



Urban Planning Report

→ Site

189-195 Teviot Road, **GREENBANK**

→ Proposal

86 Multiple Dwellings (Townhouses)
1 Into 16 Residential Lots, Road & Park

→ Approvals

Material Change of Use – Development Permit
Reconfiguring a Lot – Development Permit

June 2026



Document Control

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1 DEVELOPMENT SUMMARY

1.1 Site Details

Address	189-195 Teviot Road, Greenbank
Description	Lot 17 on RP210430
Area	20,050m ²
Easements	Nil
Land Owner	Chin-Yuan Chang

1.2 Application Details

Proposal	Multiple Dwellings and Subdivision of Land over 3 Stages
Approval Sought	Material Change of Use – Development Permit Reconfiguring a Lot – Development Permit

1.3 Assessment Framework

State Government	Economic Development Queensland (EDQ)
Planning Scheme	Greater Flagstone PDA Development Scheme

1.4 Administration Details

Applicant	Chin-Yuan Chang
Contact	Max Clayton
Phone	07 3367 1582
Email	planning@urbicus.com.au
Project Reference	URB25-099

2 INTRODUCTION

2.1 Proposal Outline

The site is located at **189-195 Teviot Road, Greenbank** (the Site) and in the Greater Flagstone Priority Development Area (PDA) that is administered by Economic Development Queensland (EDQ).

This application (the Application) seeks the following development permits:

- Material Change of Use (MCU) – 86 Multiple Dwellings (Townhouses); and
- Reconfiguring a Lot (ROL) – 1 into 16 Residential Lots, New Road and Park.

The redevelopment of the Site is to be staged as follows:

- **Stage 1** – 1 into 4 Residential Lots, New Road (Extension of Kobee Street) and Park;
- **Stage 2** – 3 into 15 Residential Lots and 15 Freehold Townhouses; and
- **Stage 3** – 71 Townhouses over Proposed Lot 16.

The demolition of existing improvements/buildings is not assessable development under the Greater Flagstone PDA Development Scheme (the Development Scheme).

Under the Development Scheme, a MCU for Multiple Dwelling & ROL are PDA assessable development. The category of assessment is **Permissible Development**.

This report will:

- Describe the sites and surrounds;
- Outline the nature of the proposal;
- Detail the type of development approvals sought;
- Address the relevant Statutory Frameworks;
- Address the provision of the Development Scheme; and
- Identify and address other planning instruments of relevance to the application.

2.2 Site Context

The Site is surrounded by a mixture of development, including:

- Large undeveloped residential lots approximately 2 hectares in size;
- Small developed residential lots of between 350-450m² in size, east and west;
- An existing shopping centre south of the Site, which includes a service station, food & drink outlets, childcare centre, and supermarket (Woolworths);
- Primary school (Everleigh State School) southwest of the Site;
- Local community amenities, including recreational parkland, community centre, Childcare centre and library north of the Site;
- Trainline running north to south, west of the Site; and
- An approved 40 residential lot subdivision over the adjoining site to the north (169-187 Teviot Road, Greenbank). Approved lot sizes range from 250m²-777m². Construction works have commenced over this lot, including a new road (Kobee Road) which provides future road access to the Site.

Kobee Street includes a two-way carriageway of some 8.3m, set within a 15.5m road reserve. **Teviot Road** adjacent to the Site is a two-way, four-lane, divided carriageway. A pedestrian path exists in the verge adjacent to the Site.

We further note that there is a development approval over the adjoining site to the south (197-201 Teviot Road) for a 1 into 42 residential subdivision. This approval included a road connection from Leanne Court, significant tree removal, and a park dedication and drainage basin.

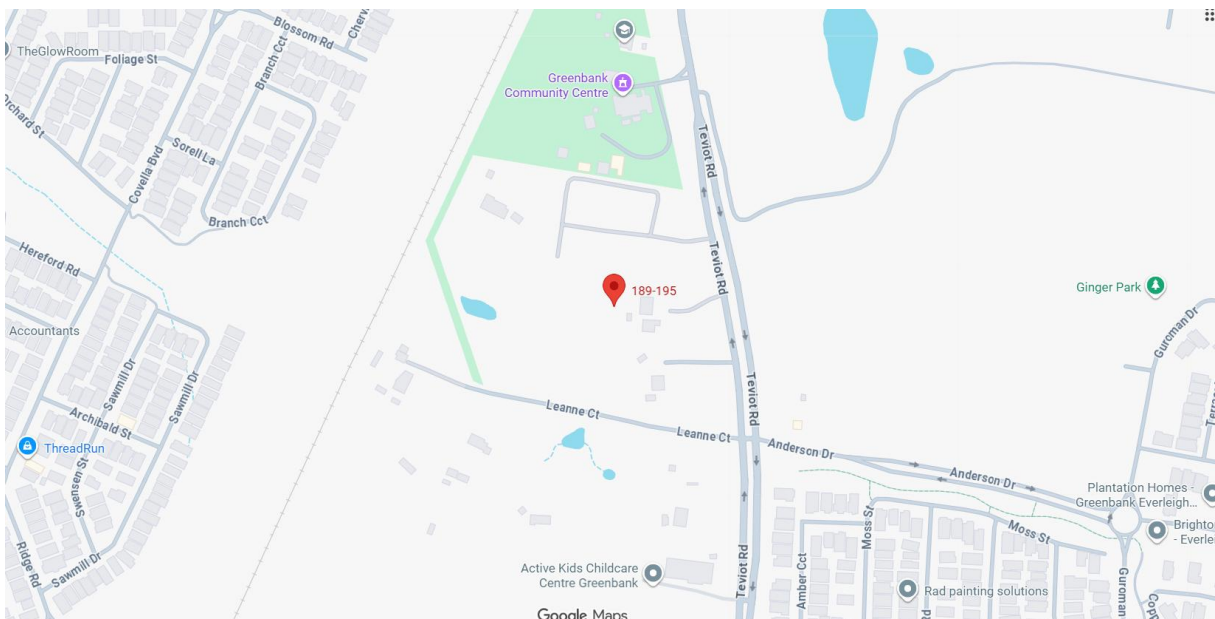


Figure 2-1 Location Map

Source: Google Maps



Figure 2-2 Aerial Photo of Surrounding Development

Source: NearMaps

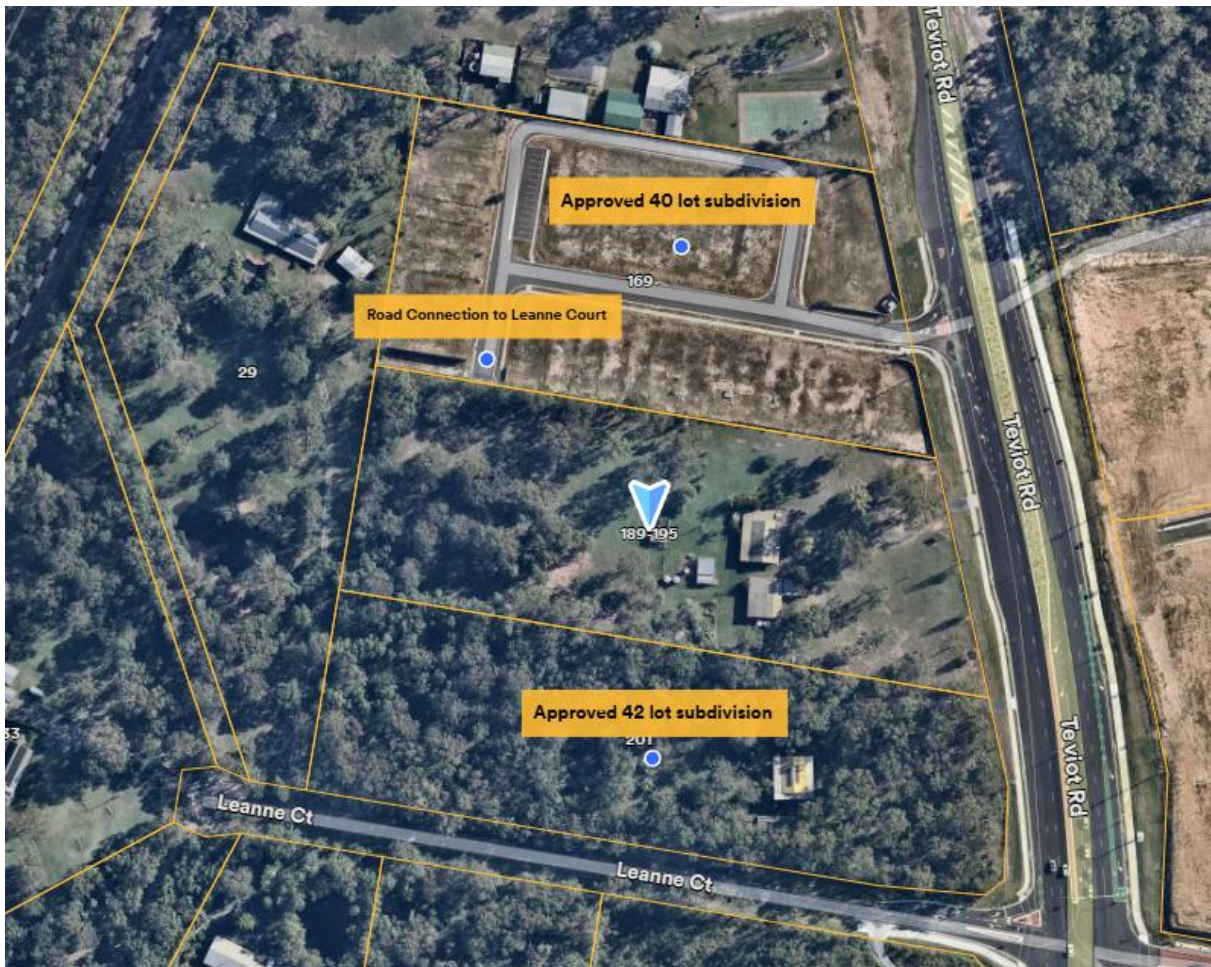


Figure 2-3 Aerial Photo of Adjoining Development

Source: NearMaps

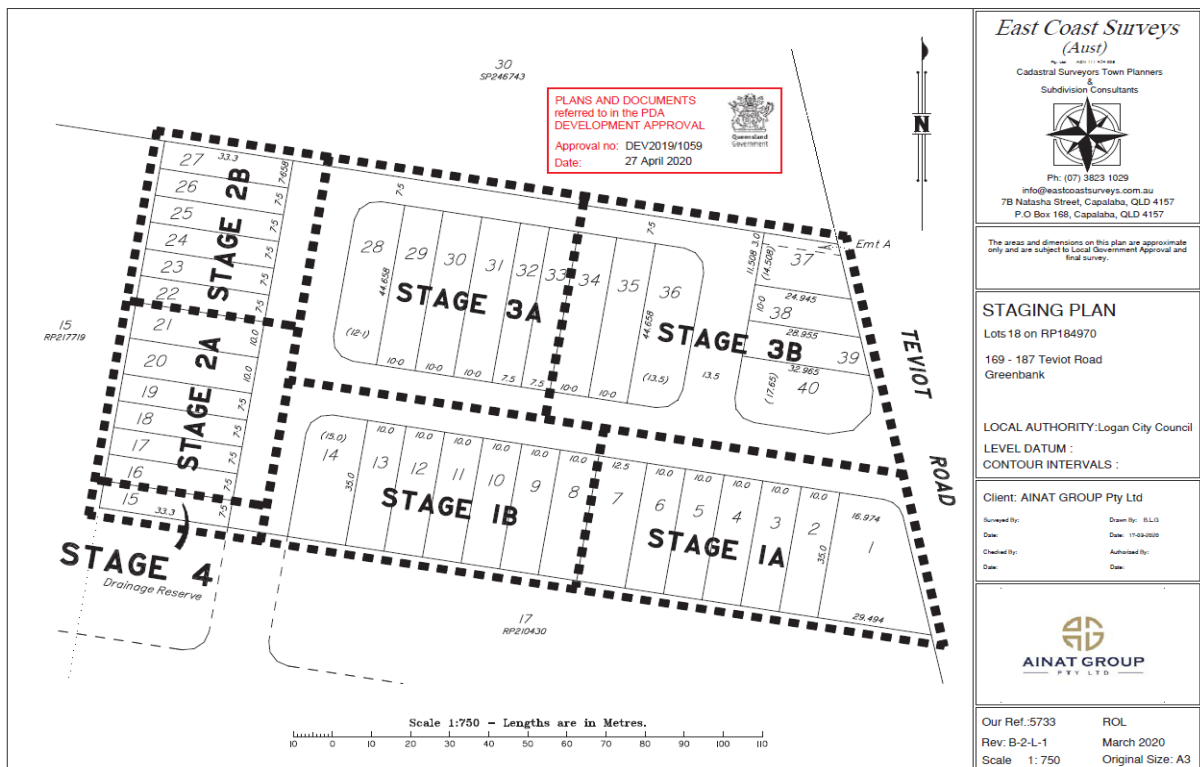


Figure 2-4 Approved 40 lot subdivision over 169-187 Teviot Road, Greenbank

Source: EDQ Application and Approvals





Figure 2-6 Street View of the Site (from Teviot Road)

Source: RP CoreLogic

2.3 Site Description

The Site is improved by a dwelling house located within the eastern third of the property. Vegetation is scattered throughout the Site; however, there is a larger cluster of mature trees within the rear (western) third of the Site. Access to the Site is currently facilitated via an existing crossover to Teviot Road. We also note that there is an approximate 9m crossfall (RL69-RL60 from the north-eastern front boundary to the south-western rear boundary). There are no easements over the Site. There is an existing water supply line along Teviot Road; however, the Site is not currently connected to a sewer or stormwater network. The development to the north has recently constructed sewer, water and stormwater services that can be connected to. We further note that the southwestern corner of the Site is affected by flooding. Refer to Civil Engineering documentation for more detail.

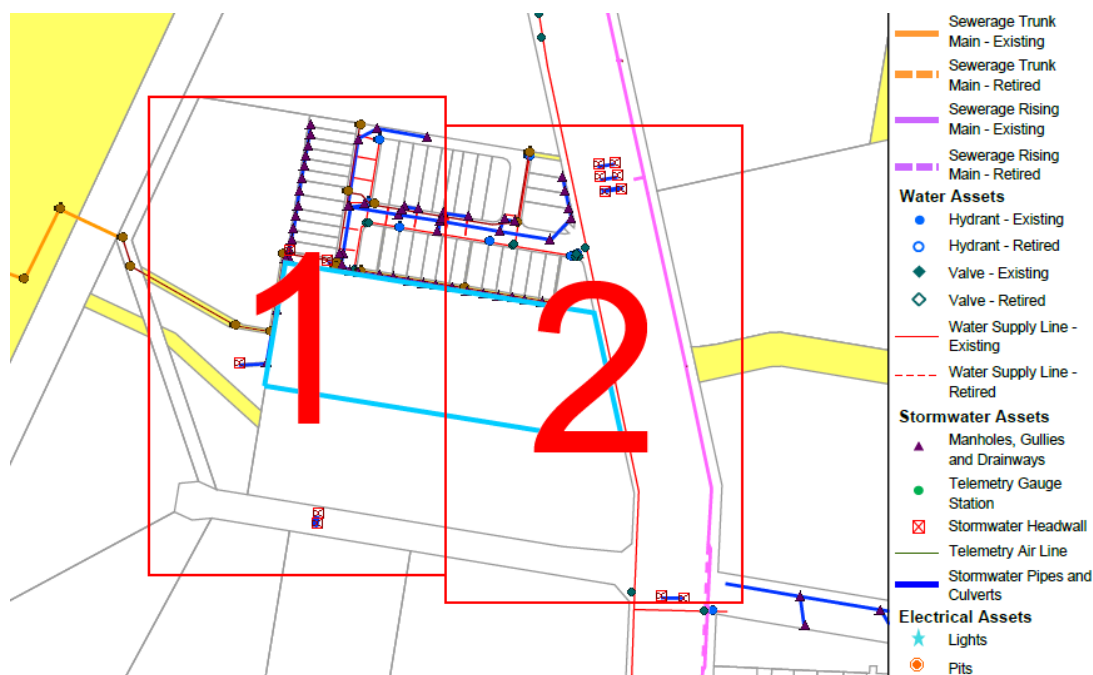


Figure 2-7 Location of existing services

Source: DBYD



Figure 2-8 Site Contours
Source: QGlobe

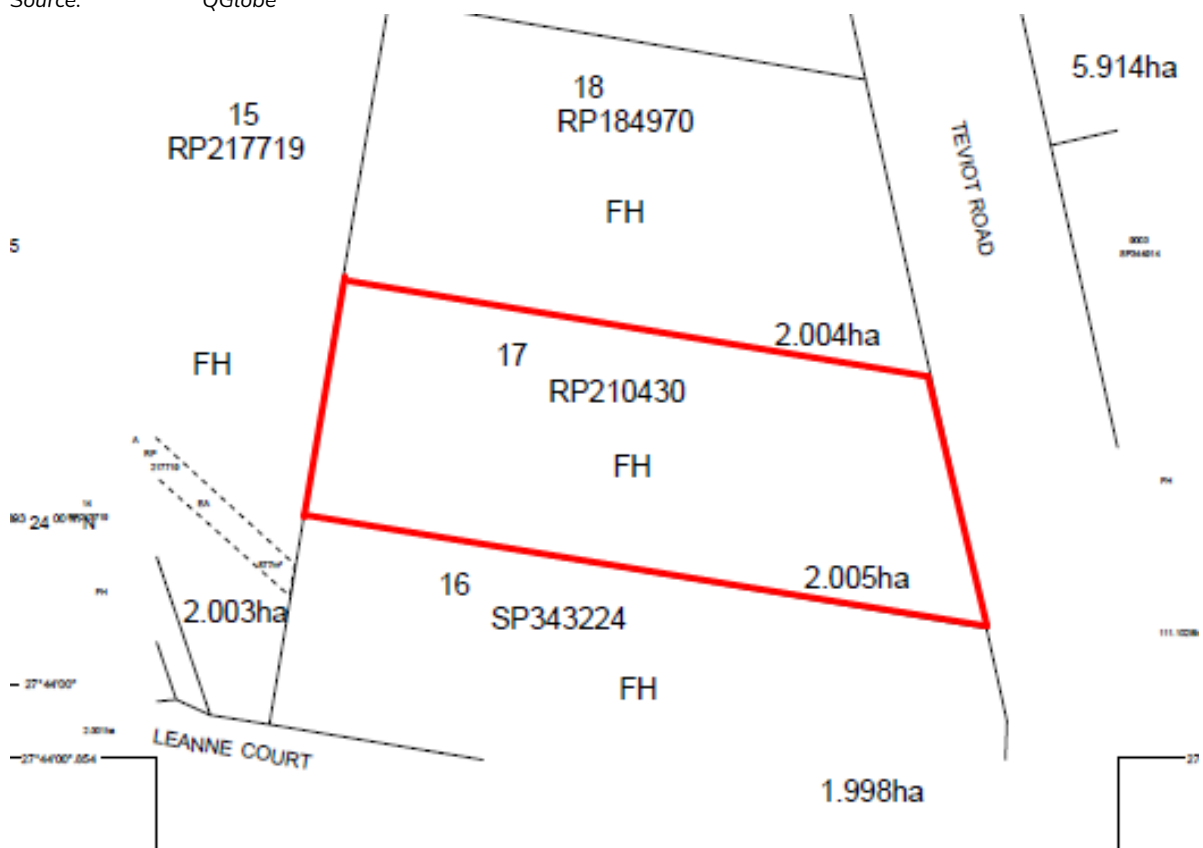


Figure 2-9 Smartmap
Source: DNR SmartMap



Figure 2-10 Mapped Flooding

Source: Logan Planning Scheme Mapping

Table 2-1 details the particulars of the Site.

Site Description Table	189-195 Teviot Road, Greenbank
Lot Description	Lot 17 on RP210430
Existing Use:	Dwelling House
Area:	20,050m ²
Site Frontage:	Teviot Road – 90m
Dimensions (approx.):	The Site is of irregular shape
Improvements:	Dwelling House
Slope:	RL69-RL60 from the north-eastern front boundary to the south-western rear boundary
Lawful Point of Discharge	Teviot Road
Access / Cross Over:	Teviot Road
Footpath:	Turf and Concrete Footpath
Street Trees	Yes - 2
Flooding:	Yes
Easements:	No

Table 2-1 Site Description Table

3 PROPOSED DEVELOPMENT

3.1 Proposal Details

The Application seeks the following development permits:

- Material Change of Use (MCU) – 86 Multiple Dwellings (Townhouses); and
- Reconfiguring a Lot (ROL) – 1 into 16 Residential Lots, New Road and Park.

The development proposal (the Proposal) involves the construction of 86 townhouses over three stages. 15 of the townhouses are to be located on freehold lots and 72 over a balance lot that will be titled under a Community Titles Scheme (CTS). The Proposal is aiming to provide a mixture of townhouse typologies to provide diversity of housing options at different price brackets, particularly noting that the adjoining sites to the north and south have been approved for residential lots, accommodating dwelling houses on freehold lots.

The redevelopment of the Site (the Proposal) is to be staged as follows:

Stage 1 – 1 into 4 Residential Lots, New Road (Extension of Kobee Street) and Park:

- Construction of new road (Kobee Street). Retention of access to Teviot Road (until Stage 3).
- Park Dedication (Lot 3).
- Temporary Turnaround easement over Lot 5 for a refuse vehicle.
- Construction of Bioretention Basin in Park Dedication area and car parking spaces.
- Removal of on-site vegetation.

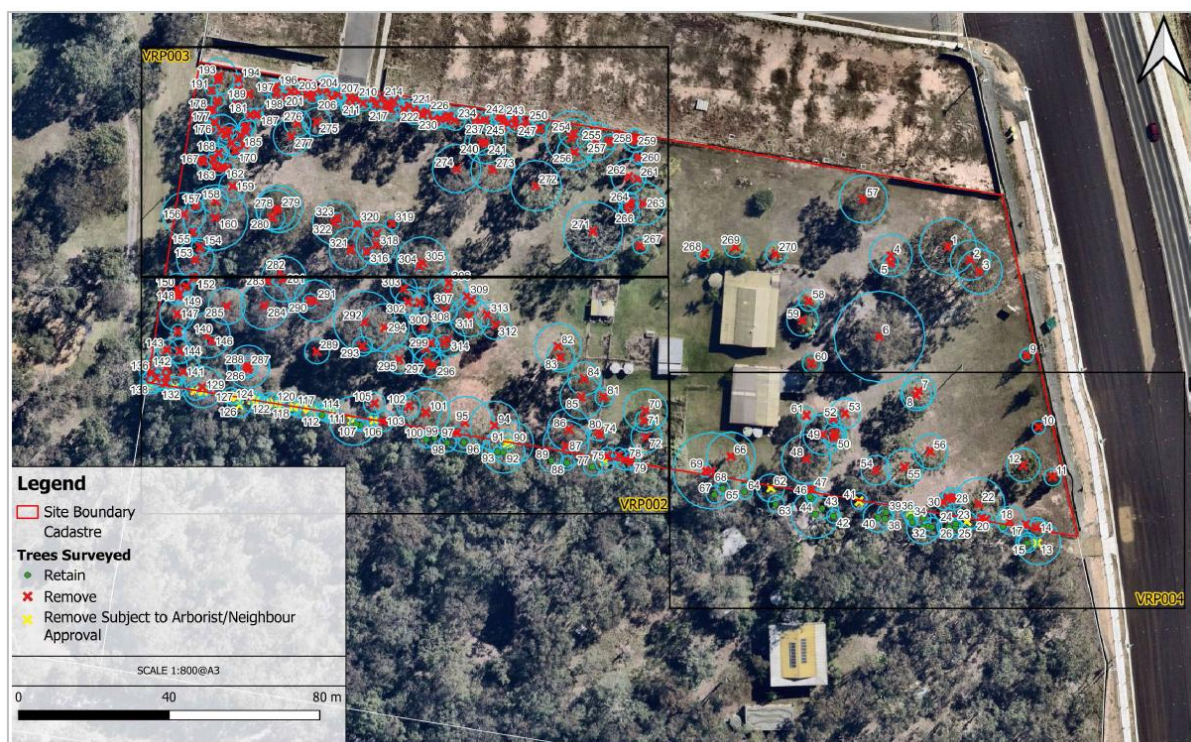


Figure 3-1 Vegetation Retention Plan

Source: S5 Environmental



Figure 3-2 Park Plan
Source: AS Design

INDICATIVE PLANT SCHEDULE

CODE	SPECIES	COMMON NAME	POT SIZES
GROUNDCOVERS			
CAR app	CAREX appressa	Tall Sedge	Tubestock
CYM ref	CYMBOPOGON refractus	Barbed Wire Grass	Tubestock
DIA cae	DIANELLA caerulea	Blue Flax Lily	Tubestock
ENT str	ENTOLASIA stricta	Wiry Panic	Tubestock
FIM dic	FIMBRISTYLIS dichotoma	Common Fringe Rush	Tubestock
GOO rot	GOODENIA rotundifolia	A Fan Flower	Tubestock
ISO nod	ISOLEPIS nodosa	Knobby Club Rush	Tubestock
JUN usi	JUNCUS usitatus	Common Rush	Tubestock
LOM lon	LOMANDRA longifolia	Spiny-headed Mat Rush	Tubestock
OLE ner	OLEARIA nersetti	Native Daisy	Tubestock
CYP bre	CYPERUS brevifolius	Mullimbimbi Couch	Tubestock

LEGEND

- 1 Basin batter planting. Refer indicative plant schedule for species.
- 2 Communal open space to back of Townhouse Type D Units
- 3 Retaining wall. Refer Civil Engineers drawings.
- 4 Bio-Retention basin floor planting. Refer indicative plant schedule for species.
- 5 Canopy trees in garden beds
- 6 Medium size trees framing the car park
- 7 Open grassed area
- 1.8m high timber paling fence

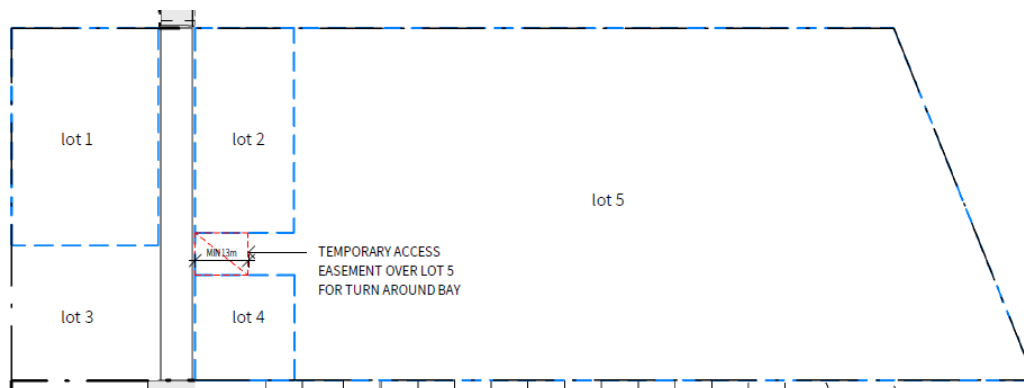


Figure 3-3 Stage 1 Subdivision Plan
Source: CPO Architects

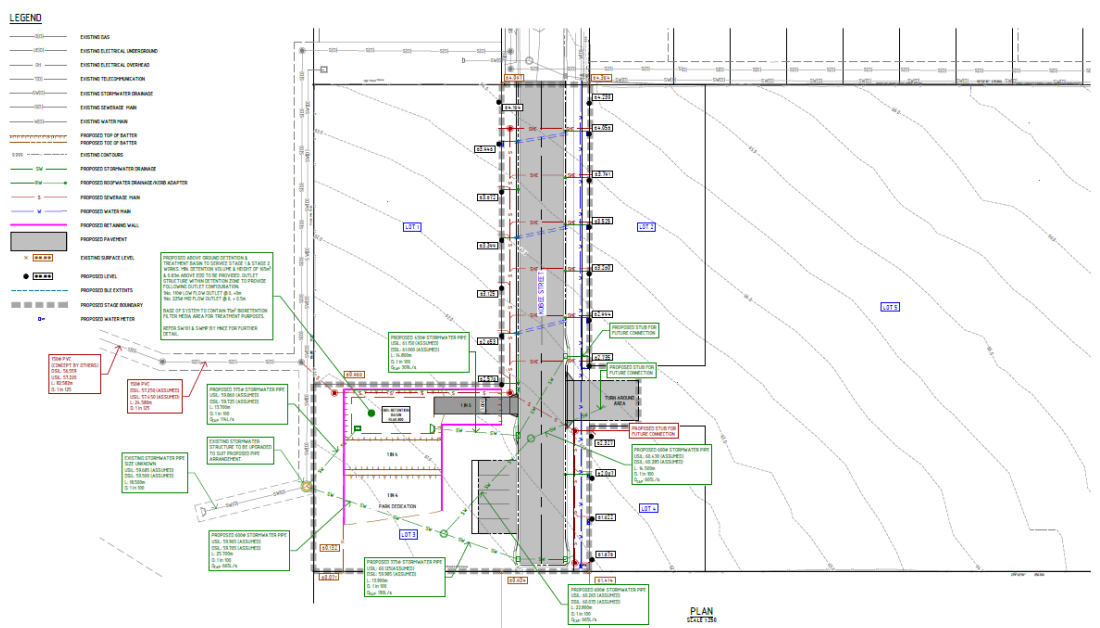


Figure 3-4 Stage 1 Civil Services Plan
Source: MNCE

Stage 2 – 3 into 15 Residential Lots and 15 Freehold Townhouses:

- Redevelopment of Lots 1, 2 & 4 for 15 freehold Townhouses.
- All lots and townhouses to obtain access via new road (Kobee Street).
- Temporary turnaround easement over Lot 16 to be maintained.
- Three (3) Townhouse Types – Type C, C(V2) and D.
- 2 car parking spaces (in garage) provided per dwelling.

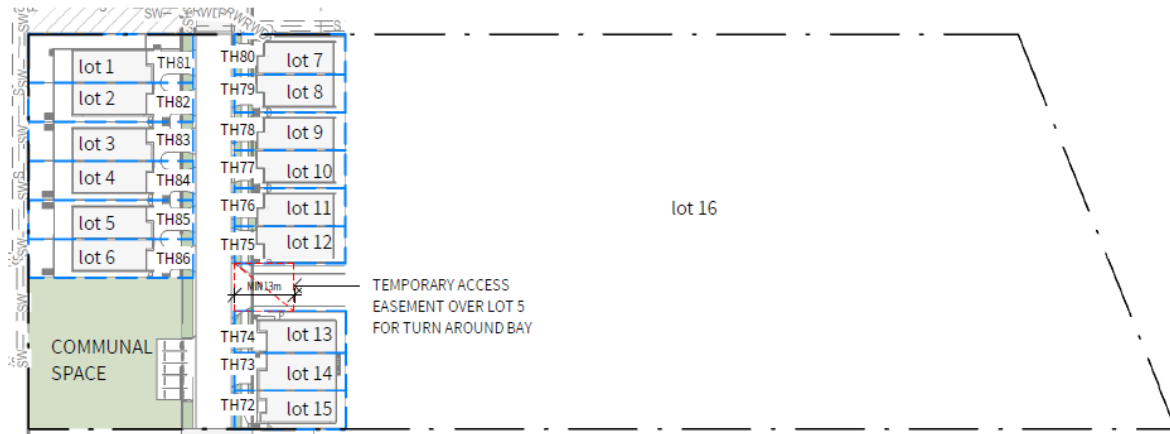


Figure 3-5 Stage 2 Subdivision Plan

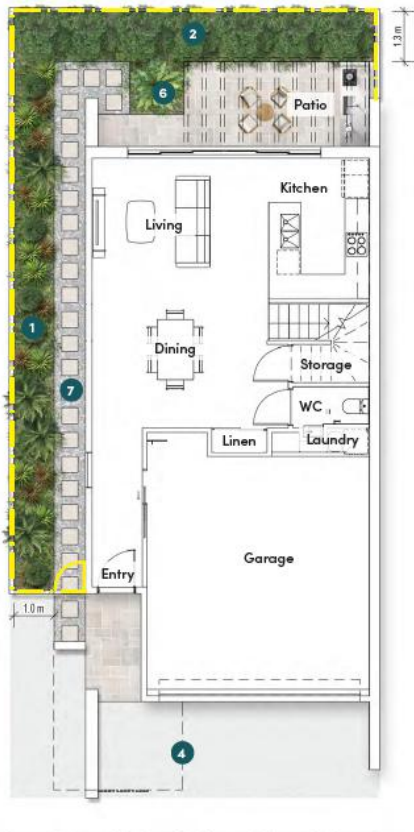
Source: CPO Architects



Figure 3-6 Stage 2 – Ground Floor Plan

Source: CPO Architects

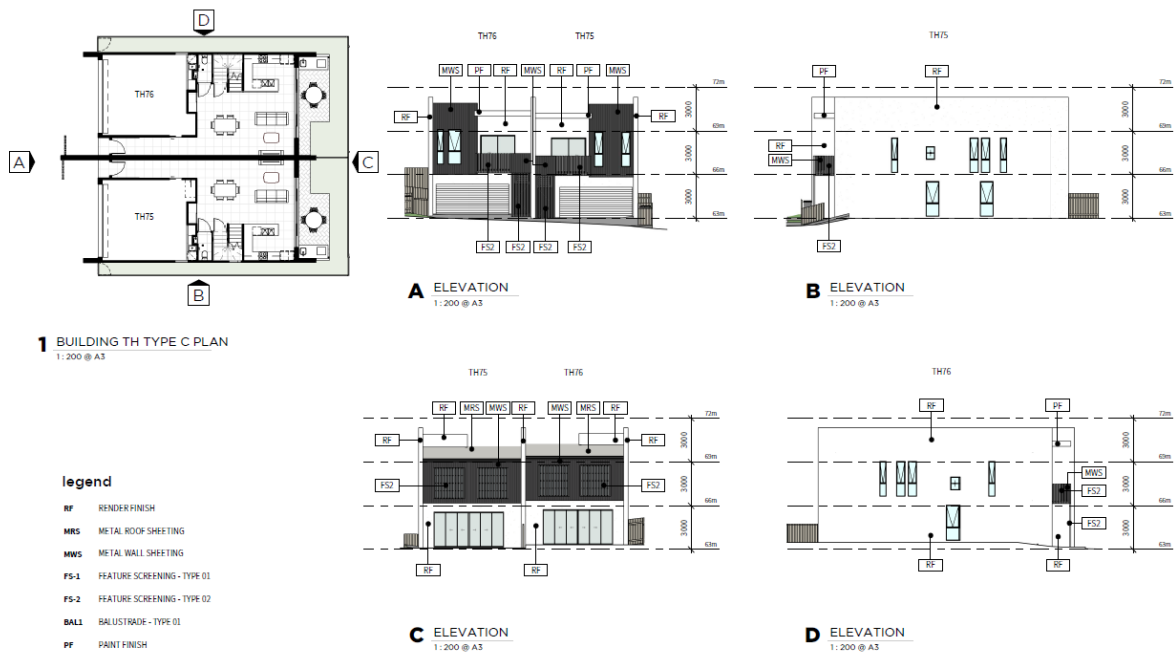
GROUND FLOOR



LEVEL 1



Figure 3-7 Type C Floor Plan
Source: AS Design

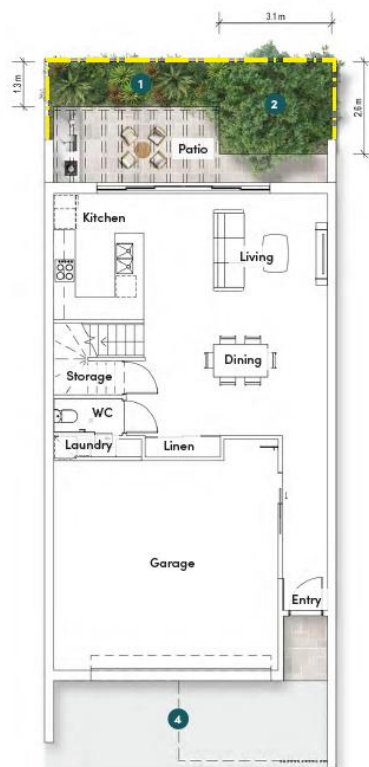


CPO ARCHITECTS

Figure 3-8 Type C Elevations
Source: CPO Architects

des no: DA-S2-205
job no: 20250015
revision: C

GROUND FLOOR



LEVEL 1

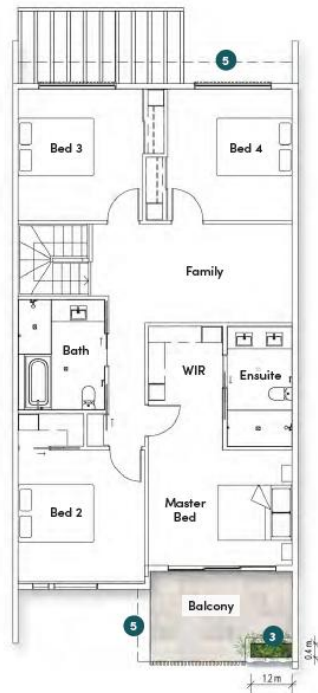
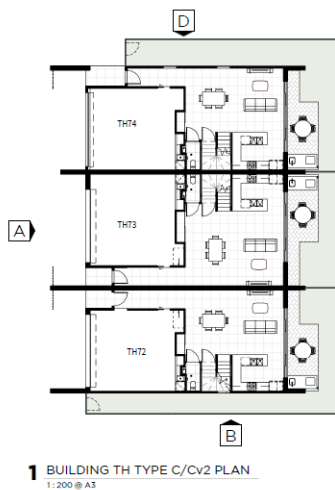
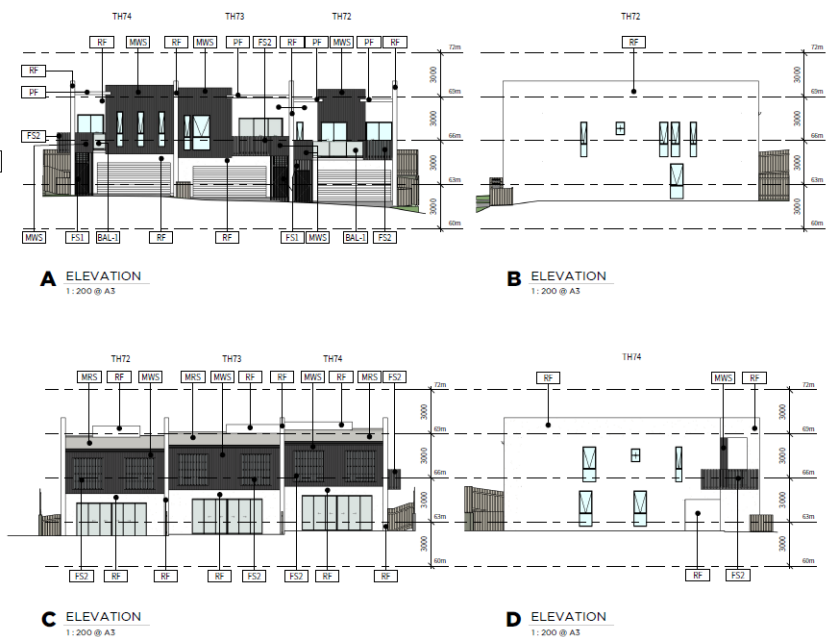


Figure 3-9 Type C (V2) Floor Plan
Source: AS Design



legend

- RF RENDER FINISH
- MRS METAL ROOF SHEETING
- MWS METAL WALL SHEETING
- FS-1 FEATURE SCREENING - TYPE 01
- FS-2 FEATURE SCREENING - TYPE 02
- BALL BALUSTRADE - TYPE 01
- PF PAINT FINISH



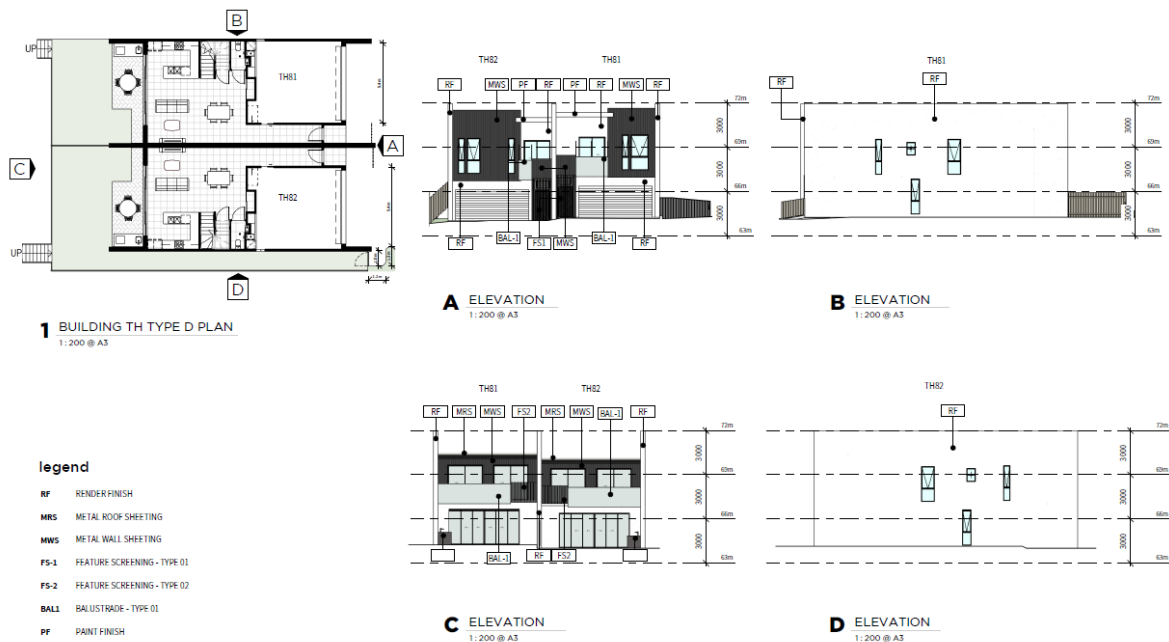
CPO ARCHITECTS

Figure 3-10 Type C (v2) Elevations
Source: CPO Architects

desig no. DA-S2-206
job no. 20250015
revision C



Figure 3-11 Type D Floor Plan
Source: AS Design



CPO ARCHITECTS
Figure 3-12 Type D Elevations
Source: CPO Architects

dep no. DA-S2-215
job no. 20250015
revision D



Landscape Concept Plan - Site Plan



scale
1:750

dwg no.
2513-SD-1

revision
01

Figure 3-13 Townhouse Type Locations (fully developed site)

Source:

AS Design

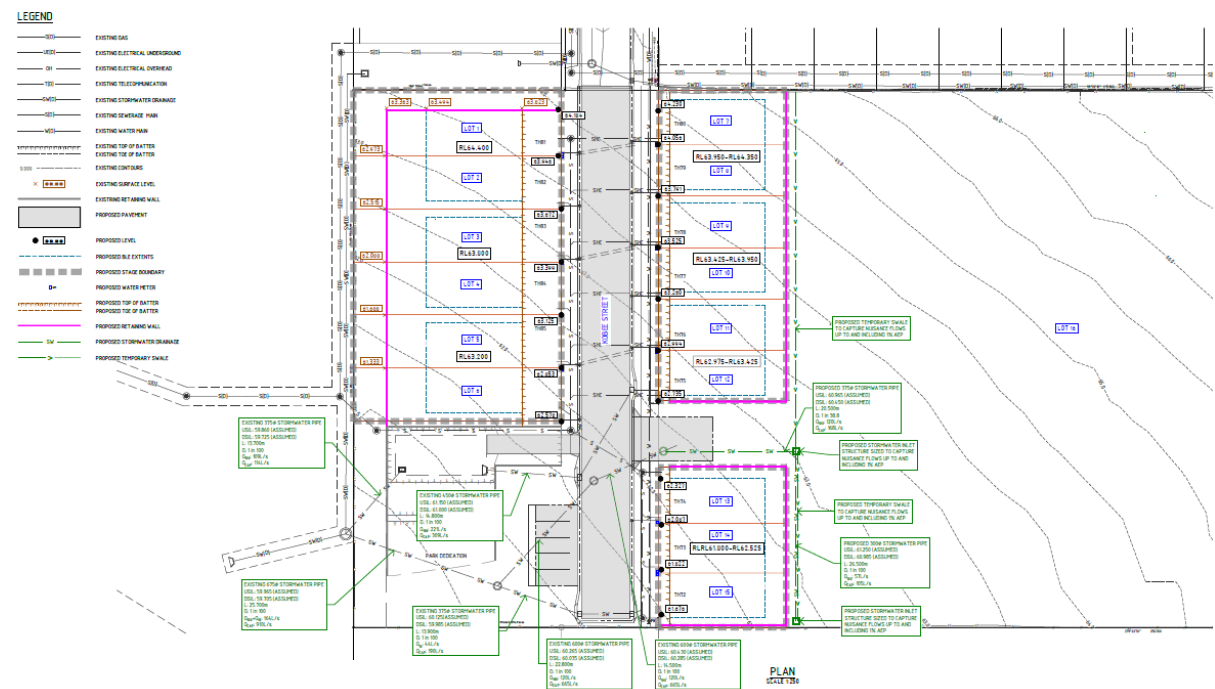


Figure 3-14 Stage 1 Civil Services Plan

Source:

MNCE

Stage 3 – 71 Townhouses over Proposed Lot 16:

- Redevelopment of Lot 16 for 72 Townhouses under CTS.
- Construction of internal driveways (6.5m wide), pedestrian pathways and links.
- 18 visitor car parking spaces (23 in total across the development).
- 142 resident car parking spaces.
- Landscaping provided throughout the Site.
- Two (2) Townhouse Types – Type A & B.

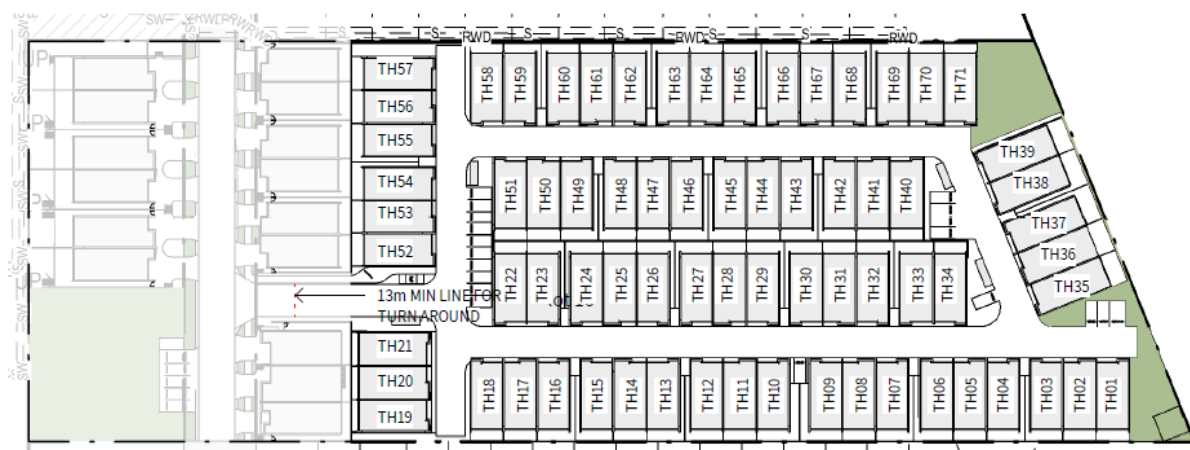


Figure 3-15 Stage 3 Layout Plan

Source: CPO Architects

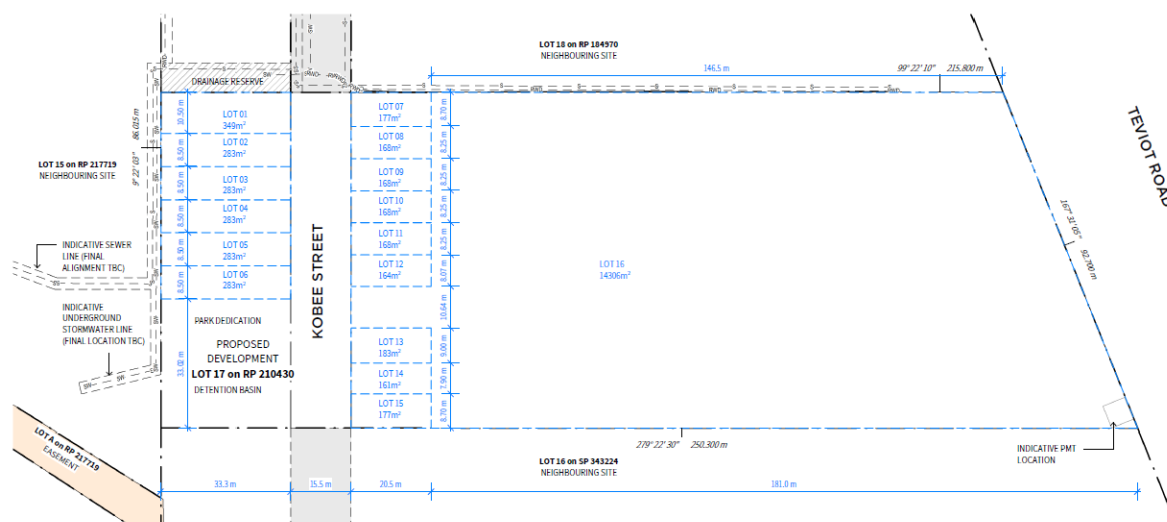


Figure 3-16 Ultimate Subdivision Plan

Source: CPO Architects



Figure 3-17 Type A – Floor Plan
Source: AS Design



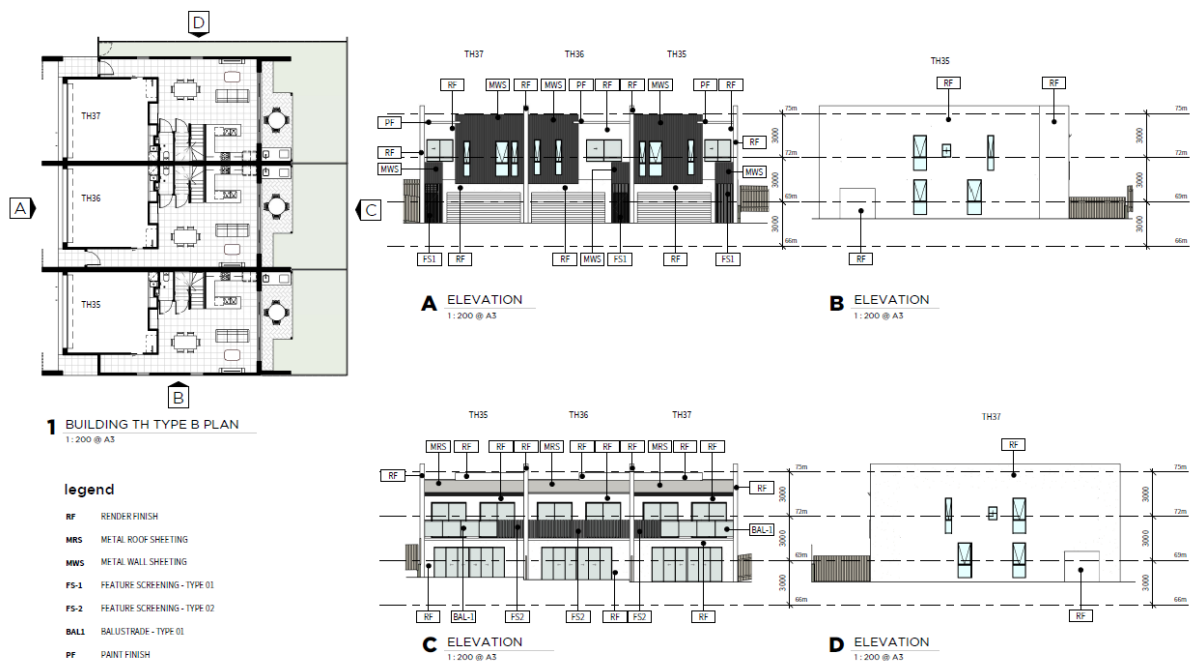
CPO ARCHITECTS

Figure 3-18 Type A Elevations
Source: CPO Architects

des no. DA-S3-205
job no. 20250015
revision C



Figure 3-19 Type B – Floor Plan
Source: AS Design



CPO ARCHITECTS

Figure 3-20 Type B Elevations
Source: CPO Architects

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job no. 20250015
revision C

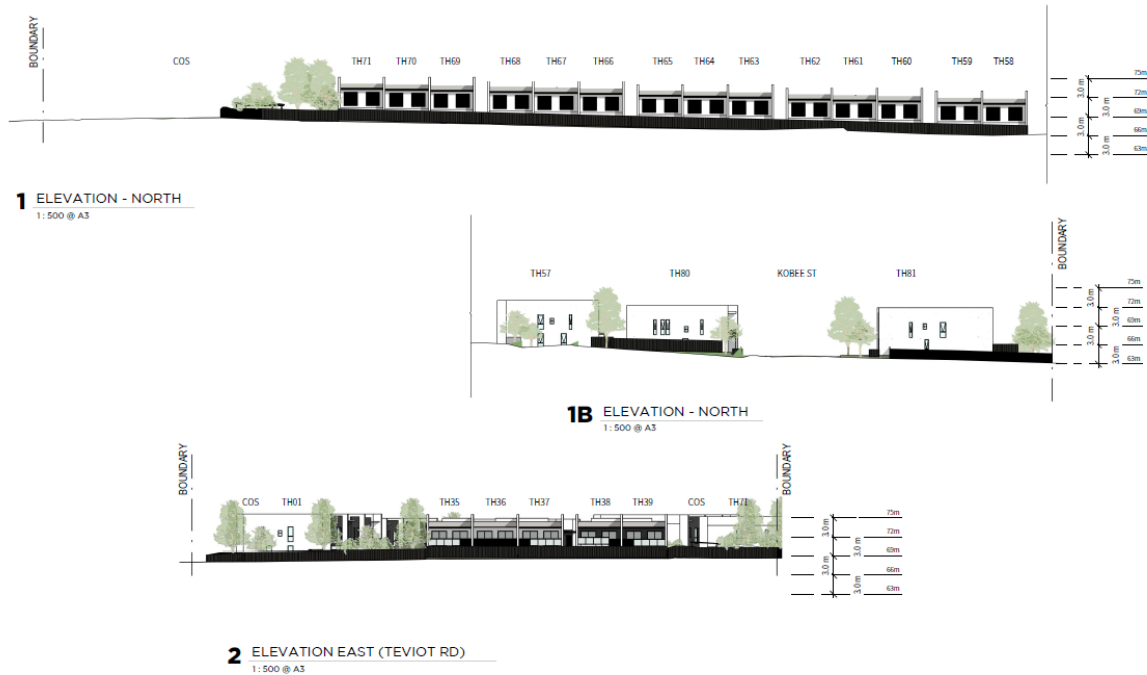


Figure 3-21 Proposed Elevations – Part 1
Source: CPO Architects



Figure 3-22 Proposed Elevations – Part 2
Source: CPO Architects

Civil Servicing Information – All Proposed Stages

Stormwater:

- The lawful point of discharge for the development is proposed via existing stormwater infrastructure located within the registered services easement adjoining the western boundary of the Site. This infrastructure was established as part of recent subdivision works undertaken

within the adjoining development to the north and ultimately discharges to the existing downstream dam and broader drainage network. The size and available capacity of this infrastructure is currently unknown and will require confirmation during detailed design, with upgrades potentially required.

- Stage 1 works will involve construction of an above-ground detention and bioretention system within proposed Lot 3, which is to be dedicated as road reserve and park. The system is to be sized to accommodate ultimate Stage 2 conditions, with kerb outlets provided as part of Stage 1 works to service future lots associated with Stage 2.
- Temporary stormwater infrastructure, including swale within proposed Lot 16, is also proposed as part of Stage 2 works to manage external catchment flows traversing the future MCU lot. This infrastructure is proposed to be removed upon development of Stage 3 works.
- Stage 3 works associated with the proposed townhouse development over Lot 16 will require separate detention and stormwater quality treatment measures associated with the ultimate development layout.

Sewer:

- Sewer servicing for Stage 1 will involve extension of a proposed sewer main from the registered services easement located within the adjoining property to the west. Sewer servicing assumptions have been based on the approved concept sewer layout plan prepared by Civil Dimensions Consulting Engineers (CD18-012-DA09), in lieu of available as-constructed sewer information which suggests an existing 150mm dia. sewer main is located within this easement. The final location, size and configuration of existing sewer infrastructure will require confirmation as the design progresses.
- Property connections are proposed to be provided from the extended sewer main to each proposed lot, with the exception of proposed Lot 3, which is to be dedicated as road reserve and park (Council land). Sewer servicing associated with Stage 2 is also proposed to be established as part of Stage 1 works.
- Internal sewer servicing associated with the proposed townhouse development over Lot 16 is to be designed and documented separately at a later stage by a hydraulic consultant.

Water Reticulation:

- Water servicing for Stage 1 is proposed via extension of the existing 150mm dia. municipal water main established as part of the adjoining subdivision works to the north, extending through the proposed road network within the development.
- New water service connections are proposed to be provided to each proposed lot as part of Stage 1 works, including future lots associated with Stage 2.
- Internal water reticulation and fire servicing associated with the proposed townhouse development over Lot 16 is to be designed and documented separately at a later stage by a hydraulic consultant.

4 SUPPORTING DOCUMENTS

This report is accompanied by the supporting information identified in the Table below:

Document / Plan / Report	Consultant	Location
Architectural Package	CPO Architects	Appendix A
Landscape Design Report	AS Design	Appendix B
Civil Servicing Advice	Milanovic Neale Consulting Engineers	Appendix C
Stormwater Management Plan	Milanovic Neale Consulting Engineers	Appendix D
Civil Drawings	Milanovic Neale Consulting Engineers	Appendix E
Flood Investigation Report	Milanovic Neale Consulting Engineers	Appendix F
Bushfire Hazard Assessment	S5 Environmental	Appendix G
Detailed Ecological Assessment	S5 Environmental	Appendix H
Fauna Management Plan	S5 Environmental	Appendix I
Vegetation Retention Plan	S5 Environmental	Appendix J
Survey Plan (Part 1)	JW Surveys	Appendix K
Survey Plan (Part 2)	JW Surveys	Appendix L
Traffic Engineering Assessment Report	BMC Traffic	Appendix M
Searches	QLD Government	Appendix N
EDQ Pre-lodgement Notes	EDQ	Appendix O

Table 4-1 Consultants Supporting information

4.1 Architectural Package

The architectural package prepared by CPO Architects incorporate:

- Context Analysis
- Site Analysis
- Design Analysis
- Perspectives
- Buildings that Breath Response
- Architectural Plans
- Development Summary

Refer to **Appendix A**.

4.2 Landscape Design Report

AS Design have prepared a Landscape Design Report that includes:

- Landscape Concept Plan
- Character Images
- Plant Palette

Refer to **Appendix B**.

4.4 Civil Servicing Advice

The advice prepared by Milanovic Neale Consulting Engineers provides preliminary civil servicing advice associated with stormwater management, water and sewer servicing, earthworks and flooding for the proposal.

Refer to **Appendix C**.

4.5 Stormwater Management Plan

The Site Based Stormwater Management Plan (SBSMP) prepared by Milanovic Neale Consulting Engineers undertakes:

- Assessment of the pre and post development stormwater discharge and undertake preliminary design and commentary of any mitigation devices required to control site discharge if required.
- Assessment of the development against state and local government legislation to identify water quality management measures to be adopted for the proposed development.
- Pollutant export modelling of anticipated pre and post development pollutant concentrations and loads and conceptual design of water quality improvement devices.

Refer to **Appendix D** for further context.

4.6 Civil Drawings

The Civil Drawings prepared by Milanovic Neale Consulting Engineers include:

- Staging Works Layout Plan
- Preliminary Overall Civil Works Layout Plan Stages 1-3
- Preliminary Bulk Earthworks Plan
- Preliminary Overall Roadworks Plan
- Combined Above Ground & Bio-Retention Basin Layout Plan
- Development Catchment Plan – Stages 1-3

Refer to **Appendix E**.

4.7 Flood Investigation Report

The Flood Investigation Report prepared by Milanovic Neale Consulting Engineers includes the following scope of works:

- Prepare an integrated hydrologic and hydraulic model incorporating 1D and 2D elements to quantify the existing flooding conditions on site during the 1% AEP storm event.
- Update the model to reflect the development proposal to quantify developed site flooding conditions during the 1% AEP storm event.
- Advise on compliance with Logan City Council's Flood Hazard Overlay Code with respect to flood planning levels and flow conveyance.

Refer to **Appendix F**.

4.8 Bushfire Hazard Assessment

The Bushfire Hazard Assessment and Management Plan prepared by S5 Environmental undertakes a site-specific bushfire hazard assessment, determine any set back required between the proposed development and any hazardous vegetation identified, and prepare a Bushfire Management Plan to ensure the proposed development is not exposed to an unacceptable bushfire risk and can comply with relevant legislative bushfire requirements.

Refer to **Appendix G**.

4.9 Detailed Ecological Assessment

The Detailed Ecological Assessment prepared by S5 Environmental investigates the ecological values, features and functionality of the site in the context of the local and regional area and applicable ecological constraints. Further, this report investigates the presence and/or absence of Nature Conservation Act 1992 (NC Act) and Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act) listed species and matters, and ecological corridor connectivity across the site and regional surrounds.

Refer to **Appendix H**.

4.10 Fauna Management Plan

The Fauna Management Plan (FMP) prepared by S5 Environmental details fauna management protocols and the management and mitigation measures to be followed prior to and during clearing of vegetation within the Site. This FMP is to be read in conjunction with the Detailed Ecological Assessment and Vegetation Retention Plan.

Refer to **Appendix I**.

4.11 Vegetation Retention Plan

The Vegetation Management Plan (VMP) prepared by S5 Environmental identifies trees to be removed and retained and is to be read in conjunction with the Detailed Ecological Assessment and FMP.

Refer to **Appendix J**.

4.12 Survey Plan

Refer to **Appendix K & L** for Contour and Detail Survey of the Site.

4.13 Traffic Engineering Report

The Traffic Engineering Assessment Report prepared by BMC Traffic includes:

A review of the site and its surrounds utilising aerial and street view photography

- Parking Assessment
- Traffic Impact Assessment
- Assessment of Site Layout
- Refuse and Recycling Assessment

The report includes and assessment of the Proposal against the:

- Logan City Council's Planning Scheme.
- Economic Development Queensland guidelines, specifically Guideline 6 and Guideline 13.

Refer to **Appendix M**.

4.14 Searches

Title and Contaminated Land Searches included in **Appendix N**.

5 PRELODGE MENT ADVICE

A Prelodgement Meeting was held with EDQ on the 20th of May 2025 attended by:

EDQ Staff:

- Brandon Bouda A/Director – EDQ Development Assessment
- Jeniffer Sneesby Manager – EDQ Development Assessment
- Manjurul Alam Principal Engineer – EDQ Infrastructure Solutions
- Nicole Tobias Senior Planner – EDQ Development Assessment

Applicant:

- Max Clayton Urbicus
- Mark Clayton Urbicus
- David Pond CPO Architects

Items Discussed	Urbicus Response
History	
There is no relevant site history for the subject site.	
Site Details and Surrounding Lots The site, located at 189-195 Teviot Road, Greenbank described as Lot 17 RP210430, is a rural residential lot currently occupied by a single dwelling and scattered with significant vegetation. Teviot Road is directly to the east, and given the upgrade to Teviot Road, a new driveway access is currently being constructed by Council (from Nearmap aerial images) to maintain the existing dwelling's access.  Figure 1: Subject site aerial image The north of the site is an existing Development Approval (DEV2019/1059) which was originally approved on 27 April 2020 and has begun actioning the application. The land to the south is a rural residential lot with a single dwelling house and scattered vegetation across the site.	Noted.
Key Issues	
The proposed development needs to take into consideration the key issues raised: • Access to Teviot Road is not permitted. Access must be obtained through the left in/left out access currently under construction to the north (Lot 18 RP184970) or connection through to Leanne Court to the south (Lot 16 SP343224). • There must be a contribution from the subject site towards the 2-hectare park located to the west in	Access to the Site is via Kobee Street. Access to the existing dwelling over Lot 16 will be retained until Lot 16 is redeveloped in Stage 3. A park dedication is proposed in Stage 1 in the southwestern corner of the Site.

accordance with the Endorsed Greenbank Central Context Plan. • In order to achieve the above requirements a substantial redesign of the site will be required. • Provide appropriate reports to demonstrate compliance with State Interests, including bushfire, vegetation management and flood management. • Stormwater management and flood mitigation needs to be addressed.	
Summary of Discussion	
1. Council has stated that no access to Teviot Road will be permitted from the subject site. The access to Teviot Road from the site as shown on the proposal plan is not permitted. Access must be obtained through the access currently under construction from Lot 18 RP184970. This access is only a left in/left out design due to the median to be installed along Teviot Road, therefore the development will need to be connected through to Leanne Court to the south which will be signalled in accordance with the endorsed context plan.	As above.
2. The endorsed context plan (appendix A) requires the provision of a 2ha park area to be provided in the west of the subject site. This has not been included as part of the proposed development proposal, and will need to be provided in part over the subject site. It is noted that a detention basin is permitted to be included in the area to be contributed towards the recreational park requirements. Direct road access and frontage to the park should also be considered when allocating an area for the 2ha park. It is noted Logan City Council does not include park areas outside of the PDA as counting towards the park requirements for the area. Therefore, all park requirements must be achieved through the DCOP/within the PDA.	As above.
3. As discussed, EDQ DA discussed the park requirements with EDQ Infrastructure Planning, and advised that the park is still a requirement under the DCOP and therefore will be necessary. However should further justification be received during the application process, EDQ IP may consider their position on the matter.	As above.
4. It is noted that the area to be dedicated to the 2ha park will be included as a land offset condition on any permit, and will be calculated in accordance with the DCOP (POS001).	As above. Noted.
5. The proposal will need to demonstrate compliance with the development scheme, including providing a minimum net residential density of 15 dwellings per hectare, providing "housing choice and diversity to meet the needs of the community, through a mix of densities, types, designs, tenures and levels of affordability, to cater for a range of lifestyles, incomes and life cycle needs" in accordance with the Development Scheme.	86 Dwellings are proposed and are to be provided in several different townhouse forms and lot configurations.
6. The proposed development is unlikely to require public notification, however should the development significantly vary from the design provided, notification will be considered. This includes if the building heights are over the 2 storey expectation in accordance with the Development Scheme.	Noted. Building heights do not exceed 2-storeys.

7. It is noted that the Department of Education Queensland have not yet committed to purchasing the land to the south Leanne Court, however it is still identified in the DCOP as a Primary School site.	Noted. We noted in Section 2 that the site to the south has been approved for 42 residential lots.
8. In regards to the proposed road configuration (excluding the north/south road running between Lot 18 RP184970 to connect to Leanne Court), the minimum road widths if public must comply with the Street and Movement Network – PDA Guideline No. 06 and other relevant Australian Standards. However should the redesign consist of CTS roads, the Australian Standard (A2890.1) will apply, which should consist of 7m wide roads. However, if a 6.5m wide road width is applied (approximate width in proposal plan Appendix B), the garage door widths of each unit will need to be 2.7m wide to accommodate this reduction.	Refer to Traffic Report for more detail.
Proposed Lots (ROL)	
9. A Plan of Development (POD) will need to be provided to demonstrate the future design standards for dwellings on the proposed lots, including setbacks, site cover, car parking and private open space requirements in accordance with the EDQ guidelines.	Townhouses have been associated with the subdivision component in Stage 2. Stage 1 is a 'management subdivision' to allow for the construction of the new road, basin and park.
10. Lot diversity should be included to achieve compliance with the Development Scheme.	Refer to Section 3, a mixture of lot sizes and configurations are proposed.
11. The proposed lots will need to include on-street parking requirements in accordance with the EDQ guidelines.	Refer to Traffic Report.
12. Demonstrate the lot design standards are compliant with the EDQ guidelines.	Refer to Section 7.
Proposed Townhouses (MCU)	
13. The EDQ guidelines provide advice on minimum standards for design such as private open space, communal open space, site cover and building heights in accordance with the EDQ guidelines.	As above.
14. The multiple dwellings must demonstrate they have provided appropriate car parking requirements in accordance with the Logan City Council planning scheme and EDQ guidelines.	2 car parking spaces per townhouse are to be provided.
15. Three storey dwellings are possible depending on the interface, location and overall considerations of the design of the townhouses. Otherwise, the development scheme requires a maximum height of 2 storeys.	2-storey dwellings proposed.
16. Should an acoustic barrier be required, ensure consideration for the design and interface of the development fronting Teviot Road is given.	No acoustic barrier is proposed.
17. Landscape plans are required to demonstrate the overall outcome of the site and to establish that the public open space contributions and compliance with the Guideline requirements have been achieved.	Refer to Landscape Concept Plan.
18. The wider area of Greenbank Central has fewer townhouse development than freehold land parcels, therefore townhouses are considered the shortfall of development outcomes within the area.	87 Townhouses are proposed across the development.

Engineering	
Stormwater management plan (SWMP)	
19. Submit a stormwater (quantity and quality) management plan prepared by a Registered Professional Engineer of Queensland (RPEQ), specialised in stormwater management. The plan must include (but not limited to) the following: a. Identify external catchments (if any) and management strategy through the site; b. Detailed pre- and post-developed flow calculation. Ensure no net increase in peak flows from the site for all events up to and including the 1%AEP (i.e., 100 year ARI) storms during the post-developed condition. Incorporate Water Sensitive Urban Design (WSUD) elements for stormwater treatment. Note: the applicant may require separate stormwater devices for the freehold and CTS lots. c. Identify the lawful point of discharge (LPoD). Should the easement to the western property be used as the LPoD, cross-sectional information of the easement to be provided to demonstrate all runoff up to 1%AEP will be contained within the easement. If not, the applicant may need to provide a bigger detention basin to demonstrate that the flow regimes between the existing and developed conditions are unchanged. Alternatively, the applicant may need to consult with the western property owner for increased flow and/or providing minor and major drainage systems. Note: The land use of the western parcel and its stormwater management aspects are unknown.	Refer to Civil Engineering Documentation.
Floodplain management report	
	
20. The southwest corner of the site is subject to flooding, as shown in the extract above. Any earthworks in the flooded area should be appropriately compensated. Also, the floor level or stormwater management devices within the floodplain must satisfy the Council's flood immunity requirements. Submit a floodplain management report prepared by a Registered Professional Engineer Queensland (RPEQ), specialised in flood hydraulics.	Refer to Flood Investigation Report.
Engineering Services Report (ESR)	
21. Submit an ESR addressing the required servicing of the site. The ESR should be prepared by a Registered Professional Engineer Queensland (RPEQ). The ESR	Refer to Civil Engineering Documents.

should address the following information related to water and sewer:	
Water	
22. The trunk water main at Leanne Court, including the pressure reducing valve (PRV), should be constructed in accordance with adjoining approval.	As above.
Sewer	
23. The applicant is required to negotiate with the adjoining property owner for the sewer connection to a point up to the approved 150mm sewer main, as per the adjoining approval.	As above.
Traffic Engineering Report (TER)	
24. Submit a Traffic Engineering Report, certified by a suitably qualified RPEQ, which is required to demonstrate that there will be no impacts to the surrounding road network and adequate on-site parking is provided. Note the following: a. The road connectivity should be in accordance with the Context Plan. b. Layout has long straight roads leading into adjacent properties, traffic calming needs to be addressed.	Refer to Traffic Report.
Acoustic report	
25. Submit an acoustic report prepared by a qualified professional to demonstrate that the noise criteria are addressed as per the requirements of the local council.	EDQ can condition an acoustic report to address any acoustic fencing/ treatment adjacent to Teviot Road.
Waste management plan	
26. Submit a Waste Management Plan, certified by a suitably qualified person and demonstrating the following: a. Compliance against the local planning scheme b. Design vehicle and turn templates c. Waste type and equipment d. Proposed refuse storage area should be revised, since no access from Teviot Rd is not supported. e. Operational and design requirements	Refer to Traffic Report.
Reports Required	
• Town planning report including assessment against: ○ Greater Flagstone Development Scheme ○ Guideline 1 – Residential 30 ○ Guideline 2 – Accessible housing ○ Guideline 5 – Neighbourhood planning and design ○ Guideline 6 – Street and Movement Network ○ Guideline 7 – Low rise buildings ○ Guideline 13 – Engineering Standards ○ Guideline 14 – Environmental values and sustainable resource use ○ Guideline 17 – Remnant vegetation and koala habitat obligations in Greater Flagstone and Yarrabilba PDAs • Plans drawn to scale including Plan of Development (POD), • Subdivision Plans • Landscape Plans • Staging Plan (if applicable) • Bushfire Management Report • Ecological Assessment Report	Refer to Appendix and Section 7.

• Stormwater management plan (include the Flood management report or be a separate document) • Engineering Services Report • Traffic Engineering Report • Acoustic Report • Waste management plan (given limited access to Teviot Road)	
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6 GREATER FLAGSTONE PRIORITY DEVELOPMENT AREA

6.1 Greater Flagstone Priority Development Area

The Site is included within the “Greater Flagstone” Priority Development Area (the Flagstone PDA). Under the Flagstone Development Scheme, the Site is included within the “Urban Living” zone (see **Figure 6-1**). As is shown in Figure 5-1, a future train station is envisioned immediately west of the Site.

We also note that there is an endorsed context plan titled “Endorsed Greenbank Central Context Plan” (the Context Plan) that affects the Site (see **Figure 6-2**). Under the Context Plan,

- Road connections are shown through the Site south connecting to Leanne Court;
- Pedestrian links to shops and train station (west of the Site);
- Location of future parkland; and
- Access points to Teviot Road.

The relevant zone intent for the “Urban Living” zone for residential uses and proposals has been provided below:

The urban living zone applies to most of the area intended for urban development in the UDA. The majority of the zone is intended to be developed as neighbourhoods focused on identifiable and accessible centres and comprising a mix of residential development including houses, multiple residential and other residential and live work opportunities through home based business.

Response: The Proposal involves the construction of 86 Townhouses in multiple forms and over differing lot sizes, over a well-located site that is close to public amenities, public transport and existing centres.

Under **Table 2: Levels of Assessment** of the Flagstone PDA, the Proposal is “Permissible Development” requiring MCU & ROL development permits.

Map 5 - Community facilities

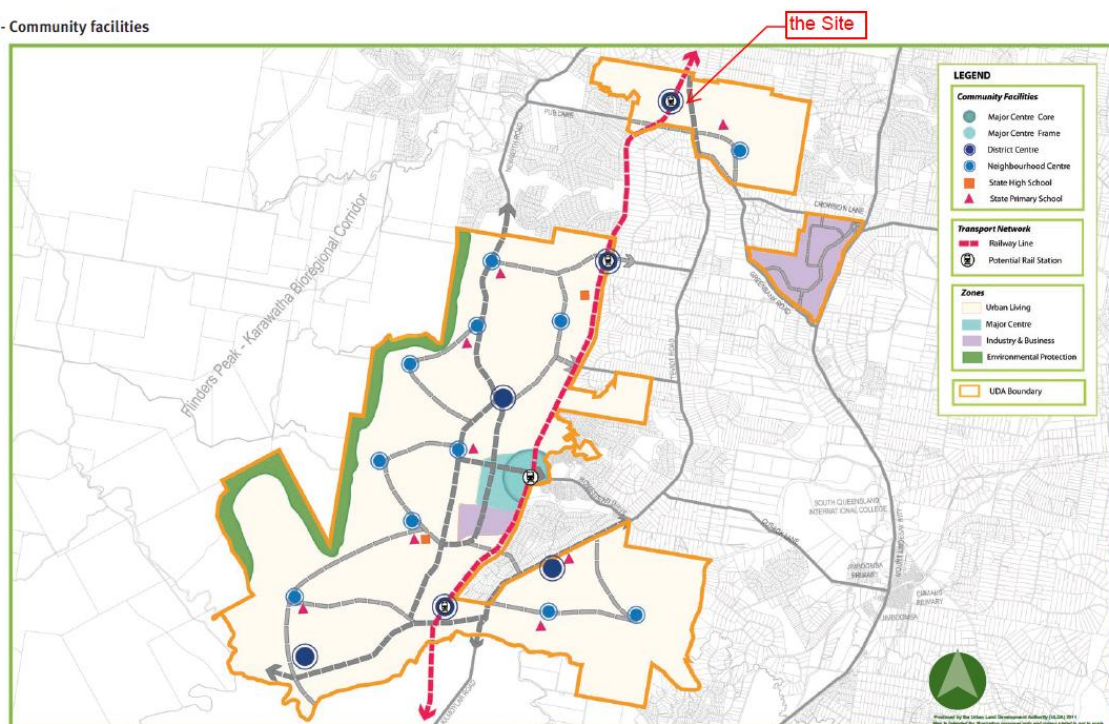


Figure 6-1 Land Use Plan (the Flagstone PDA)

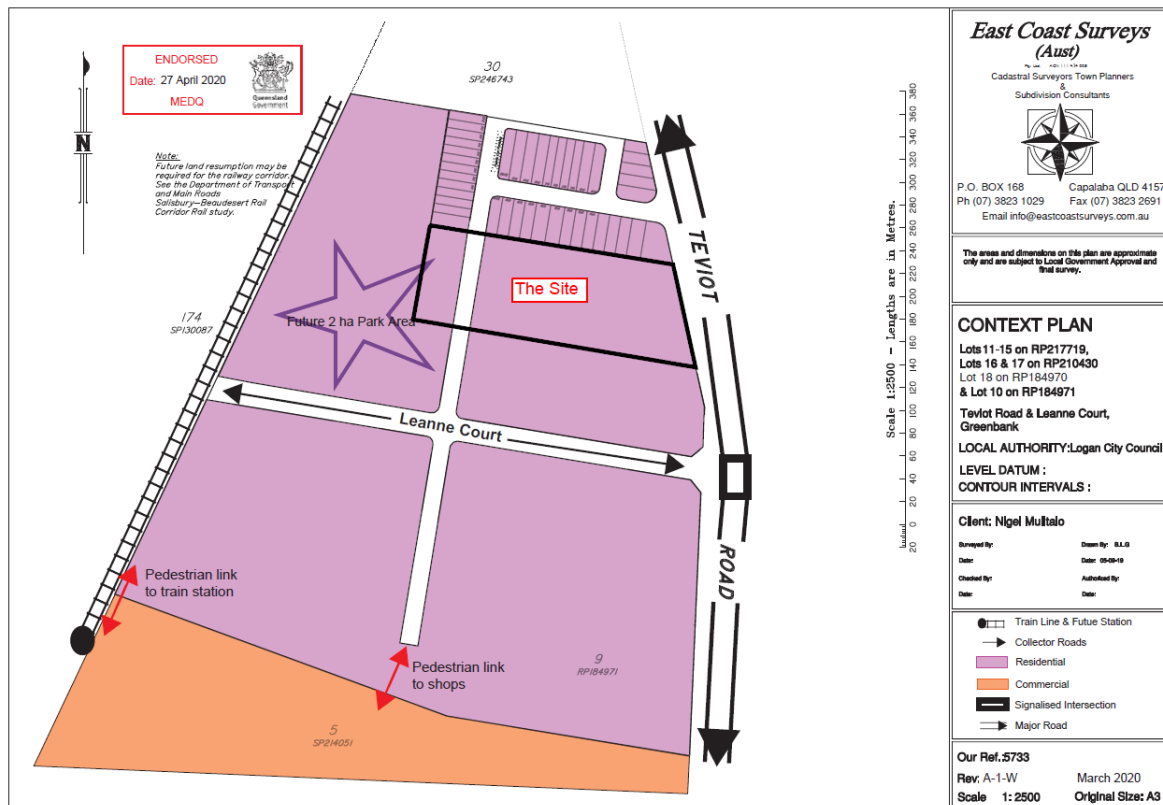


Figure 6-2 Endorsed Greenbank Central Context Plan

6.2 Strategic Context

Vision

Greenbank Central will be a smaller urban community of around 6,000 people focussed around a district centre (and rail station in the longer term), neighbourhood centre and primary school. Services and facilities in Greenbank Central will serve the local community and a broader catchment of predominantly rural residential development.

Response: The Proposal involves the construction of 86 Townhouses in multiple forms and over differing lot sizes, over a well-located site that is close to public amenities, public transport and existing centres. The Proposal will therefore further contribute to the provision of additional housing.

6.3 Land Use Plan

UDA – Wide Criteria	Urbicus Response
Are compact and walkable. Neighbourhoods comprise the area within a 5 minute walk (400 metre radius) of a community focal point. A cluster of neighbourhoods supports a neighbourhood centre	The Site is located in close proximity to local services.
Have a highly permeable, legible street pattern, designed to promote walking and cycling as the primary modes for local movements	A new road and pedestrian links are proposed.
Contain a variety of dwelling types including affordable and accessible housing	A mixture of townhouse types are proposed. Refer to Section 3.
Are designed to respond to local site characteristics, settings, landmarks, scenic amenity and views, and use natural features, such as ridges and waterways, or man made	New parkland is proposed. There are no major landmarks or waterways the Proposal needed to consider.

features such as built form and public parks to provide local identity and character	
Have a centrally located focal point which must comprise of at least a local recreation park but which can also include a public transport stop, community facility, local shop or similar	As above.
Are interconnected and provide good access to public transport, parks, schools and other community facilities and neighbourhood centres	There is a trainline immediately west of the Site. Teviot Road is east of the Site. Refer to Section 2 for more detail.
Provide a safe environment through the application of Crime Prevention Through Environmental Design principles such as passive surveillance of public spaces, and a legible street network that minimises traffic impacts on residential areas	Relevant crime prevention design has been incorporated into the Proposal.
Locate higher density residential close to centres, significant transit opportunities, recreation and corridor parks, or along busier streets that lead directly to centres	The Proposal does not involve high density development but is located within close proximity to local services.
Are designed to promote optimum solar access and use of prevailing breezes	The lot's and townhouses have been orientated north-south where possible.
Neighbourhoods around transport nodes and higher order centres to maximise accessibility	Refer to Section 2 for the Site's location and proximity to local services.
Appropriately interface with existing residential development adjoining the UDA boundary, by: – considering densities through minimum lot sizes and the location of property boundaries – access arrangements – uses – height	Refer to Section 3.
Neighbourhoods are designed to: – achieve the standards set out in the applicable ULDA guideline – the minimum net residential densities and other specific requirements in Table 1.	As above.
Housing diversity and affordability	
Development delivers:	
housing choice and diversity to meet the needs of the community, through a mix of densities, types, designs, tenures and levels of affordability, to cater for a range of lifestyles, incomes and life cycle needs	The development proposal (the Proposal) involves the construction of 86 townhouses over three stages. 15 of the townhouses are to be located on freehold lots and 72 over a balance lot that will be titled under a Community Titles Scheme (CTS). The Proposal is aiming to provide a mixture of townhouse typologies to provide diversity of housing options at different price brackets, particularly noting that the adjoining sites to the north and south have been approved for residential lots, accommodating dwelling houses on freehold lots.
residential development that complements or enhances the character of the neighbourhood and streetscape, and contributes to the creation of an attractive and safe environment	As above.
dwellings that provide appropriate levels of amenity and privacy, and adequate outdoor areas and car parking to meet varying household needs	As above. Sufficient car parking and private open space areas have been provided for all townhouse types.
energy efficient, climatically responsive design including appropriate solar orientation, shading, cross ventilation, natural lighting and passive cooling techniques.	The lot's and townhouses have been orientated north-south where possible.
Movement network	
Development contributes to:	

an effective, efficient and integrated movement network that provides a high level of safety and accessibility, maintains residential amenity and promotes the use of public and active transport particularly for local trips	The Proposal involves an extension of the road network.
a major road network that provides effective links between centres and the neighbourhoods they serve, and to the external road network, and accommodates a range of users including cars, service vehicles, pedestrians, cyclists and public transport	As above.
a road network that has a functional hierarchy, facilitates longer travel movements, provides multiple access routes to and through neighbourhoods and minimises traffic impacts on residential areas	As above.
the provision of a public transport network that is readily accessible to the community (90% of all dwellings should be within 400 metres of a potential public transport service), and provides effective links to centres, rail stations and external destinations	As above. No new public transport proposed.
a comprehensive active transport (walking and cycling) network based around major active transport spines, supplemented with local links and a safe and permeable street network within neighbourhoods⁴. The active transport network provides safe and direct links to key destinations including centres, railway stations, parks and schools.	As above.
Elements of the movement network should be delivered generally in accordance with Map 3 Centres and Transport Network.	As above.
The applicable ULDA guideline provides additional information to assist in achieving these criteria.	As above.
The map is indicative only. Details of development, including greenspace, will be resolved through development applications and context planning.	Noted.
Community greenspace network	
Development contributes to the provision of an integrated, high quality, regional community greenspace network that caters for a range of environmental needs by:	
retaining where possible locally significant wetlands, remnant vegetation and habitat for fauna	Vegetation is proposed to be removed and is consistent with adjoining development approvals to the north and south. This will be offset by the delivery of a park dedication and significant landscape areas throughout the Site.
protecting important landscape and visual quality values including scenic amenity areas	As above.
enhancing wetland communities as part of the rehabilitation of biodiversity corridors	
providing biodiversity corridors and linkages including to areas outside the neighbourhood or community	
locating and designing fauna connectivity structures in road infrastructure that traverses an identified or potential fauna and flora corridor.	
Development delivers parks that:	
contribute to the achievement of an integrated, high quality greenspace network that caters for a variety of recreation functions and experiences to meet the needs of residents and visitors	A park dedication is provided in Stage 1. Refer to Section 3 for more detail.

are accessible for users	As above.
provide for multiple purposes and uses including recreational, sporting, ecological and stormwater management functions	
incorporate existing natural features where possible and are landscaped to assist in creating neighbourhood identity and wayfinding	
retain existing significant vegetation to the greatest extent possible	
are shaped and embellished to suit their anticipated use	
support the community's recreational needs and provide opportunities for community and special events.	
The community greenspace network is distributed generally in accordance with Map 4 - Community greenspace network.	
The map is indicative only. Details of development, including greenspace, will be resolved through development applications and context planning.	
The community greenspace network is located and designed to achieve the principles and design standards set out in the applicable ULDA guideline.	
Community facilities	
Development facilitates the delivery of:	
sustainable communities with a strong community identity and access to community facilities and services that meet diverse needs, maximise potential for community development and enhance community wellbeing	The development proposal (the Proposal) involves the construction of 86 townhouses over three stages. 15 of the townhouses are to be located on freehold lots and 72 over a balance lot that will be titled under a Community Titles Scheme (CTS). The Proposal is aiming to provide a mixture of townhouse typologies to provide diversity of housing options at different price brackets, particularly noting that the adjoining sites to the north and south have been approved for residential lots, accommodating dwelling houses on freehold lots.
a range of community facilities and services that are accessible and appropriate to the needs of the community and reduce physical and social isolation	Community facilities to be provided in the form of a new park and additional communal open space areas in Stage 3.
community facilities and services that are located where accessibility to the facility's target market is maximised through good access to public transport, pedestrian and cycle paths	As above.
a hierarchy of community facilities and services in neighbourhood, district and major centres. Neighbourhood level community facilities and services are located within walking distance for most residents, meet everyday needs and are provided early in development. District level community facilities and services serve a broader population catchment, reflect the diverse needs of the population and are provided in response to population growth thresholds. Major community facilities and services are of a higher order and accessed by a subregional population.	
Community facilities are distributed generally in accordance with the Map 5 - Community facilities.	
The map is indicative only. Details of development, including greenspace, will be resolved through development applications and context planning.	

Community facilities are designed to achieve the principles and standards set out in the applicable ULDA guideline.	
Natural and cultural values	
Greater Flagstone UDA adjoins the Flinders Peak/Karawatha Bioregional Wildlife and Landscape Corridor. Significant regional environmental features within the UDA include:	
• Round Mountain • Elevated land at Riverbend • Logan River • Flagstone Creek • Sandy Creek • Abade Creek • Oxley, Norris and Chambers Creeks, their tributaries and wetlands.	The Site does not adjoin any of the nominated areas.
Development responds to the constraints of the land and delivers:	
• protection of significant environmental and ecological values • protection of Remnant Endangered vegetation where proven by groundtruthing to be viable • minimal emissions to land, water and atmosphere • protection of culturally significant places and items • efficient use of land and resources.	Vegetation is proposed to be removed and is consistent with adjoining development approvals to the north and south. This will be offset by the delivery of a park dedication and significant landscape areas throughout the Site.
The design, siting and layout of development:	
• preserves and enhances important environment values, and respects local land forms • avoids, minimises and offsets development impacts on areas of biodiversity values and koala habitat values • maintains or improves ecological connectivity in the local urban context • incorporates landscaping with endemic species that contribute to bushland character, flora and fauna habitat, and fauna movement • respects cultural heritage values • minimises adverse impacts on natural landforms and the visual amenity of the site • maintains or improves the ecological health and environmental values of surface and groundwater, including wetlands and waterways in and adjacent to the UDA • maintains and improves the functioning and characteristics of the hydrological network (including surface and groundwater) and generally maintains the natural flow regime • incorporates total water cycle management and water sensitive urban design principles to appropriately manage floodwater and stormwater	As above.

• applies best industry practice erosion and sediment control techniques giving particular regard to the local dispersive soils	
• ensures that all land and groundwater will be fit for purpose in accordance with accepted standards and practices	
• manages air quality, noise and hazardous materials according to current standards	
• promotes innovative and efficient use of energy and water	
• maximises recycling opportunities and reduces waste generation.	
Koala conservation	
The design, siting and layout of development:	
• incorporates koala conservation and habitat protection outcomes in a way that contributes to a net increase in koala habitat and assists in the long term viability of koala populations in SEQ	As above. Refer to Ecological documentation.
• avoids (to the greatest extent possible) the clearing of areas mapped as High Value Bushland on the relevant State Planning Policy 2/10: Koala Conservation in South East Queensland (SPP) Koala Habitat Values Map	
• caters for koala movement between conserved areas of bushland koala habitat	
• ensures impacts on koala habitat are offset⁵ through the delivery of a net benefit to koalas, including through the expansion of habitat on lands as suitable for rehabilitation	
• incorporates koala sensitive urban design.	
Map 6 - Natural Values shows the key natural values in the UDA.	
The map is indicative only. Details of development, including greenspace, will be resolved through development applications and context planning.	
Community safety and development constraints	
Development is sited, designed and constructed to avoid, minimise or withstand the incidence of a development constraint.	The Proposal has considered the relevant constraints.
Development ensures that people and property are safe from potential hazards including landslip, bushfire, flooding and predicted impacts of climate change.	Flooding has been addressed through fill along the western boundary of the Site. Bushfire mitigation is addressed through tree clearing over the Site and on adjoining land, approved by EDQ.
Development does not compromise the integrity or operation of high voltage transmission lines/corridors.	The Site is not affected by the nominated infrastructure.
Residences and other sensitive uses are protected from the impacts of noise and dust from regional transport corridors.	EDQ can condition an acoustic report to address any acoustic fencing/ treatment adjacent to Teviot Road.
To ensure protection from flooding and appropriate flood management:	
• development occurs in areas with an appropriate level of flood immunity	Flooding has been addressed through fill along the western boundary of the Site. Refer to Flood Report for more detail.
• development ensures that stormwater run off at the site's boundaries does not exceed that which presently	Refer to Civil engineering documents.

exists, and there is 'no net worsening' of flood conditions at the site's boundaries.	
To ensure protection from bushfire hazard, development is designed to mitigate bushfire risk. As development occurs, bushfire risk may diminish.	Refer to Bushfire Hazard Assessment.
Map 7 - Development Constraints shows the key community safety and development constraints affecting the UDA.	As above.
Service infrastructure	
The UDA delivers efficient and effective use of infrastructure and services.	
Development ensures infrastructure and services are:	
provided in a timely, orderly, integrated and coordinated manner to support urban uses and works	Refer to Civil Engineering documents.
available or capable of being made available (including key infrastructure such as roads, public and active transport, water supply, sewerage, drainage, park network, community facilities, energy and telecommunications)	
designed to allow for future developments in information technology and providing access to technology in neighbourhood facilities	
located and designed to maximise efficiency and ease of maintenance.	
Infrastructure is designed to achieve the principles and standards set out in the applicable ULDA guideline.	
General requirements	
Site area and landscaping:	
sites have sufficient dimensions to accommodate buildings, parking, access and circulation areas and landscaping	Refer to Landscape Concept Plan. Landscaping is provided throughout the Site.
landscaping is provided to enhance the visual amenity of the locality	
incorporate endemic plant species including koala habitat trees.	
Sub-tropical design measures	
Development provides built forms that respond to the sub-tropical environment, including eaves, roof overhangs and sun shading devices.	
Parking and end of trip facilities:	
Parking is provided in accordance with the rates and standards set out in the planning scheme. The ULDA will consider proposals for a reduced number of car parking spaces where it can be justified due to factors including:	Refer to Traffic Report. Compliant car parking numbers and bike parks are provided.
availability of on-street car parking	
public transport accessibility	
overall accessibility, including for all residential development, location within or adjoining a centre	
potential for sharing car parking spaces by different uses and activities	
target markets for residential development.	

End of trip facilities for pedestrians and cyclists, including secure undercover bicycle storage facilities, showers and lockers are to be provided as part of development.	
Advertising devices:	
Advertising devices are in accordance with standards set out in the planning scheme	No advertising devices proposed.
cater for the needs of display homes and businesses to clearly identify the location, the goods or services which are supplied to the public	
are consistent with the scale and design of existing buildings and other works on the site and in the locality, and complement the local streetscape	
where appropriate, reflect the character of the area	
are sited and provided on premises having regard to safety and amenity.	
Zone Intents	
The urban living zone applies to most of the area intended for urban development in the UDA. The majority of the zone is intended to be developed as neighbourhoods focused on identifiable and accessible centres and comprising a mix of residential development including houses, multiple residential and other residential and live work opportunities through home based business.	The development proposal (the Proposal) involves the construction of 86 townhouses over three stages. 15 of the townhouses are to be located on freehold lots and 72 over a balance lot that will be titled under a Community Titles Scheme (CTS). The Proposal is aiming to provide a mixture of townhouse typologies to provide diversity of housing options at different price brackets, particularly noting that the adjoining sites to the north and south have been approved for residential lots, accommodating dwelling houses on freehold lots.
The urban living zone is also intended to accommodate a wide range of other nonresidential uses. These other uses include:	As above.
district centres and neighbourhood centres	
a community greenspace network comprising parks, environmental areas, significant tracts of koala habitat and open space corridors along waterways	
local employment areas such as small scale industry and business areas and local shops	
specific facilities and institutions such as educational establishments, child care centres and community facilities.	
The UDA wide criteria provide guidance about the preferred nature and locations for some of these uses, but their actual location, nature and extent will be determined through more detailed local area planning and the preparation of context plans by applicants as outlined in section 3.2.5.	
Other than in identified centres, non residential uses may be approved in the urban living zone where it is demonstrated to the satisfaction of the ULDA that:	
the proposed use has appropriate vehicular access that will not result in excessive numbers of vehicles passing through residential areas	A new road is provided and compliant car parking numbers.
cater for the needs of the immediate community and are consistent with or do not compete/undermine the vitality of the centres hierarchy	Refer to Section 3.

- any impacts associated with the use (e.g. noise, dust, emissions) will not affect residential or other sensitive uses.	As above.
Reference should be made to the applicable ULDA guideline for further detail on the preferred locations, scale, form and nature of development in the urban living zone.	
The urban living zone uses may also accommodate interim uses such as: - Agriculture - Agriculture supply store - Animal keeping and husbandry - Intensive horticulture.	The Proposal does not involve the nominated uses.

7 EDQ GUIDELINES

The relevant EDQ Guidelines (as they relate to the Proposal) have been addressed below. It should be noted that **EDQ Guidelines 13, 14 & 17** have been addressed within the respective Civil, Traffic and Ecology supporting documentation.

7.1 EDQ Guideline 1 – Residential 30

Creating a distinctive streetscape character	Urbicus Response
Great streets are renowned for their distinctive character. The design and construction of buildings, including front facades, fencing, carports, and garages contribute significantly to the final streetscape character. In addition, aesthetic aspirations need to be balanced with functional requirements. All buildings should be designed and constructed to a high aesthetic standard to complement or enhance the character of the local neighbourhood and to contribute to the creation of attractive, safe residential environments with recognisable identity.	The Proposal provides for the extension of Kobee Street and will provide all the necessary servicing and verge infrastructure required to service the Proposal.
Building setbacks	
When not constrained by factors such as slope, integrated design and construction buildings may be built up to all boundaries. Typically, however the following building setbacks apply: Terrace, row and loft housing lots: - front: minimum 2.4 metres - park: minimum 0.0 metre to verandah/balcony and 2.4 metres to wall - side and rear: minimum 0.0 metre.	Refer to Architectural Package. All proposed front setbacks to a government road exceed 2.5m. While the bulk of the dwellings are built to the side boundary, breaks in form are provided for every 2-3 townhouses in a row. Rear boundary setbacks vary from 3.3m to 6m.
Car parking and driveways	
Sufficient car parking should be provided to meet the needs of the residents, employees and visitors for each development in a convenient and safe location.	All dwellings have been provisioned with 2 car parking spaces. 26 visitor car parking spaces provided across the Proposal.
Generally, one covered on-site car parking space with minimum clear dimensions of 2.7 metres by 5.5 metres, should be provided for each dwelling.	As above.
On traditional, courtyard, villa and multi-family housing lots that are not serviced by a laneway, an additional onsite visitor car parking space should be provided for each dwelling. This space may be in tandem with the covered space and with minimum clear dimensions of 2.5 metres by 4.5 metres.	
Where not serviced by a rear lane, all garage and car park structures on premises adjoining a street and driveways to on-site car parking spaces should be designed so that they do not dominate the streetscape, do not interfere with the efficient functioning of the street, and enable on-street car parking. Generally, the following applies:	
car parking areas including garages and car park structures are located so that they do not occupy more than 40 per cent of the lot frontage	Car parking areas are recessed within the lower level and do not dominate the frontage.
there is a maximum of one driveway per dwelling	Only one driveway per dwelling proposed.
driveways avoid on-street works such as dedicated parking bays, drainage pits and service pillars	Refer to Traffic Report.

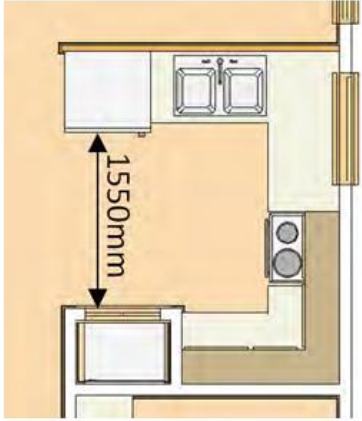
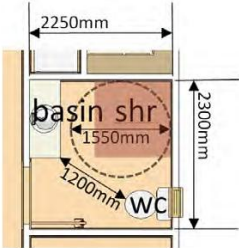
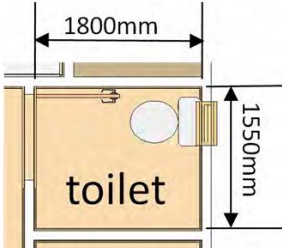
the minimum distance of a driveway from an intersection of one street with another street is 6.0 metres	The Site and Proposal does not involve an intersection.
the minimum distance between driveways on the same lot is 3.0 metres at the boundary	Sufficient separation distance between crossovers has been provided.
driveways are no more than 3.0 metres wide at the lot boundary where providing access to only a single garage or carport	Double garages proposed.
a double garage is generally not permitted on a lot that is 7.5 metres or less in width	All freehold lots are wider than 7.5m.
one on-street car parking space with a minimum length of 5.0 metres clear of driveways is provided per dwelling, except either - in the case of terrace and row lots where the minimum length between driveways is 4.0 metres, and there are no more than four of these lots in a row, or - where on-street car parking is provided in accordance with a parking management plan.	26 visitor spaces are provided across the Proposal.
Site coverage	
The total site coverage for a house on a lot should not exceed 60 per cent of the lot area, except in the case of 'row' and 'terrace' style buildings where the total site coverage should not exceed 75 per cent of the lot area.	Total site coverage across the Proposal is 46%.
The site coverage for multi-family dwellings should not exceed 75 per cent of the lot area.	As above.
Front entry	
The front entry to all dwellings should be clearly defined, with elements such as a direct path and separate covered area at the front door. All dwellings should have a habitable room with windows facing onto the street to improve passive surveillance. This can include provision of a sidelight window at the front door.	Front entry to all dwellings is easily identifiable.
Wide buildings	
All buildings with a width of more than 10 metres that are visible from a street or a park should be articulated to reduce the mass of the building by one or more of the following: - windows are recessed into the facade - balconies, porches or verandahs are provided - window hoods are provided - shadow lines are created on the building through minor changes in the facade (100 millimetres minimum).	No buildings greater than 10m wide proposed.
Building articulation	
All detached dwellings should have a porch, alcove or verandah providing an entry to the building which is visible from the street.	Front balcony and openings are provided to the street.
Carports and garages should be compatible with the main building design in terms of height, roof form, detailing, materials and colours.	Car parking areas are recessed within the lower level and do not dominate the frontage.
All buildings should incorporate two or more of the following design elements which provide diversity in building form as well as respond to the climate: - verandahs - roof overhangs - window hoods/screens - awnings and shade structures.	Front balcony and openings are provided to the street.

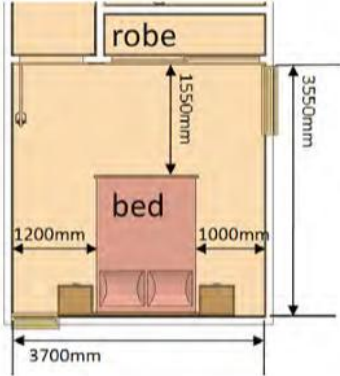
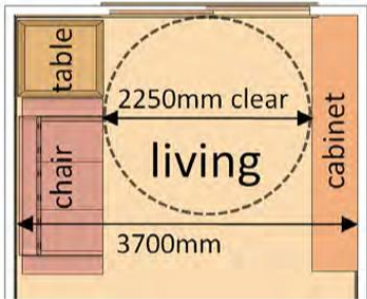
Buildings facing a park or more than one street	Buildings either face a street, internal road or park.
For buildings that have more than one street frontage or adjoin a park, the building design should ensure an attractive appearance is presented to the street frontages and, if applicable, the park.	All buildings will only face one frontage.
Buildings should address each street frontage or park frontage through the inclusion of, but not necessarily limited to, the following design elements: • verandahs • porches • awning and shade structures • variation to roof and building lines • inclusion of window openings • use of varying building materials.	Front balcony and openings are provided to the street.
Privacy	
For other than detached dwellings, buildings should be designed to ensure that the privacy of occupants of nearby residential properties are adequately protected from visual intrusion. This can be achieved by ensuring that: • the outlook from the first or second storey windows, terraces and decks and other private, communal or public areas is obscured or screened where a direct view at a distance closer than 9.0 metres would otherwise be available into the private open space or a living room of an existing dwelling • where screening is required, it is provided by solid opaque screens or perforated panels or trellises that are permanent and have a maximum of 50 per cent openings, windows have a minimum sill height of 1.5 metres, or opaque glass is utilised.	Detached dwellings (townhouses) proposed.
Slope	
Buildings on sloping sites, in particular narrow detached housing lots (less than 15.0 metres wide) should be built to the boundary on the low side of the lot and be founded deep enough to allow an adjoining lot to be cut to an appropriate depth.	The slope of the land has been considered in the building design.
Integrate fencing into the building, street and park design	
Where the minimum front setback is used, ground floor private open space should have fencing, screening or level changes to provide privacy but still allow for overlooking of the street and park to promote casual surveillance.	Private Open Space areas are located at the rear of the dwellings.
Front fences and walls, where provided, should be aesthetically pleasing while not reducing surveillance of the street. One of the following provisions should apply: • solid front fences and walls should be no more than 1.2 metres high • if containing openings that make it more than 50 per cent transparent, the maximum fence height should be 1.8 metres, and be solid to a maximum height of 1.2 metres • if the dwelling has a frontage to a street with traffic volumes in excess of, or projected to exceed, 10,000 vehicles per day, or where the main private open space is in front of the dwelling, the maximum height for solid front fences and walls should be 1.8 metres.	Limited front fencing proposed.
All fencing interfacing with a park should allow for surveillance of the park by being: • no more than 1.5 metres high	To be conditioned.

predominantly open in nature.	
Fences on laneways can be 1800 millimetres high and completely screen private open space, car parking and service areas.	As above.
Fences on corner lots should be designed as front fences addressing both streets, rather than a front and a side fence.	
Fences in key locations should be constructed by the developer to ensure consistency in appearance such as fencing: - to non-access roads - high visibility open space areas - where integrated housing construction is proposed on multi-family and grouped terrace and row housing lots.	

7.2 EDQ Guideline 2 – Accessible Housing

Key Design Elements	Urbicus Response
Entry and access	
Access from a public space to the front entry of a dwelling should be along an accessible path with a maximum gradient of one in eight over a distance of less than 1.5 metres and a maximum gradient of one in 14 over longer distances	Pedestrian entry points to all dwellings are easily identifiable and are of an appropriate gradient.
Where a vehicle parking space is provided on the property, the access from the parking space to an entry into the dwelling should be level and there should be no more than a 10mm change in the entry threshold level.	2 car parking spaces provided per dwelling in addition to 26 visitor spaces.
Doorways should be at least 920mm wide and entry thresholds to all rooms in the dwelling should be level (no more than a 10mm change in entry threshold levels).	Doorways have sufficient width.
A passageway to an accessible room in the dwelling should be at least 1200mm wide.	Passageways have sufficient width.
Vehicle parking	
Where a vehicle parking space is provided for the dwelling, the parking space should have minimum dimensions of 3800mm by 5500mm clear of walls or other obstructions such as posts.	Refer to Architectural Package and Traffic Report.
Kitchen	
The main kitchen in the dwelling should have a central area with a minimum horizontal dimension of 1550mm that is clear of benches, storage cabinets, fixed appliances and other furnishings, as illustrated in Figure 2. The main kitchen should ideally be designed as a passageway or provide access to other rooms in the dwelling.	All proposed kitchens achieve the minimum nominated dimensions.

 Figure 2: Example kitchen layout	
Bathroom At least one bathroom in the dwelling should have minimum internal dimensions of 2250mm by 2300mm to accommodate a basin/cabinet, toilet and shower. This bathroom should also have a central area with a minimum horizontal dimension of 1550mm that is clear of basins, toilet, cabinets and cupboards as illustrated in Figure 3a. The bathroom should desirably include a hobless shower with a screen or curtain that prevents overspray from the shower enclosure, and structural plywood or similar on all walls to enable the flexible location and easy retrofitting of mobility aids such as grab rails. Where a separate toilet is provided, the toilet should have minimum internal dimensions of 1800mm by 1550mm as shown in Figure 3b. All bathrooms achieve the minimum nominated dimensions.  Figure 3a: Example bathroom layout including toilet  Figure 3b: Example separate toilet dimensions	
Bedroom At least one bedroom in the dwelling should have minimum internal horizontal dimensions of 3700mm by 3550mm. This bedroom should also have an area (typically at the foot of the bed) with a minimum horizontal dimension of 1550mm that is clear of wardrobes, cupboards and other furnishings as illustrated in Figure 4.	All bedrooms achieve the minimum nominated dimensions.

 Figure 4: Example bedroom layout	
The bedroom should desirably be designed to provide space for a double bed (1500mm wide by 2000mm long) and to have space on each side of the bed (at least 1200mm wide on one side and 1000mm wide on the other as illustrated in Figure 4) that is clear of furnishings except bedside tables or cabinets at the head of the bed.	As above.
Living area	
The living area in the dwelling should have a central area with minimum horizontal dimension of 2250mm that is clear of seating, tables, and other furnishings, as illustrated in Figure 5. The living area should have an overall horizontal dimension in one direction of at least 3700mm to accommodate a 1000mm deep lounge chair, the 2250mm wide clear central area and other furnishings such as a 450mm deep cabinet, as shown in Figure 5.  Figure 5: Example living area layout	All living areas achieve the minimum dimensions.

7.3 EDQ Guideline 5 – Neighbourhood Planning and Design

Neighbourhood design standards

All new development will be, where possible, planned, designed and delivered, to facilitate the creation of new neighbourhoods and contribute to the enhancement of existing neighbourhoods. Neighbourhood layout and design should respect and respond to local conditions including the local market, physical features, cultural heritage significance, views and vistas and connections to existing facilities and movement networks.

	Design standards	Urbicus Response
Access	- Maximum 400 metres walk to neighbourhood recreation park or equivalent (see PDA Guideline no. 12 Park planning and design). - Clear, direct walk or cycle access to neighbourhood centre. - Ninety percent of all dwellings are within 400 metres of an existing or planned public transport stop.	The new park is within adequate walking distance to all dwellings and public transport infrastructure.
Dwelling density	- Suburban neighbourhood - average net residential density of at least 15 dwellings per hectare (unless prevented by topography or other constraints). - Urban neighbourhood - average net residential density of at least 30 dwellings per hectare. - Higher density residential development is located in and around neighbourhood centres, along connector streets and within 400 metres of transit nodes. <i>Note: net residential density means the total number of dwellings divided by the combined area of residential lots, local parks, internal local roads and half the width of local roads bordering the site. Average net residential density means net residential density calculated for a whole neighbourhood.</i>	The Site is 2ha and 86 dwellings are proposed.
Land use	- Neighbourhood centres serve a catchment of several neighbourhoods and should be located on major connector or arterial roads for exposure and access. - Land intensive uses such as district and major parks should be located at the periphery of neighbourhoods.	No neighbourhood centre proposed.
Street network	- Grid pattern or modified grid responsive to site characteristics. - Where slope allows, orientation within 15 degrees of north-south or east-west. - Connector and main streets of centres orientated to landmarks. - To minimise cut & fill, streets follow ridges, gullies, and/or are perpendicular to slope.	A new road connection is to be provided.
Streets	Street network includes: - neighbourhood streets within neighbourhoods - neighbourhood connector streets (approx. 800 metre grid) linking neighbourhoods - major connector streets linking groups of neighbourhoods - neighbourhood main streets in centres	Refer to Landscape Concept Plan and Traffic Report.

	rear lanes (See PDA Guideline no. 6 - Street and movement network)	
Block sizes	Length 100-200 metres » Mid-block break providing a pedestrian link when blocks are over 130 metres » Depth 40-80 metres	A mixture of lot sizes and widths are provided.
	Design standards	
Suburban neighbourhood lot layout	- No more than eight narrow (less than 10.0 metres) frontage lots in a row. - No more than six lots with a width of 7.5 metres to 5.0 metres in a row unless serviced by a rear lane. - No more than twelve lots with a width of less than 5.0 metres in a row. - Multiple residential lots located on highly accessible block ends, corner lots and lots with dual road frontage. - Lot corners match or are within 1.0 metre of corners of adjoining lots.	As above.
Urban neighbourhood lot layout	- Lots intended for mixed use or multiple residential and lots with a width of 7.5 metres or less take up entire street block or are located on highly accessible block ends, corner lots and lots with dual road frontage. - One lot type is not to dominate a street block. - Concentrations of lots with a width of 7.5 metres or less in an urban neighbourhood should be served by a rear lane.	
Natural hazards	State Planning Policy 1/03 Mitigating the adverse impacts of flood, bushfire and landslide.	Refer to Bushfire Hazard Assessment.

On-street parking

			Urbicus Response
House and Multiple residential (where development includes up to 6 dwelling units)	One room or one bedroom house/dwelling unit	Two or more bedroom house/dwelling unit	2 car parking spaces per dwelling and 26 visitor spaces are provided.
	0.5 on-street parking space per house/dwelling unit is provided within reasonable proximity of the house/dwelling unit.	0.75 on-street parking space per house/dwelling unit is provided within reasonable proximity of the house/dwelling unit.	
Parking analysis plan	A parking analysis plan* is required to demonstrate compliance with the above standards if the development proposal includes lots less than 12.5m wide, and/or a Multiple residential development including up to 6 dwelling units.		Refer to Traffic Report.
Relaxation	A relaxation to the above standards may be approved where: - The development is in proximity to high frequency public transport (e.g. within 800metres of a railway station) and/or - The development secures a higher proportion of on-site parking		Not required.

Lot design

Housing diversity can be achieved by maximising lot variety to suit community needs. A choice of lot sizes and dimensions requires design that uses standard lot dimensions, rectilinear street patterns for rectangular lots and dispersal of different lot sizes for streetscape variety.

	Design standard	Urbicus Response
Size	No minimum lot size	Lot sizes ranging from 161m ² to 14,306m ² proposed.
Shape	Typical depth 20.0 - 40.0 metres, but can be less in urban neighbourhoods Width in multiples of 2.5 metres and 5.0 metres consistent with typical lot dimensions	Widths of the lots vary from 7.9m-92.7m. Minimum 20m lot depths have been provided.
Slope	Unless constructed in an integrated or attached development, the slope on a lot less than 450m² in area does not exceed: • 10 per cent side slope • 5 per cent lengthwise slope • less, if both these figures approach the maximum together Platform construction required when finished slope on lot is 16 per cent or greater	The lot layout and townhouse locations have considered the slope of the land and have provided earthworks to facilitate flat building pads and efficient building design.

7.4 EDQ Guideline 7 – Low Rise Buildings

Plan of development

The Plan of Development (PoD) is often important in enabling exempt/self-assessable development in accordance with an Interim Land Use Plan (ILUP) and/or Development Scheme. The PoD is typically used to regulate development on the smaller lots created in accordance with the plan for reconfiguration (subdivision) of a lot. The following table outlines the information required to be submitted with a development application involving low rise buildings:

Development application	Proposed development	Dwelling information required with development application	Urbicus response
Initial ROL / MCU for whole stage	Dwelling on lots 450 m ²	Nil	No plan of development has been provided given that the lots are associated with a MCU for townhouses.
	Dwelling on lots 250-449 m ²	• special construction techniques (if any)	
	Dwelling on lots <250 m ²	• proposed house plans • building staging and construction techniques	
	Multiple residential	Nil - nominate lots subject to multiple residential, including proposed number of dwellings	
ROL subsequent to initial ROL/MCU (i.e. re-subdivision)	Dwelling on lots 450 m ²	• satisfaction of PDA wide criteria (includes reference/compliance with PDA Guidelines)	
	Dwelling on lots <450 m ²	• satisfaction of PDA wide criteria (includes reference/compliance with PDA Guidelines) • proposed house plans • building staging and construction techniques	

Built-to-boundary wall length and location

	Houses						Urbicus response
	Lot width <7.5 metres	Lot width 7.5 - 9.9 metres	Lot width 10.0 - 12.4 metres	Lot width 12.5 - 14.9 metres	Lot width 15.0 - 19.9 metres	Lot width 20.0 metres +	
Maximum length*	80 per cent	75 per cent	70 per cent	65 per cent	60 per cent	55 per cent	BTB walls do not exceed 75% of the depth of the lots proposed.

On-site parking and driveways

		Urbicus response
House and Multiple residential (where development includes up to 6 dwelling units)	One room, one bedroom or two bedroom house/dwelling unit	
	Three or more bedroom house/dwelling unit	
	1 covered space per dwelling	2 spaces per dwelling, one which must be capable of being covered - may be provided in tandem.
	- For lots without rear lane access: ➤ Double garages not permitted on single storey dwelling on a lot less than 12.5 metres wide ➤ Double garages not permitted on any lot less than 10.0 metres wide ➤ Double garages may be permitted on a lot 10.0+ metres wide and less than 12.5 metres wide where the dwelling is more than one storey in height, and where: - the garage is setback at least 1m behind the main face, excluding balconies, of the dwelling - the garage doors are articulated, comprise a mix of materials and colours, or are staggered ➤ The maximum width of a driveway: - serving a double garage shall be 4.8 metres at the lot boundary - serving a single garage shall be 3.0 metres at the lot boundary ➤ Other than the above, on lots with a frontage of less than 12.5 metres: - the maximum width of a garage shall be no more than 40 per cent of the lot frontage - tandem parking with a setback from the property boundary to the garage of 4.5 metres is required - double width garages not permitted - Maximum of one driveway per dwelling, unless it is a corner lot. - Minimum distance of a driveway from an intersection of one street with another street 6.0 metres - The minimum distance between driveways on the same lot is 3.0 metres at the boundary, except in the case of lots on lanes where driveways to additional	2 car parking spaces per dwelling and 26 visitor spaces are provided. Refer to Traffic Report for more detail.

	dwellings can be combined with on street driveways to parking spaces for other dwellings on the same lot	
House in resource areas	As above, and/or 1 on-site parking space per bedroom where the bedrooms are capable of being self contained and/or may be independently leased.	
Multiple residential (where development includes more than 6 dwelling units)	1 space per dwelling unit 1 visitor parking space for every 4 dwellings 1 space for car washing - Variations to car parking provision may be appropriate in close proximity to public transport stops	
Multiple residential in resource areas	Minimum of 1 covered space per unit plus minimum 1 visitor space for every 2 units.	
Commercial, retail, community	1 space per 30m² of gross floor area - Up to 50 per cent of car parking spaces may be provided off site, where in close proximity to the site and in accordance with a parking management plan	
General	Other than the above, in accordance with criteria and/or standards referred to in a Development Scheme or ILUP.	

Private open space – residential

	One room or one bedroom house/dwelling unit	Two bedroom house/dwelling unit	3 or more bedroom house/dwelling unit	Urbicus Response
Area and dimensions (ground or upper levels)	Minimum 5m² with a minimum dimension of 1.2 metres	Minimum 9.0m² with a minimum dimension of 2.4 metres	Minimum 12.0 m² with a minimum dimension of 2.4 metres	
Other	Accessible from a living room Adequate space to accommodate a table, chair, planting, barbecue and shade Maximum gradient not exceeding 1:10			Minimum 12sqm of POS is provided for all dwellings. The POS is provided on ground level (rear of the dwelling) and on upper level balcony addressing the street.
Multiple residential communal open space	Minimum 25 per cent of the area of the site and: - provided in addition to the private open space areas - minimum dimension of 4.0 metres - has a maximum gradient not exceeding 1:10 - designed and located so that it is subject to informal surveillance from dwellings on the site - separated from any private areas by a fence or landscaping			COS areas are provided fronting Teviot Road and in the new park dedication area in Stage 1.

Street address – residential

		Urbicus Response
Address	Letterbox clearly visible and identifiable from street or within lane	To be conditioned.
Park or second street frontage	Address each street frontage or park with inclusion of two or more of the following design elements in the related facade: - verandahs - porches - awning and shade structures - variation to roof and building lines - inclusion of window openings - use of varying building materials.	Balcony and windows address the street for all dwellings.

Street address – commercial, retail, community

		Urbicus Response
Front door	Clearly visible and identifiable from street or from within car park or park	The front door of all dwellings is easily identifiable from the street.
Pedestrian shelter/awnings	Minimum 2.5 metres wide pedestrian shelter with clearly identified pedestrian path from the street to the front door or awning over footpath for length of built-to-boundary wall facing street where appropriate	Pedestrian pathways are provided throughout the Site.
Active frontage	Where not in a centre, minimum 50 per cent of built-to-boundary wall facing street to comprise clear windows, doors, or fixed glass	No active frontage proposed.

Building articulation – general

		Urbicus Response
Wide buildings	All buildings with a width of more than 10 metres that are visible from a street or a park articulated to reduce the mass of the building by one or more of the following: - windows recessed into the facade - balconies, porches or verandahs - window hoods - shadow lines are created on the building through minor changes in the facade (100 millimetres minimum).	All buildings have a width of less than 10m.
Carports and garages	Compatible with the main building design in terms of height, roof form, detailing, materials and colours	The garages are recessed within the lower level and are compatible with the balance of the dwelling.
Building diversity and climate	Incorporate two or more of the following design elements: - verandahs - roof overhangs - window hoods/screens - awnings and shade structures.	Balcony and windows address the street for all dwellings.
Narrow buildings	No more than eight buildings on lots with a frontage of less than 7.5 metres in a row unless proposed house plans include building articulation design details such as verandahs, roof overhangs, window hoods/screens and awnings, to reduce the appearance of long runs of similar buildings fronting a street or park.	Breaks in form and BTB walls are provided throughout the Site (every 2-3 dwellings).

Fencing

		Urbicus Response
Ground level private open space facing street or park	Fencing, screening or level changes to provide privacy but still allow for overlooking of the street and park to promote casual surveillance. Front fences and walls, where provided, include one of the following: - the solid portion of front fences and walls should be no more than 1.2 metres high - if containing openings that make it more than 50 per cent transparent, the maximum fence height can be 1.8 metres Notwithstanding the above, solid front fences and walls may be 1.8 metres in height if the dwelling has a frontage to a street with traffic volumes in excess of, or projected to exceed, 10,000 vehicles per day.	To be conditioned.
Lanes	Screen fence 1.8 metres high to private open space, car parking and service areas	
Key locations	Consistent and articulated fence design to: - non-access roads - high visibility open space areas - where integrated housing construction is proposed on multiple residential and grouped houses on lots with a frontage less than 7.5 metres	

8 STATE-LEVEL MAPPING

Under the State Governments DAMS and SPP mapping, the Site is also included within the:

- Core Koala Habitat area; and
- Bushfire prone area (Natural Hazards, Risk & Resilience).

The mapping and state-level interests below have been addressed in the submitted Ecological and Bushfire supporting documentation.



Figure 7-1 Core Koala Habitat Areas

Source: DAMS Mapping

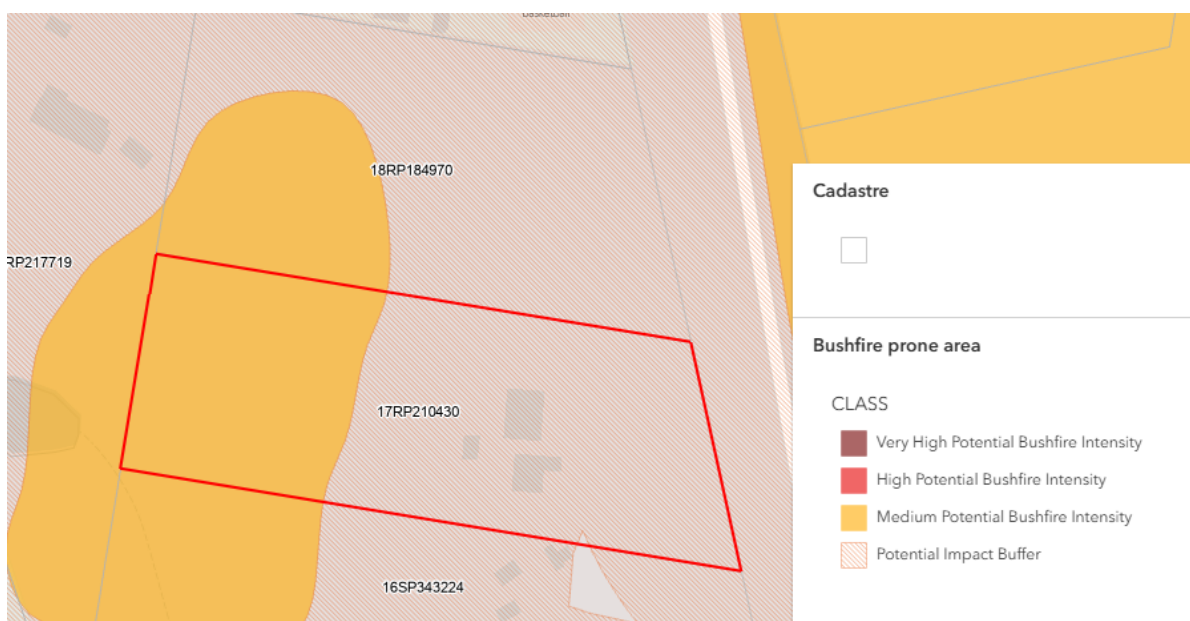


Figure 7-2 Bushfire Prone Areas (Natural Hazards, Risk & Resilience)

Source: DAMS Mapping

9 RECOMMENDATIONS

This urban planning report demonstrates that the proposed development and associated development application complies with relevant provisions of the Greater Flagstone PDA Development Scheme and does not constitute substantially different development and therefore should be approved subject to reasonable and relevant conditions.

10 APPENDICES

- 10.1 Appendix A – Architectural Package prepared by CPO Architects
- 10.2 Appendix B – Landscape Design Report prepared by AS Design
- 10.3 Appendix C – Civil Servicing Advice prepared by MNCE
- 10.4 Appendix D – Stormwater Management Plan prepared by MNCE
- 10.5 Appendix E – Civil Drawings prepared by MNCE
- 10.6 Appendix F – Flood Investigation Report prepared by MNCE
- 10.7 Appendix G – Bushfire Hazard Assessment prepared by S5 Environmental
- 10.8 Appendix H – Detailed Ecological Assessment prepared by S5 Environmental
- 10.9 Appendix I – Fauna Management Plan prepared by S5 Environmental
- 10.10 Appendix J – Vegetation Retention Plan prepared by S5 Environmental
- 10.11 Appendix K – Survey Plan (Part 1) prepared by JW Surveys
- 10.12 Appendix L – Survey Plan (Part 2) prepared by JW Surveys
- 10.13 Appendix M – Traffic Engineering Assessment Report prepared by BMC Traffic
- 10.14 Appendix N – Searches by QLD Government
- 10.15 Appendix O – EDQ Pre-lodgement Notes

Urbicus