

Our Ref: RPG25-35
29 May 2026



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ATTENTION: Dane Hoffman
Chief Executive Officer
Brisbane City Council
GPO Box 1434
BRISBANE QLD 4001
via: Online Lodgement

Dear Dane,

FORMAL RESPONSE TO COUNCIL INFORMATION REQUEST FOR (IMPACT ASSESSMENT) DEVELOPMENT APPLICATION SEEKING DEVELOPMENT PERMIT FOR A MATERIAL CHANGE OF USE FOR MULTIPLE DWELLING (14 TOWNHOUSES) – LOCATED AT 345 MILES PLATTING ROAD, ROCHEDALE [A006908873].

On behalf of our client, Hummarah Pty Ltd, we hereby submit a formal and full response to the Information Request (“IR”) issued by the Assessment Manager (Council), dated 28 January 2026 for the abovementioned development application (A006908873).

Pursuant to Section 13 of the *Planning Act 2016* – Development Assessment Rules, this full response has been informed by our ongoing discussions and recent email communication with Council officers in relation to the need for additional information requested by Council officers.

In recognition of this ongoing dialogue with Council officers and issues raised in the aforementioned IR, we acknowledge that further justification and information has been provided to date, to warrant no further action to Council’s information request and all issues now considered resolved.

The Information Request items have been reproduced below, followed by the applicant’s formal response.

ACCESS

- 1) *The current development approval (Council ref. A006403019) over the site, granted approval for an access easement from School Road to service the subject site. The rationale for the additional/separate access on Miles Platting Road is that it is not considered appropriate that residential access is via a service station use, however, it is not considered that there is a genuine traffic engineering basis for separating the commercial and residential traffic within the site, as they will be mixing on the road network at significantly higher speeds for the majority of any trips made, and there is no amenity impact on the residential component of the development as it is residential traffic passing through the commercial use and not vice versa. Furthermore, the approved plans depict a generally 11m wide access easement to lot 2 from the School Road crossover. While the traffic report submitted in support of A006403019 anticipated Office or Food & Drink Outlet uses on lot 2, the access easement to the School Road is sufficient to provide access to a Multiple Dwelling use on lot 2. On this basis, and additional access to Miles Platting Road for the proposal is not supported.*
 - a) *Provide amended plans ensuring access to the site is gained via the 11-metre-wide access easement from School Road, over proposed Lot 1 approved under application reference: A006403019. Access to Miles Platting Road is only supportable for pedestrian and cyclists.*

RESPONSE

The proposed vehicular access to Miles Platting Road has been revised to operate as a left-in / left-out arrangement only, representing a more appropriate and contextually responsive outcome for the development. This modification improves traffic safety and efficiency by minimising potential conflict points, particularly in relation to turning movements across opposing traffic flows.

Importantly, this revised access strategy removes the need to rely on the previously approved service station easement connection to School Road, thereby simplifying site circulation and reducing potential interactions with adjoining land uses.

From a traffic engineering standpoint, a left-in/left-out access arrangement from Miles Platting Road is considered the more appropriate solution for several key reasons:

1. It eliminates the need for right-turn movements both into and out of the site, thereby reducing the potential for vehicle conflict with opposing traffic flows.
2. The arrangement minimises the number of conflict points associated with site entry and exit, contributing to a safer and more efficient access configuration. It also streamlines driver decision-making, which is particularly important on a suburban classified road where operating speeds are generally higher and more complex manoeuvres can increase safety risks.
3. The proposed development is expected to generate only approximately 7 to 10 vehicle trips during peak periods, which is a very low traffic volume. This level of demand can be readily accommodated via a left-in/left-out access arrangement to Miles Platting Road and does not present any substantive basis for Council to withhold approval of the proposed access location.

A detailed response and engineering qualification is provided in the attached Colliers Transport Engineering Response letter, dated 5 May 2026, which appropriately considers this access arrangement in line with safety, security and amenity expectations of a residential development of this scale.

NEEDS ASSESSMENT

- 2) *The Economic Needs Assessment has been reviewed, and it is considered that additional information is required to support the balance of zones argument. Whilst the report states that there are ample opportunities to cater for office demand from the local Rochedale- Burbank SA2 with any demand able to be accommodated elsewhere nearby, additional data and analysis is required to quantify the demand for office and related educational facilities, as the intended land uses for the Gateway civic sub-precinct. The need for additional housing supply (as demonstrated in the assessment) should be weighed up against the need to ensure that Rochedale's Business park and gateway civic precinct adequately caters for specialised employment opportunities, having regard to existing and approved development.*
- a) *Provide an amended Economic Needs Assessment, which includes appropriate detail (including figures/ quantities) to support findings related to the demand for office and related education facilities in the relevant catchment.*

RESPONSE

An updated Economic Needs Assessment Report, prepared by Location IQ, has provided a much more in-depth assessment and analysis to support findings related to the demand for office and related education facilities in the relevant catchment, as identified by Council.

For ease of reference, we refer Council to Section 5.1 of the report has been identified as the primary section for review, as it comprehensively outlines and consolidates the key amendments made to the report.

RETAINING WALL

- 3) *The proposed earthworks result in retaining walls greater than 1m above the ground level. Of particular concern is the northern boundary of the site, where retaining walls up to 1.8m+ with 1.8m fence above presents directly to Miles Platting Road. These walls are excessive, will result in adverse visual impacts to the street and nearby residential properties and contribute to building bulk and scale which does not achieve Performance Outcome PO37 of the Multiple dwelling code and PO1 of the Filling and excavation code.*
- a) *Provide amended plans reducing the height of retaining walls to be no greater than 1m above ground level. Where retaining greater than this height is required, it is to be located internal to the site to minimise impacts to the street and surrounding area and retaining should be terraced at a ratio of 1:1.*

RESPONSE

The updated architectural plans demonstrate a substantial improvement to the development's interface with Miles Platting Road, particularly in relation to the treatment of retaining structures and the integration of landscaping. Retaining wall heights have been significantly reduced and now generally remain below one metre, while a tiered landscape design has been introduced to create adequate planting depth between retaining elements. This approach provides an opportunity for meaningful vegetative buffering, softening the built form and improving the visual presentation of the development when viewed from the public realm.

The revised design has been carefully developed in response to the existing topographical profile of Miles Platting Road. In particular, the design acknowledges the site's moderate fall, which is most pronounced toward the eastern portion of the frontage, and adopts a grading strategy that works with the natural contours of the land rather than imposing excessive retaining structures. By responding to the site's natural levels, the proposal achieves a more balanced and visually integrated outcome along the road interface.

Specifically, the proposal incorporates a low retaining wall along the Miles Platting Road frontage, positioned at the front property boundary and limited to a maximum height of 900mm. Behind this, a landscaped tier of approximately one metre in depth is provided to create a generous planting zone capable of supporting a variety of tree, shrub and groundcover species. This landscaped terrace is then followed by a second retaining wall, which reaches a maximum height of approximately one metre at its highest point. Individual backyard fencing is proposed to be located above the retaining structures, ensuring clear delineation of private open space while maintaining a cohesive frontage treatment.

Importantly, the intermediate landscaped terrace will accommodate dense planting, including trees, shrubs and other vegetation, that will visually soften and substantially screen the upper retaining wall when viewed from the street. This landscaped treatment will provide an effective green buffer, replacing what would otherwise present as a continuous hard edge with a layered and visually appealing landscape outcome that contributes to the streetscape character of Miles Platting Road.

As a result of these design refinements, the proposed tiered retaining wall arrangement is appropriately integrated with a meaningful landscaping solution that mitigates potential visual impacts to the public realm. Accordingly, the revised design achieves compliance with Performance Outcome PO37 of the Multiple Dwelling Code and Performance Outcome PO1 of the Filling and Excavation Code.

Refer to revised Architectural & Landscape Plans for updated details.

COMMUNAL OPEN SPACE

- 4) *The proposed communal open space is not appropriately sized or embellished to support a range of passive and active recreational opportunities in accordance with PO30 of the Multiple dwelling code. The proposed design lacks sufficient embellishments and is not sized to support the number of proposed residents. Based on Councils calculations and when excluding areas nominated as deep planting, there is a provision of approximately 140.78m² / 1.9% of site area provided as communal open space.*
- a) *Provide amended plans increasing the total area of the communal open space to a minimum of 5% of the site area.*
- b) *Incorporate additional embellishments into the communal open space area such as additional seating, swimming pool, playground, exercise equipment and vegetable gardens.*
- c) *Include a detailed plan of the proposed communal open space.*

RESPONSE

As a result of the revisions to the site access arrangements and the internal configuration of the townhouse development, the extent of communal open space has increased significantly. The updated design has more than doubled the size of the originally proposed communal area, resulting in a substantially improved and more functional shared open space that can meaningfully support recreational activities for residents.

Despite the relatively low-density nature of the proposal, which comprises only 14 dwellings, the revised design now provides approximately 300m² of communal open space. This area is considered to be more than adequate to meet the shared recreational and amenity needs of future residents. In proportional terms, the communal open space equates to approximately 4% of the total developable site area, representing a generous provision when considered in the context of the scale and intensity of the development.

Importantly, the enlarged communal space allows for the inclusion of purposeful recreational features. The space has been designed to incorporate a dedicated barbeque area and informal seating zones, creating opportunities for both active and passive recreational use. These facilities will encourage social interaction between residents while also providing areas for relaxation, casual gathering and outdoor enjoyment within the site. The improved communal open space will therefore function as a shared amenity that enhances the overall liveability of the development.

Overall, the provision of approximately 300m² of communal open space represents a substantial improvement compared to the original proposal and is considered more than sufficient to accommodate the communal recreational needs of residents within the development.

Refer to *Attachment A – Revised Architectural Plans* for updated details.

LANDSCAPING

- 5) *The proposed performance outcome sought for PO17 of the Rochedale Urban Community is not supported with the current design not exhibiting sustainable subtropical design with significant hardstand proposed throughout the development. The reliance on impervious surfaces does not minimise heat reflection, site run-off or contribute to stormwater management of the site. Opportunities for alternative pavement materials through the use of permeable pavement for the driveways of unit 1 to 9 and visitor parking will significantly reduce the extent of impervious hardscape while supporting the establishment and long-term viability of the proposed adjacent shade trees.*
- a) *Amends the pavement material of the proposed visitor car parks and driveways of Units 1 to 9 to a permeable material that allows water to percolate into the soil.*
 - b) *Include detailed drawings and documentation that details the proposed permeable pavement.*

RESPONSE

In response to Information Request Item 5, the Architectural and Landscape Plans have been revised to reflect changes to the pavement treatment for the proposed visitor car parking spaces. Specifically, the visitor parking areas are now proposed to be constructed using a permeable pavement material that allows stormwater to infiltrate and percolate into the underlying soil. This amendment has been introduced to support improved on-site stormwater management outcomes and to respond directly to Council's request.

The applicant has, however, carefully considered the applicability of this requirement to other hardstand areas across the development, particularly the private driveways serving the resident dwellings. It is not considered necessary or justified to extend the use of permeable pavement to these driveway areas. From a design perspective, permeable driveway treatments would likely introduce an inconsistent visual outcome across the development frontage and internal circulation areas, potentially detracting from the cohesive architectural and landscape presentation of the site.

In addition, permeable driveway materials typically require a higher level of ongoing maintenance to ensure their permeability function is maintained over time.

Imposing such a requirement on individual private driveways would therefore create an additional maintenance burden for future residents, which the applicant considers unnecessary given the relatively small scale of these areas and the broader stormwater management measures already incorporated into the development design.

The applicant also notes that the information request appears to reference driveway amendments only for Units 1 to 9. The rationale for limiting this requirement to a portion of the development is unclear, as the site layout and operational function of the driveways are consistent across the proposal. As such, the applicant is unable to identify a clear planning or design basis that would justify the selective application of permeable driveway treatments to only a subset of dwellings.

Accordingly, it is respectfully contended that the use of permeable pavement materials for the visitor car parking spaces appropriately addresses the intent of the information request, while avoiding unnecessary design, visual, and maintenance implications for private driveway areas. On this basis, the applicant proposes that the amended permeable pavement treatment be limited to the visitor parking spaces only.

Refer to *Attachment A – Revised Architectural Plans* for updated details.

- 6) *The ground floor plan, Drawing No. DA003 Issue No. A, illustrates areas which are delineated ‘as body corporate landscape zones’, however the areas of deep planting as identified on the landscape concept plan, exceed the areas as shown in the ground floor plan, in particular areas of deep planting where fronting townhouses to the internal access driveway.*
- a) *Provide amended plans ensuring that all areas of deep planting as illustrated in the landscape concept plan are wholly located within common property.*

RESPONSE

The revised architectural plans now illustrate that all areas of deep planting, as also illustrated in the landscape concept plan, are wholly located within common property.

PARKING

- 7) *The proposed amount of parking spaces falls short of the stated provision on plans (56) and traffic report (42) as garage setback of 4m to the internal driveway and driveway width is insufficient to accommodate an additional space, without overhanging into the common property internal driveway.*
- a) *Provide amended plans ensuring the development provides a compliant amount of resident parking spaces, noting a requirement of 2.5 spaces per 4+ bedroom Dwelling as per Table 14 of the TAPS PSP, ensuring parking spaces do not conflict with the proposed internal driveway for the development.*

RESPONSE

The proposed development delivers a car parking provision that is fully compliant with the requirements set out in Table 14 of the Transport, Access, Parking and Servicing Planning Scheme Policy.

Each unit’s driveway is designed as part of the internal private circulation and parking network, rather than being located within the Council verge, road reserve, or areas affected by on-street parking constraints. As such, these driveways operate in a similar manner to standard parking aisles within a residential car park.

The internal driveway achieves a minimum width of 6.5 m, exceeding the 6.2 m requirement under AS 2890.1 and the BCC Transport, Access, Parking and Servicing policy, and enables vehicles to queue in front of garages without impeding circulation or access to adjoining driveways.

Accordingly, the development provides a total of 60 parking spaces (comprising 2 garage spaces and 2 driveway spaces per townhouse, plus 4 visitor spaces), significantly exceeding the minimum requirement of 39 spaces.

Refer to Colliers Transport Engineering Response letter, dated 5 May 2026, which adequately justifies the proposed car parking provisions.

- 8) *The proposed plans illustrate a sliding gate to be established near the entry of the site. AO34.4(b) of the Multiple dwelling code requires that visitor parking is to not be located behind a security barrier. This is to ensure that 24-hour unrestricted access for all bona fide visitors to the whole site is provided.*
- a) *Provide amended plans removing the proposed security barrier.*

RESPONSE

Refer to revised Architectural Plans, which now proposes a security gate in front of the visitor car parking bays to ensure that 24-hour unrestricted access is provided for all bona fide visitors to the whole site.

The applicant maintains that the provision of a security gate for the proposed multiple dwelling development is both reasonable and necessary, notwithstanding the modest scale of the townhouse complex. The gate will serve to enhance the safety, security, and overall amenity of future residents by restricting unauthorised access and deterring opportunistic crime, which is particularly important in developments where private open space and vehicle parking areas are in close proximity to communal accessways.

Furthermore, for a small cluster of dwellings, the inclusion of a security gate contributes positively to the creation of a clearly defined, cohesive residential environment. It fosters a greater sense of privacy, exclusivity, and community among residents, reinforcing a feeling of ownership and belonging that is often diminished in more exposed developments. This is especially relevant where residents share common access and circulation areas, as it provides an additional layer of comfort and reassurance in their day-to-day use of the site.

In this context, the proposed security gate represents a proportionate and appropriate design response that aligns with contemporary expectations for residential safety and liveability, without resulting in any adverse impacts on the surrounding streetscape or broader locality.

REFUSE

- 9) *It is noted there are significant conflicts between the proposed refuse solution and the proposed landscape plan, further information is required to address these conflicts and satisfy assessment benchmarks related to refuse. In accordance with AO32 of the Multiple dwelling code and AO8.1 and AO8.2 of the Infrastructure design code. Provide amended plans and supporting documents which address the following.*
- a) *Clearly demonstrate the refuse collection points for each lot on both the proposal plans and landscape plans. Each Townhouse is to be provided a minimum of two areas of 0.81m² (900mm x 900mm). The collection areas are to be located within the subject Townhouse frontage. Note the location of the collection points must not conflict with driveways, landscaping or trees inclusive of canopies etc. Note a figure within the Operational Waste Management is not sufficient demonstration of this requirement.*

RESPONSE

The revised architectural and landscape plans have been updated to clearly demonstrate the provision of refuse collection areas within the frontage of each townhouse, comprising two (2) designated wheelie bin storage spaces measuring 900mm x 900mm per dwelling.

The siting of these bin collection areas has been carefully considered to ensure they are practical, functional, and compatible with the overall site layout. Importantly, the nominated locations are positioned to avoid any conflict with vehicle access, driveway manoeuvring, landscaping, or proposed planting, thereby maintaining safe and unobstructed access for both residents and waste collection services.

Locating the bin areas within the individual frontages, directly adjacent to each dwelling's driveway, provides a clear and efficient arrangement for residents, allowing for convenient day-to-day use as well as straightforward presentation for kerbside collection. This approach also minimises the need for bins to be transported through communal areas, reducing potential impacts on amenity, visual clutter, and wear on shared spaces.

From a servicing perspective, the arrangement ensures that bins can be easily accessed and collected from the frontage in accordance with standard waste collection practices. This enhances safety outcomes and aligns with typical Council servicing expectations for low-density multiple dwelling developments.

Overall, the proposed bin collection locations represent a logical and well-integrated design response that supports efficient waste management, preserves the functionality of driveways and landscaping, and maintains a high standard of residential amenity.

Refer to revised Architectural Plans and revised Landscape Concept Plan for updated details, which now annotate each bin collection point.

10) In accordance with AO19.2 and AO19.3 of the Transport, access, parking and servicing code provide amended plans and supporting documents which address the following.

- a) Provide updated RPEQ certified swept paths which address the following.*
 - i. Demonstrating a kerb to kerb of 9.757m as per BSD-3004 or provide clarification from an RPEQ that the steering angle utilised to generate the swept path is equivalent to a kerb-to-kerb radius of 9.757m;*
 - ii. Removes the conflict between the clearance envelope V1 and V2; and*
 - iii. Remove reference to the right in right RCV manoeuvre.*
- b) Provide clarification that sufficient vertical clearance for both travel and operational height for the side-loading RCV are provided to the tree canopies which project over the internal roadway.*

RESPONSE

Refer to Colliers Transport Engineering Response letter, dated 5 May 2026, which provides an updated swept path analysis of a side-loading refuse collection vehicle with a 9.757m kerb-to-kerb radius. The analysis and swept path drawings highlight the following:

- Removes swept path overlap over visitor parking spaces;
- Left-in/Left-out RCV Movements only;
- 3-point turnaround only;
- Where large tree canopies are proposed that extend over the internal roadway, this would need to be maintained by site management to ensure there is sufficient clear height over the internal driveway.

11) A manoeuvring area for an RCV to turn around by performing no more than a 3-point turn is required. It is recommended that the traffic report include a swept path diagram demonstrating RCV manoeuvring, and that the area required for manoeuvring will be maintained clear of obstruction at all times.

RESPONSE

Refer to Colliers Transport Engineering Response letter, dated 5 May 2026, which provides an updated swept path analysis and drawings demonstrating that an RCV can perform a 3 point turn around only and will be maintained clear of obstruction at all times.

AIR QUALITY

- 12) *The Air Quality Assessment report prepared by MWA Environmental, dated 24/10/2025, has been reviewed. The following further information is requested to be addressed.*
- a) *The service station has been conditioned (Condition 44 of A006403019) to have a limit of 18ML annual fuel. It is therefore requested that the air quality report be amended to reflect this higher throughput limitation for further Council assessment.*

RESPONSE

Refer to the attached Air Quality Assessment letter, prepared by MWA Environmental, which confirms that the original service station air quality report was based upon a lower but still conservatively high annual fuel turnover rate. MWA Environmental is certain of the basis for the 18ML per annum turnover specified in the service station approval.

MWA Environmental has provided a professional opinion that an annual fuel turnover of 18 million litres (ML) is not a realistic assumption for a suburban service station. Based on data from comparable sites, this figure is considered an overestimation and is likely to exaggerate the potential air quality impacts on the proposed multiple dwelling development.

Notwithstanding this position, and in response to Information Request Item 12, a sensitivity analysis has been undertaken using the higher 18 ML per annum scenario, compared to the 9 ML originally assessed in the air quality report.

The results of this sensitivity testing confirm that both air quality (planning) criteria and odour criteria under Performance Outcome PO2 of the Industrial Amenity Overlay Code are comfortably achieved at the most affected boundary of the proposed development site.

Further detail, including the methodology and outcomes of the revised assessment, is provided in the attached Air Quality Assessment letter prepared by MWA Environmental, as requested by Council.

PEDESTRIAN ENTRY

- 13) *The development does not provide convenient pedestrian access from Miles Platting Road and does not provide suitable connection to facilities along Miles Platting Road. This does not achieve PO12 of the Multiple dwelling code.*
- a) *Provide amended plans demonstrating individual private pedestrian access points from Miles Platting Road to townhouses 8-14.*

RESPONSE

Following detailed design development and review, the proposal retains a single, clearly defined pedestrian entry point, consistent with the originally submitted scheme. While Council has expressed a preference for individual pedestrian access points to dwellings 8–14 from Miles Platting Road, this option has been carefully tested and is not considered appropriate in this instance due to a combination of site constraints and design outcomes.

The frontage to Miles Platting Road is characterised by a sloping land profile, requiring significant earthworks and tiered retaining walls to achieve functional and visually cohesive private open space areas. Introducing separate pedestrian gates to each dwelling within this context would necessitate multiple stairways traversing these retaining structures, resulting in steep and fragmented access paths. This would not only compromise usability and safety for residents but would also disrupt the continuity and quality of the landscaped interface along the street.

From an urban design and amenity perspective, individual access points would erode both privacy and security by creating multiple direct interfaces between the public domain and private open space areas.

In contrast, the proposed single entry point reinforces a controlled and legible threshold between public and private realms, which is a fundamental characteristic of well-designed gated residential communities. The development is intentionally designed to provide a secure living environment, and consolidating pedestrian access into one location supports passive surveillance, access control, and overall resident safety.

Importantly, the single entry arrangement enables a significantly improved landscape outcome along the Miles Platting Road frontage. By avoiding the need for multiple access breaks, the design delivers a continuous, tiered landscaping treatment that provides a high-quality green interface and wall to the street and an enhanced outlook for both residents and the public realm. The landscaped terraces associated with dwellings 8–14 offer visual relief and soften the built form, outcomes that would be substantially diminished if individual access paths were introduced.

In considering Performance Outcome PO12 of the Multiple Dwelling Code, the proposed single pedestrian entry still achieves a safe, secure, and convenient access arrangement for all residents and visitors. The internal layout provides direct and legible pedestrian connections, appropriate lighting, and reasonable walking distances from all dwellings—including those on the western portion of the site—to the entry point and communal facilities such as mailboxes.

Conversely, providing rear access from private open space areas would create an undesirable interface, weakening the distinction between private and public space, diminishing landscape quality, and introducing awkward level transitions.

On balance, the retention of a single pedestrian access point on the eastern side of the site represents the most appropriate and well-resolved design response. It delivers superior outcomes in terms of safety, security, landscape quality, and overall amenity, while continuing to meet the intent of Performance Outcome PO12 of the Multiple Dwelling Code.

STORMWATER

14) The stormwater infrastructure and requirements conditioned as part of reconfiguration of a lot A006403019 must be constructed and will be conditioned as a requirement of the following application, and 3m easement to extend to the creek downslope. Amend the plans accordingly to include stormwater work required generally as per previous approval over the site.

RESPONSE

Refer to the revised Stormwater Management Plan prepared by Cozens Regan, dated 25 May 2026, which has been updated to incorporate stormwater infrastructure and associated drainage works across the subject site. The proposed stormwater design and scope of works are consistent with, and reflective of, the previously approved stormwater arrangement (A006403019), whilst also ensuring an integrated and coordinated approach to site servicing and drainage management for the proposed development.

PLANS

15) There are general inconsistencies between the plans between fencing. The proposed landscape concept plan details 1.5m high fencing to the front boundary along Miles Platting Road, however streetscape elevations via architectural plans illustrate this fencing as 1.8m high. Provide amended plans ensuring consistency between plans and fencing that complies with AO of the Multiple dwelling code.

RESPONSE

Refer to revised architectural and landscape plans which now ensure consistency between plans and fencing that complies with AO37.1 of the multiple dwelling code. The proposed fencing height has been reduced to a 1.2m height along Miles Platting Road, incorporating a vertical aluminium batten (50mm x 20mm with 50mm gaps).

16) Amend the plans to notate each Dwelling as a 'Townhouse' or the like rather than an individual allotment to avoid any confusion.

RESPONSE

Refer to *Attachment A* – Revised Architectural Plans for updated details, which now annotate each dwelling as a 'Townhouse'.

Conclusion

We trust that all the information provided in this correspondence and attachments is sufficient for Council's assessment, and positively supports approval of the proposed development.

The applicant and consultant team believe all matters have now been professionally addressed. We also confirm we will now also proceed with the formal public notification process in accordance with the *Planning Act 2016*.

Should you require any further information or clarification on any aspect of the response package, please do not hesitate to contact the undersigned on 0421 355 720.

Yours faithfully,



Sam Pourmoradian

Director – Radian Planning Group

Encl. Attachment A – Updated Architectural Plans
Attachment B – Updated Landscape Concept Plan
Attachment C – Revised Civil Engineering Report
Attachment D – Revised Stormwater Management Plan
Attachment E – Air Quality Assessment Letter
Attachment F – Transport Engineering Response Letter
Attachment G – Revised Economic Needs Assessment Report