LCC).</i> 	<p>Noted</p> <p>Refer to the Site Based Stormwater Management Report (Appendix G).</p>
<p>Titling</p> <ul style="list-style-type: none"> ■ <i>Reconfiguration to ensure road frontage, site access, car parking numbers.</i> 	<p>Noted</p> <p>Further information on the titling arrangement is provided within Section 3.0 of the Town Planning Report.</p>
<p>Built Form Outcomes</p> <ul style="list-style-type: none"> ■ <i>Compliance with GL 10 Industry and Business areas</i> ■ <i>Pedestrian safety - clear legible entry points, and safe movement through the site. Inclusion of a prominent pedestrian entrance to the site was discussed.</i> ■ <i>Do not support the configuration of the drive thru's - no street address / interface, no CPTED, safety issues</i> ■ <i>Length of building for showroom not supported - needs major articulation, separate buildings</i> ■ <i>Landscaping - trees to be provided throughout the car park (heat island effect)</i> ■ <i>Amenities, Staff outdoor recreation space</i> 	<p>Noted</p> <p>Further information on the built form outcomes are provided within Section 3.0 and Section 5.0 of the Town Planning Report.</p>

Item	Response
Car Wash <ul style="list-style-type: none"> ■ <i>Service industry</i> 	Noted
Advertising Devices <ul style="list-style-type: none"> ■ <i>Stand alone OPW application</i> ■ <i>Can be submitted with MCU application</i> ■ <i>To comply with Logan advertising device code</i> 	Noted <p>Further information on the proposed advertising devices is provided within Section 3.0 of this Town Planning Report.</p>
Sub-Consultant Supporting Reports <ul style="list-style-type: none"> ■ <i>It is recommended that the below additional reports/requirements be considered:</i> ■ <i>Waste Management Plan per LCC Planning Scheme Schedule 6 Planning Scheme Policies, SC6.2.9 Waste Management, Part 4 Non-residential refuse collection</i> ■ <i>Geotechnical Investigation - If any basements or large (2m+) retaining walls proposed</i> ■ <i>Bushfire risk assessment - For northern vegetated area</i> ■ <i>Acoustic report to consider development impacts on adjacent residential area to the east and potentially to consider external impacts from railway to development.</i> ■ <i>Written acceptance from Queensland Rail for proposed uses and any dangerous materials storage within the vicinity of the rail corridor.</i> ■ <i>Town planning report to address the Scheme and guidelines.</i> 	Noted <p>The development application is supported by a range of sub-consultant reporting provided within the appendices of this Town Planning Report.</p>
Other Matters <ul style="list-style-type: none"> ■ <i>GFA cap for low intensity retail (eg showrooms) is 60,000m² within the Centre Frame area. Taking into consideration existing development, and the proposed approximately 12,000m², the cap will not be exceeded.</i> ■ <i>The site is mapped within the 'Bushfire prone area' mapping categories (SPP Mapping). It is acknowledged that existing railway and road infrastructure provide physical barriers to the bushfire hazards. Future development is</i> 	Noted <p>Further information on the proposed development is within Section 3.0 and Section 5.0 of the Town Planning Report.</p>

Item	Response
<p><i>to demonstrate compatibility with the identified bushfire risk with the submission of a bushfire management assessment/plan.</i></p> <ul style="list-style-type: none"> ■ <i>It is expected DTMR will require a chain link fence at the western boundary where interfacing with the rail corridor (the formal application will be referred to DTMR).</i> ■ <i>Retaining wall height kept to a minimum (max height 2.5m). Consider terracing and landscaping for anything over 2.0m, particularly at the south east corner.</i> 	