

## Response to Submissions

**A006918986**

221 Murarrie Road, Tingalpa

M E W I N G  
P L A N N I N G  
C O N S U L T A N T S

Mewing Planning Consultants have reviewed the Council's public scrutiny file (Development i) and understand from our review that fifty six (56) submissions (comprising 49 x submissions in opposition and 7 x submissions in support) were received by Brisbane City Council (this should be confirmed by Council from their records).

On behalf of the Applicant, we provide a summary of the key themes (tabulated below) raised within the submissions and a corresponding response. These themes are a summary of those identified by Mewing Planning Consultants, and therefore does not address each precise aspect in the submissions but instead addresses key themes raised across the submissions. This is not intended to deliberately exclude aspects of some submissions, but instead serves to provide a summary of key themes.

The below provides the Applicant's view in respect to each theme raised in the submissions objecting to the proposed development. In a number of instances, the response refers to the Town Planning Report and the technical reports submitted with the original development application, to assist in guiding this summary response to the more detailed content that forms the 'common material' for the development application.

Submission Matter	Response
<p><b>Flooding and Stormwater</b></p> <ul style="list-style-type: none"> <li><i>The subject site is located within a known flood-affected area associated with the Bulimba Creek floodplain.</i></li> <li><i>The proposal relies heavily on bulk earthworks, filling, regrading and retaining structures to artificially raise the development pad, as well as flood easements and engineered drainage infrastructure in order to make the land developable.</i></li> <li><i>Concerns regarding flooding and storm-tide risk, including unacceptable displacement of flood storage, increased flood hazard to neighbouring properties and non-compliance with the Flood Overlay Code. The proposal will alter existing overland flow paths and hydraulic behaviour present on the site.</i></li> <li><i>Concerns as to whether the natural floodplain function and behaviour of the site and surrounding land is altered in a way that may increase flood impacts on the adjoining land and elsewhere within the catchment.</i></li> <li><i>The material submitted in support of the development application relies on the Bulimba Creek Flood Study dated September 2021, which is inadequate as a basis for assessing flood impacts.</i></li> </ul>	<ul style="list-style-type: none"> <li>The Applicant appreciates the community’s concern in respect of the flood characteristics of the site and its context. It is acknowledged that the site is subject to flood overlay mapping, and known flood events. These flood aspects are accordingly subject to provisions within the City Plan that require assessment, rather than total avoidance of the flood overlay area.</li> <li>Matters pertaining to hydraulic and flood matters have been assessed by way of the original development approval for a Development Permit for Operational Works (Bulk Earthworks) which was granted through the Planning and Environment Court (P&amp;EA 2986/2022), a subsequent Development Permit for Operational Works (Prescribed Tidal Works), and within the current development application.</li> <li>The Applicant wishes to reaffirm that the previous development approval granted by way of Planning and Environment Court Judgement has granted the establishment of a flood free building pad above the defined flood level (as regulated by the City Plan) and balance of the land for the purposes flood plain management (including cut and fill balance). All matters pertaining to the bulk earthworks, including flooding, environmental and geotechnical matters have been addressed and <u>approved</u> by way of the current development approval (P&amp;EA No 2986/2022), and thus it is the relevant approach that Council’s assessment is limited to additional cut and fill works above the approved bulk earthworks level.</li> <li>The previous development approval for Operational Works (Bulk Earthworks) provided for the filling of the site to the 1% AEP flood level in Bulimba Creek, which is the source of flooding that produces the highest flood levels at the subject site. The 1% AEP flood level nominated in the FloodWise Report is 3.9m AHD including climate change to 2100, although it is noted that the actual peak level is 3.82 metres based on interrogation of the flood model by RPEQ. The approved works involving filling to provide finished earthworks levels varying from approximately 3.9m AHD to 4.97m AHD via retaining walls. The previous development approval ensures that future residential development will be flood-immune.</li> </ul>

<p><i>Furthermore, the submitted Flood assessment material has not been subject of an independent review.</i></p> <ul style="list-style-type: none"> <li><i>Insufficient material has been provided which demonstrates contemporary modelling of the current design.</i></li> <li><i>Access and evacuation routes are via the local road network that are subject to flooding, in particular the prevention of access for emergency services to the site during all flood events.</i></li> <li><i>The approved transport depot adjoining the proposed development will further reduce the floodplain and water storage capabilities of the subject area causing additional water to be redirected elsewhere.</i></li> <li><i>The development will significantly increase the amount of impervious surfaces on the site, including roofs, driveways, parking areas and other hardstand areas and as a consequence, reduces natural infiltration and increases the volume of stormwater runoff generated from the site.</i></li> <li><i>Concerns regarding the increase in runoff and stormwater conveyance which can transfer flood impacts downstream by increasing peak flows entering the drainage system and Bulimba Creek.</i></li> </ul>	<ul style="list-style-type: none"> <li>Having regard to the concerns raised with respect to displacement and/or reduction of flood storage, the previous development approval involves compensatory earthworks which have been designed to ensure that there is no <u>loss of storage</u> as a consequence of the approved earthworks to establish the building pad, or no consequential changes to any <u>upstream or downstream impacts</u>. Given that there are <u>no changes to the approved building pad extent consequential of the proposed development</u>, there are no changes to the characteristics of, or flood storage capacity on the site that has otherwise been assessed and approved. With no loss of storage, this does not result in a change to the overall flood storage capacity of the locality, meaning no resultant increase in flood extent.</li> <li>In addition to the flood storage of other sites, the flood modelling prepared for the previous development approval considered the adjacent approved transport depot (P&amp;EA 3606 of 2019).</li> <li>As presented within the Flood Assessment prepared by Water Engineering Partners and the Civil Engineering Plans prepared by CMT Engineers, the proposed development complies with the minimum flood planning levels nominated in the Flood Overlay Code for multiple dwelling development and minimum lot levels.</li> <li>The Applicant acknowledges the matters raised with respect to the recent weather events associated with Cyclone Alfred. The Brisbane City Plan 2014 Flood Overlay Mapping, Coastal Hazard Overlay Mapping and the Brisbane City Council Flood Wise Property Report and associated minimum flood planning levels taken into account such weather events, and as such has been appropriately calibrated and reflected within the Flood Assessment and Civil Engineering Assessment submitted as part of the development application and the previous development approval (P&amp;EA 2986/2022).</li> <li>With respect to matters raised in relation to trafficability of the vehicular access point to Vane Street, the new road is substantively above the minimum level nominated within the Flood Overlay Code. At the transition point, the level of the crown of the existing road is 3.46m AHD, which is approximately 440mm below the 1% AEP flood level. Consequently, consideration was given to the serviceability to the existing road network external to the development in accordance with Section 6.2 of the Flood Planning Scheme Policy. The Flood Assessment submitted with the development application demonstrated that the proposed</li> </ul>
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	<p>access arrangement complies with the requirements to trafficability and hazard and therefore is acceptable.</p> <ul style="list-style-type: none"> <li>• A Civil Engineering Assessment prepared by CMT Engineers was submitted with the development application. The civil engineering solutions approved by way of the previous approval (P&amp;EA No 2986/2022) and current approval (A006825768), and proposed by way of the development application, have been resolved and designed to ensure that there are no additional impacts on adjoining and/or nearby properties in the immediate catchment. The proposed stormwater infrastructure (including swales and drainage infrastructure) has been appropriately located and designed to effectively capture stormwater run-off from the proposed development and in turn, will assist in improving overland flow conditions that currently impacts adjoining properties to the south of the site.</li> </ul>
<p><b>Traffic</b></p> <ul style="list-style-type: none"> <li>• <i>The proposal relies on the existing local road network (i.e., Vane Street, Verdun Street) to facilitate access to the site. The existing local road network experiences traffic congestion, queuing and operational constraints, particularly at peak times under current conditions.</i></li> <li>• <i>Concerns around the intensification of traffic, including service vehicle access and construction traffic on the local road network.</i></li> <li>• <i>Concerns around the ability for existing and future residential uses within the immediate locality to safely and efficiently evacuate the area during a flood event.</i></li> <li>• <i>If on-street resident and visitor parking is not provided, overflow parking pressures are likely to arise within surrounding streets.</i></li> </ul>	<ul style="list-style-type: none"> <li>• A Traffic Impact Assessment prepared by Urbis was submitted with the development application and addressed traffic, access, parking and servicing arrangements in relation to the proposed development outcome. Some submissions raised concern with the nature of the traffic assessment. The traffic engineer has extensive experience in traffic engineering, but in any case there is an assessment process whereby Council's traffic engineers also review and assess the reporting for its accuracy. There is rigour in the overall process.</li> <li>• An assessment against the requirements outlined within the <i>Brisbane City Plan 2014</i> (City Plan 2014) and specifically the Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS PSP) was undertaken by Urbis within the Traffic Assessment.</li> <li>• Several site access scenarios have been considered and tested with the project team and with Council (through pre-lodgement discussions). Whilst it is acknowledged that the site has frontage to Victor Street and Murarrie Road, access from these road corridors is not appropriate from a road safety and practicality perspective. A vehicular connection to Victor Street is not feasible due to physical constraints of the existing Victor Street cross section at its northern section, noting that the road has a 5 metre wide carriageway which limits its ability to accommodate additional traffic. Having regard to Murarrie Road, direct access from this frontage does not align with Council's road hierarchy and would pose increased</li> </ul>

<ul style="list-style-type: none"> <li>Nearby intersections have been subject of past incidents and highlights the existing safety risks associated with traffic volumes, road configurations, and limited pedestrian and cyclist infrastructure.</li> </ul> <p>There is minimal active transport infrastructure within the immediate area and as such, would like to see additional active transport modes and/or infrastructure provided.</p>	<p>safety risks compared to the proposed access via the local road (Vane Street). Furthermore, the access would require access through flood areas and greenspace.</p> <ul style="list-style-type: none"> <li>It is acknowledged that whilst the proposed development will result in an increase in traffic demand and movements through the local road network. The Traffic Impact Assessment submitted as part of the development application has acknowledged this impact, confirming that peak-hour trip generation is expected to increase by up to 9 vehicles per hour and equates to approximately one additional vehicle every six to seven minutes. This is within the capacity of the road network, and is a consequence of the provision of more housing (which is a Citywide need). It has been demonstrated that this outcome will not materially affect the intersection operation, specifically at the Wynnum Road / Victor Street intersection.</li> <li>In terms of the local road network, it has been demonstrated that the proposed development traffic will not exceed the environmental capacity of the surrounding local road network.</li> <li>Having regard to the amenity impact on Verdun Street, matters relating to road amenity and vehicle speeds had been considered as part of the Traffic Impact Assessment. All neighbourhood road links in the vicinity of the subject site are projected to operate well within the environmental capacity allowance of 1,000 to 3,00 vehicles per day with the estimated development traffic. When considering the existing carriageway width of Verdun Street, unrestricted on-street car parking and numerous driveway access points along the corridor, these factors naturally moderate travel speeds and contribute to a lower-speed environment that is consistent with the residential character of the area.</li> <li>Furthermore, the lack of any crashes that have been recorded on the local road network, including Verdun Street, indicates that the existing driver behaviour does not pose significant safety concerns.</li> <li>Compliance with the planning framework, applied in full, is achieved.</li> </ul>
<p><b>Zoning</b></p> <ul style="list-style-type: none"> <li>The proposed density and built form does not align with what is anticipated within the Emerging</li> </ul>	<ul style="list-style-type: none"> <li>The proposed development extent is focussed on the Emerging Community Zone extent (as adopted to the pad approved in the operational works approval), which is intended to facilitate development for urban purposes in an orderly and sequential manner within the</li> </ul>

*Community Zone and conflicts with the low-density intent.*

- *Introduction of townhouses is incompatible with the established neighbourhood character.*
- *The development application has not demonstrated compliance with sequencing requirements or that essential services, transport networks, and community infrastructure can support the increased housing.*

context of the site and the City. Specifically, Overall Outcome 2(b)(i-iii) seeks that development demonstrates the following –

- *Appropriate for the site 's location within the city and its local context;*
- *Accessible to necessary supporting infrastructure, services and facilities;*
- *Responsive to development constraints, character and environmental values and site characteristics.*
- The proposed development appropriately aligns with the outcomes set out for the Emerging Community Zone through the delivery of an integrated residential outcome that provides for a Multiple Dwelling (Townhouses) and residential subdivision that is contained to land intended for future urban purposes (by nature of the Emerging Community Zone).
- The proposal achieves the planning intent through facilitating new residential development within an existing urban area, releasing pressure to expend upon the urban footprint, with the site representing a flat, well-serviced and well-connected parcel of land within an urban context.
- A Structure Plan prepared by Mewing Planning Consultants was submitted with the development application and was prepared having regard to the overall outcomes for each of the zones, site characteristics and constraints. As detailed in Section 4.5.13 of the Town Planning Assessment, the proposed development appropriately aligns with what is anticipated for the Emerging Community Zone for the reasons set out below (in summary).
  - The site is well-located for residential infill development, having regard to its proximity to key public transport services, educational facilities, local parks, established activity centres, key employment areas and arterial roads.
  - The site is accessible to necessary urban infrastructure and services (public and private).
  - The proposed development has been informed by a previous development approval granted over the site for a Development Permit for Operational Works (Bulk Earthworks) which granted the establishment of a flood free building pad above the defined flood

	<p>level (confined to the Emerging Community Zone) and balance of the site providing for flood plain management.</p> <ul style="list-style-type: none"><li>○ The proposed development contributes to contained, sustainable and a functional community that provides housing typologies and mix at a larger scale and density that is commensurate with the site's ease of access to services, facilities and high frequency public transport infrastructure.</li><li>● Having regard to the above matters, the proposed development represents an infill development outcome and logical extension to the existing urban context in a way that respects and appropriately stitches in with the adjacent residential fabric to the south and east of the subject site.</li><li>● The dwelling density referred to in the submissions are not maximum requirements, but are overall outcomes that represent one way to achieve the purpose and intent of the zone code.</li><li>● The Applicant has acknowledged that the development application proposes an alternative outcome in relation to the dwelling density. The proposed development results in a dwelling density of approximately 31.5 dwellings per hectare based on the development site of 31,737m<sup>2</sup> (3.17ha). The dwelling density outcomes have been informed by a range of factors, including site characteristics and constraints (i.e., flooding, coastal hazard, biodiversity), previous development approvals, development feasibility and constructability, and the adjoining established residential context, housing choice and need, and the large balance greenspace area which remains part of the site.</li><li>● The proposed development represents a well-balanced development outcome, providing for an appropriate balance between the built form, deep planting and landscaping, communal and private open space, vehicle and manoeuvring areas, and appropriate lot sizes pursuant to the Brisbane City Plan.</li><li>● The proposed development promotes gentle density pursuant to the ShapingSEQ 2023, providing an opportunity to deliver more housing choice through a low-rise attached townhouse development and residential lot development outcome within an established</li></ul>
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	<p>suburban location that is afforded with proximity to activity centres, active and public transport, recreation and open space, and infrastructure services.</p> <ul style="list-style-type: none"> <li>• Compliance with the planning framework, applied in full, is achieved.</li> </ul>
<p><b>Built Form and Design</b></p> <ul style="list-style-type: none"> <li>• <i>The proposed density and built form of the proposed development is out of character with the surrounding low-density residential context and adjoining environmental and recreational land.</i></li> <li>• <i>The proposed small lots, narrow lot frontages and attached housing product does not reflect the established character of the area.</i></li> <li>• <i>The proposal lacks meaningful urban heat island mitigation measures, comprising areas of extensive hardstand and high site cover that is not balanced with deep soil zones, canopy tree planting or shaded pedestrian routes.</i></li> </ul>	<ul style="list-style-type: none"> <li>• The proposed development has been resolved by the project team having regard to the immediate low density residential context and site-based characteristics, together with the relevant provisions of the <i>Brisbane City Plan 2014</i>. As presented within the Architectural Plans submitted with the development application, the proposal achieves a positive and suitably balanced design outcome that remains generally coherent with and seamlessly transitions into the immediate residential context.</li> <li>• The proposed building height for the development is two (2) storeys and will not exceed 9.5m building height and thus presents an outcome that is consistent with the prevailing building height of dwelling houses within the adjoining Low density residential context. A relatively low site cover has been pursued for the development, comprising 29% of the developable area, in order to ensure that a suitable balance of built form to open space and landscaping is achieved that is coherent with the surrounding low density residential context.</li> <li>• To soften the visual appearance of the development, and its interface to the adjoining residential dwellings to the south and east, the architectural design has facilitated varied façade treatments and screening outcomes in order to provide a high level of amenity and privacy for both residential outcomes. In conjunction with the extensive landscaping and deep planting outcomes proposed along this interface, the proposed development achieves an appropriate built form and design response that is commensurate with the surrounding low density residential character and provides for housing choice and gentle density within a well-suited location.</li> <li>• Having regard to the lot sizes proposed, the development has intentionally proposed a mix of lot sizes that range from 350m<sup>2</sup> to 505m<sup>2</sup> which is in keeping with the minimum lot size requirements set out within Table 9.4.10.3.B of the Subdivision Code, and provides a mix that supports housing choice and diversity, and delivery upon housing needs.</li> </ul>

<p><b>Privacy and Amenity Impacts</b></p> <ul style="list-style-type: none"> <li>• <i>Private open space associated with the townhouse units is orientated (in part) to the boundaries of the site and results in visual, privacy and overlooking impacts on adjoining properties.</i></li> <li>• <i>The proposed development represents an intensification of the use of the site and will result in greater level of noise generation that is out of character with the current low density residential context.</i></li> <li>• <i>Concerns regarding the provision of a gated pedestrian entrance point that provides direct access to the existing residential area, posing safety concerns for the surrounding community.</i></li> </ul>	<ul style="list-style-type: none"> <li>• As presented within the Architectural Plans submitted with the development application, the proposed townhouses located along the southern boundaries of the site largely comprise ground level private open space areas. The ground level masterplan (DWG No. DA-100, Rev 13) illustrates that all areas of private open space that are orientated toward this interface are appropriately separated from the southern and southeastern boundaries of the site, with setbacks to the patio spaces ranging from 8.4m to 9.08m. This setback exceeds the applicable 'acceptable outcomes' (which are between 4.5m and 6m).</li> <li>• Deep planting is proposed along the southern and southeastern boundaries of the site, allowing for the provision of large subtropical trees, native trees and other landscaping. Vegetation planted within the deep planting area will provide for effective screening and buffering between both residential interfaces, providing a positive amenity outcome for all residential properties. Furthermore, this deep planting buffer will be further embellished by landscaping within each townhouse lot and dwelling house lot, respectively.</li> <li>• It is acknowledged that there are concerns around the intensification of the use and consequential increases in noise generation. Having regard to the residential nature of the proposed development, it is expected that the overall residential amenity will remain substantively unchanged aside from noise impacts associated with increased vehicle movements to and from the site associated with the proposed development. This is a consequence of fulfilling the planning intentions for residential development within the Emerging Community Zone. The Traffic Impact Assessment has assessed (in detail) the amenity impacts associated with the Verdun Street access and has demonstrated that the proposal will not impact the existing amenity.</li> <li>• Furthermore, all areas of communal open space, vehicle manoeuvring and servicing areas have been intentionally positioned toward the northern extent and centrally within the site (and buffered by the townhouse) to provide for an appropriate buffer to neighbouring residential properties and minimise any associated amenity impacts.</li> </ul>
<p><b>Landscaping and Deep Planting</b></p>	<ul style="list-style-type: none"> <li>• The proposed development provides for generous areas of deep planting and landscaping throughout the site, specifically along the southern and eastern boundaries of the site in</li> </ul>

<ul style="list-style-type: none"> <li>• <i>The proposed 3 metre wide landscape buffer along the southern boundary of the site is insufficient to screen the bulk and mass of the development to adjoining residential uses.</i></li> <li>• <i>The mature vegetation planted within the landscape buffer areas is not adequate to appropriately screen the development.</i></li> <li>• <i>Concerns regarding the maintenance of the southern landscape buffer.</i></li> </ul>	<p>order to achieve a sensitive transition between the established residential dwellings and future residential uses on the subject site.</p> <ul style="list-style-type: none"> <li>• As presented within the Landscape Concept Plan prepared by Place Design Group, the proposed deep planting areas will comprise a mix of large subtropical trees, native trees, canopy trees, low level plantings and native ground covers which will provide sufficient screening and buffer to adjoining residential uses to the south and east of the subject site. The proposed landscaping outcome for the site provides for the establishment of mature vegetation that is complementary in scale and height to the proposed building form.</li> <li>• The Applicant has acknowledged that an alternate outcome is sought with respect to the southern boundary landscaping outcome, which achieves a minimum width of 3 metres. The proposed deep planting buffer at its current width and depth provides for a sensitive buffer to the adjoining residential properties to the south and contributes positively to the subtropical character and amenity of the immediate context. The space otherwise achieved by the setbacks at this interface allow for substantial tree growth in this buffer and allows for the continued conveyance of overland flow.</li> <li>• It is expected that all future residential dwellings that are constructed on Proposed Lots 1 to 11 will comprise backyards that are of a sufficient size and dimension to accommodate additional landscaping and deep planting outcomes. In conjunction with the proposed deep planting areas along the southern boundary, the proposed development provides sufficient area for deep planting and landscaped outcomes.</li> <li>• The Applicant acknowledges the concerns regarding the ongoing maintenance of the grassed swale and overland flow path. We understand and accept that, should the development be approved, Council will include a condition that requires the development to operate in accordance with a Community Management Statement (CMS), including the ongoing management and maintenance of the swales and associated infrastructure.</li> </ul>
<p><b>Environmental Values</b></p> <ul style="list-style-type: none"> <li>• <i>Development involving bulk earthworks, filling, stormwater discharge and increased urban runoff in</i></li> </ul>	<ul style="list-style-type: none"> <li>• An Ecological Assessment Report was prepared by BAAM Ecological Consultants in support of the previous development approval over the site (Council Reference: A006000447). The findings of the ecological assessment report confirmed that the site is highly degraded as a consequence of previous activities that have occurred on the site and</li> </ul>

<p><i>close proximity to the creek corridor has the potential to impact water quality, sediment movement, vegetation health and habitat connectivity.</i></p> <ul style="list-style-type: none"> <li>• <i>Concerns in relation to environmental impacts associated with the development, including loss of vegetation, disruption of ecological corridors, and degradation of waterway health.</i></li> <li>• <i>Potential impacts of the proposed development on habitat connectivity, wildlife movement and ecological function of the creek corridor.</i></li> <li>• <i>Increased runoff of pollutants and sediment from the proposed development into the adjoining creek corridor.</i></li> </ul>	<p>supports minimal biodiversity values. The site primarily consists of slashed / grazed grasslands that are dominated by non-native flora and weed species that hold limited ecological value.</p> <ul style="list-style-type: none"> <li>• The proposed development does not adversely affect the character or environmental values of the site identified in the Biodiversity Areas Overlay and the Waterway Corridors Overlay. Environmental values of the site, specifically those relevant to the Emerging community zoned land, have been addressed by way of previous development approvals over the site. The proposed development at the scale and intensity proposed can be appropriately accommodated on the site without adversely impacting upon identified environmental values of the site.</li> <li>• Having regard to the biodiversity values along the Bulimba Creek corridor, the proposed development does not encroach into areas identified as containing the highest ecological values. Having regard to the High ecological significant strategic (HESS) mapped over the site, the ecological assessment confirmed that the site does not connect with any areas of strategic biodiversity value with the exception of the riparian corridor which is proposed to be retained and protected as part of the proposed development.</li> <li>• The Vegetation Rehabilitation Plan approved by the original development approval (P&amp;EA No 2986/2022) identified several rehabilitation areas to enhance and restore areas of identified ecological value, and are required to be undertaken as part of that development approval.</li> <li>• The Applicant understands and accepts that, should the development be approved, Council will include a condition requiring a Construction Management Plan (CMP) to be prepared in accordance with Council 's guidelines and planning scheme policy. The CMP will ensure that run-off associated with the development will be appropriately managed.</li> </ul>
<p><b>Community / Stakeholder Engagement</b></p> <ul style="list-style-type: none"> <li>• <i>Inadequate consultation with the local community undertaken, which undermines the community's confidence in the objectivity, completeness, and</i></li> </ul>	<ul style="list-style-type: none"> <li>• At the outset, the Applicant wishes to advise that community engagement (outside the statutory public notification requirements set out under the Planning Act) is not a statutory requirement under the <i>Planning Act 2016</i>. Notwithstanding this, the Applicant proactively understood community engagement with the community and relevant stakeholders that was driven by a genuine interest in understanding local perspectives and eagerness to obtain</li> </ul>

<p><i>reliability of the information provided in support of the development application.</i></p> <ul style="list-style-type: none"> <li>• <i>Concerns that community engagement session undertaken failed to provide meaningful engagement.</i></li> <li>• <i>The Applicant has not demonstrated that sufficient community concerns were recorded or incorporated into the proposed development.</i></li> </ul>	<p>feedback with respect to the conceptual design. This Applicant-led process intended an open planning process that allowed by members of the community to provide feedback prior to formal lodgement of the development application.</p> <ul style="list-style-type: none"> <li>• The Applicant engaged Three Plus to undertake community engagement to better understand the community's views on the proposed development. As detailed within the Community Engagement Report prepared by Three Plus, community newsletters were delivered to approximately 200 surrounding residential properties to advise of the proposal and promote the community information sessions (44 of which were immediate neighbours to the site). The immediate neighbours also received a letter from the Applicant providing additional relevant information and encouraged attendance at the upcoming community information sessions.</li> <li>• Furthermore, community information sessions were offered and undertaken, allowing the community to engage in discussions with relevant stakeholders and provide feedback via hard copy feedback forms. The feedback forms were annexed to the development application material submitted to Council.</li> </ul>
<p><b>Construction Impacts</b></p> <ul style="list-style-type: none"> <li>• <i>It is expected that substantial construction activity will be required to facilitate the proposed development and as such,</i></li> <li>• <i>Concerns around safety impacts associated with heavy vehicle access and traffic impacts on Murarrie Road and the surrounding local road network as part of the development.</i></li> </ul>	<ul style="list-style-type: none"> <li>• The Applicant understands and accepts that, should the development be approved, Council will include a condition requiring a Construction Management Plan to be prepared in accordance with Council's guidelines and planning scheme policy. The Construction Management Plan will outline the mitigation strategies for associated construction impacts including noise and dust, provision for loading and unloading materials, traffic management and other related matters. The Applicant understands that the Construction Management Plan will need to be assessed and approved by approved by Council prior to any works occurring on the site (pursuant to Council's standard guidelines).</li> </ul>