



SUPPORTING INFORMATION

for respective items considered at

Coordination Committee Meeting

15 May 2018

SUPPORTING INFORMATION

Ref: A16843706

The following list of supporting information is provided for:

ITEM 1.1

**REMOVAL OF ACCESS RESTRICTION STRIP (ARS) AT JOE CRESCENT CABOOLTURE - DIVISION
12**

#1 Access Restriction Strip Location

#2 Access Restriction Strip Survey Plan

#3 Development Plan to be Lodged

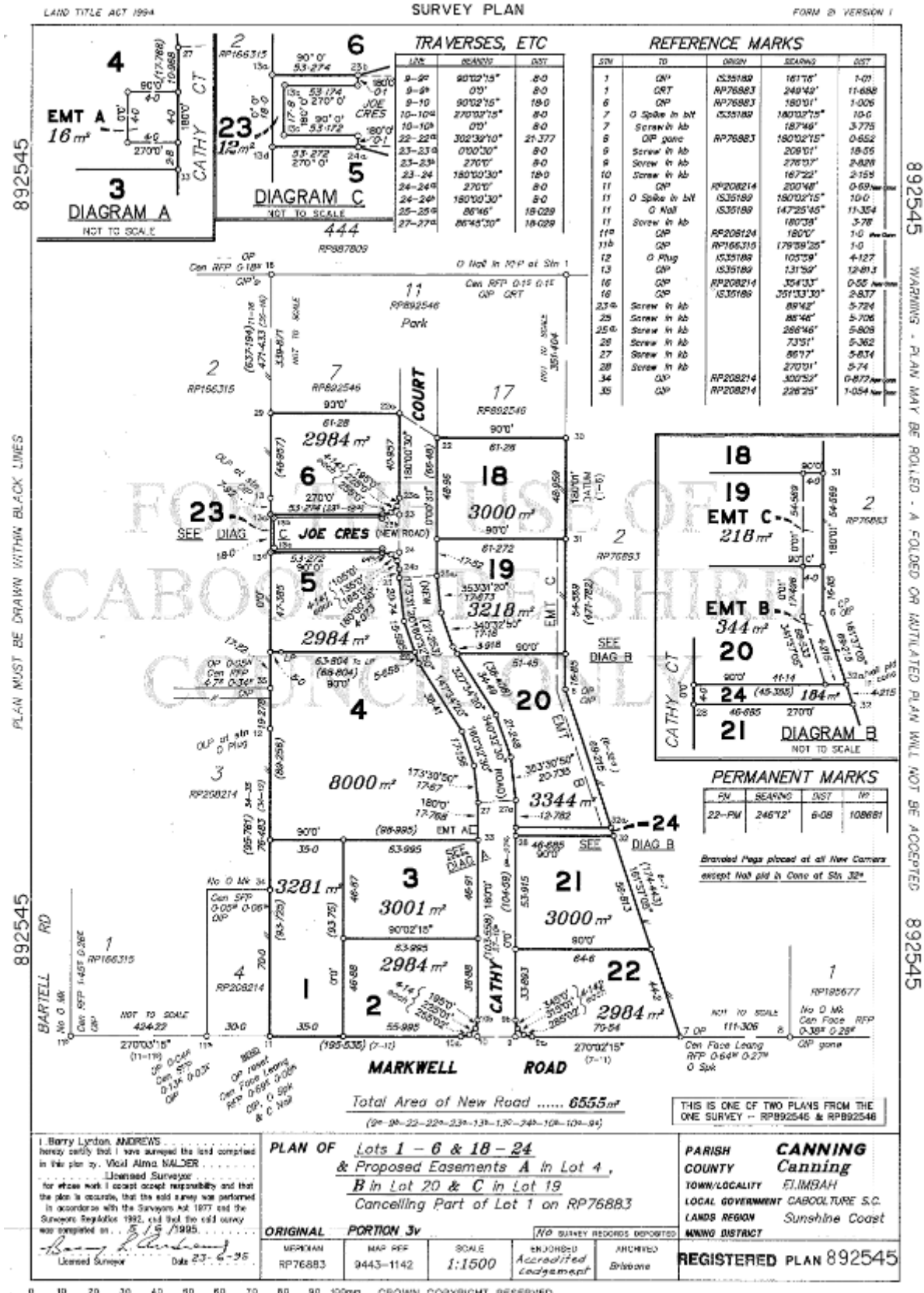
ITEM 1.1 REMOVAL OF ACCESS RESTRICTION STRIP (ARS) AT JOE CRESCENT CABOOLTURE

(Cont.) #1 Access Restriction Strip Location



ITEM 1.1 REMOVAL OF ACCESS RESTRICTION STRIP (ARS) AT JOE CRESCENT CABOOLTURE (Cont.)

#2 Access Restriction Strip Survey Plan



SUPPORTING INFORMATION

Ref: [A16775760](#), [A16822335](#), [A16822337](#) & [A16835348](#)

The following list of supporting information is provided for:

ITEM 2.1

DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT

#1 Aerial Map

#2 Zoning Map

#3 Approved Plans

#4 Reconfiguring a Lot Plan

#5 Properly Made Submissions

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT (Cont.)

#1 Aerial Map



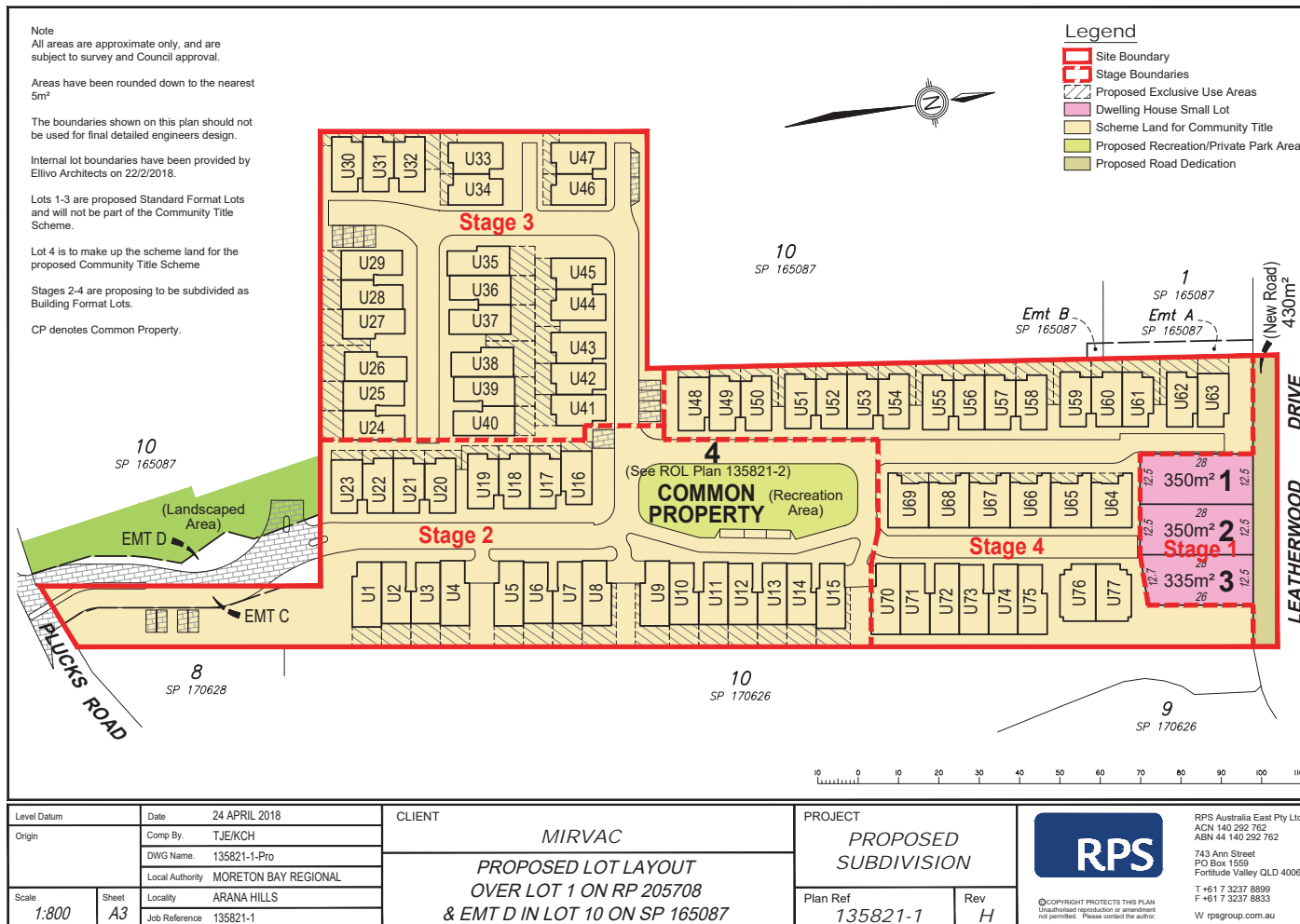
ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMEN (Cont.)

#2 Zoning Map



ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

#3 Approved Plans

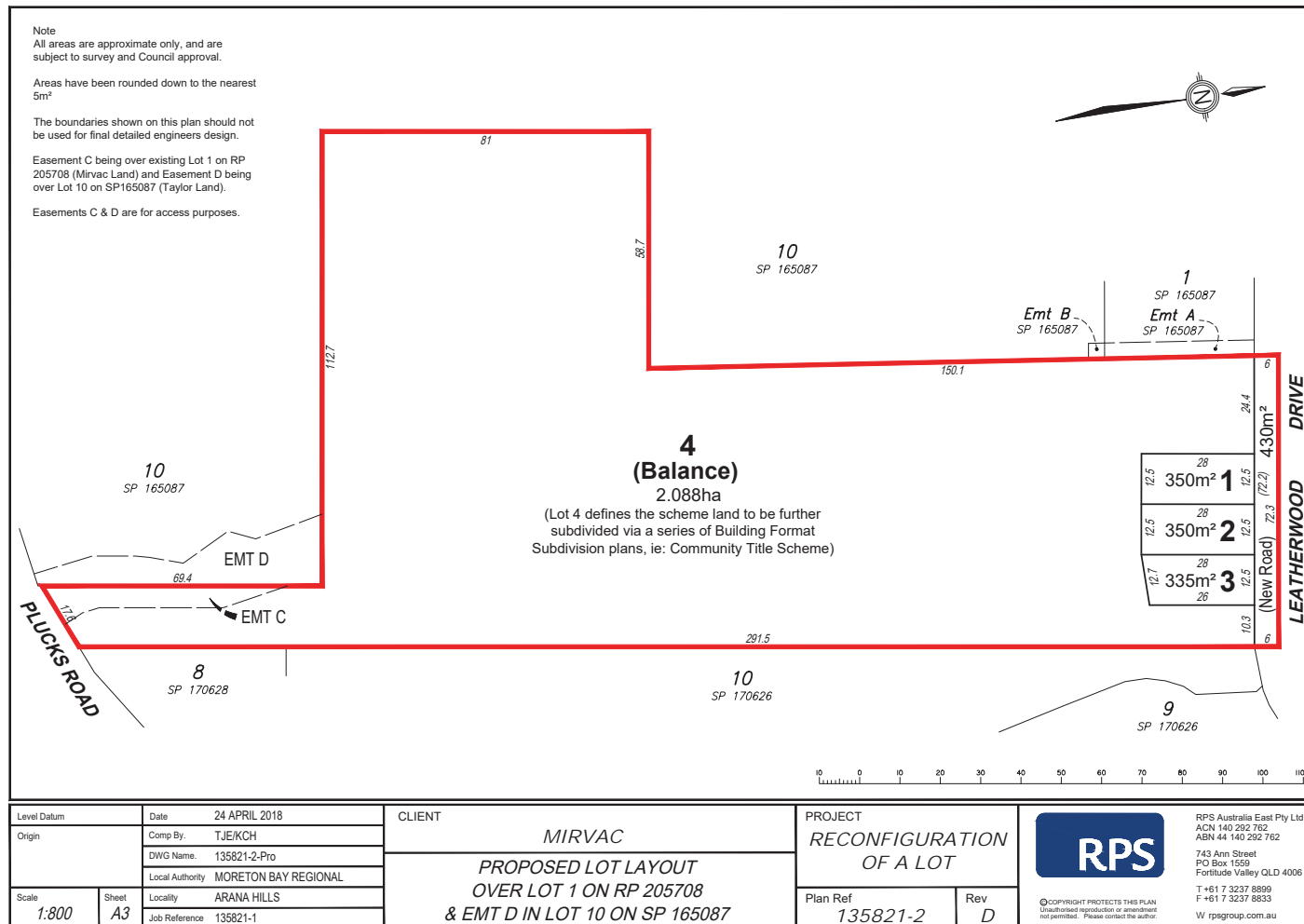


Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING
15 May 2018

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Supporting Information

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

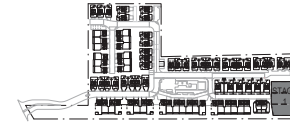


COORDINATION COMMITTEE MEETING
15 May 2018

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Supporting Information

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

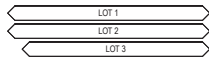
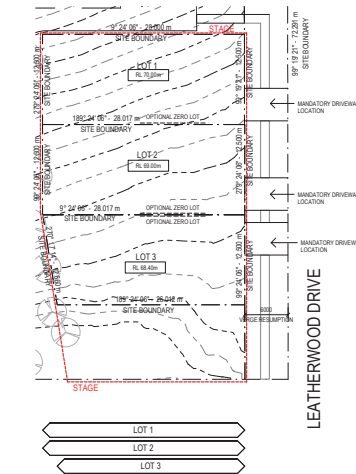
STAGE 1 - PLAN OF DEVELOPMENT



STAGE 1

RECONFIGURING A LOT (1 LOT INTO 4 LOTS - STAGE 1)
DEVELOPMENT PERMIT FOR SUBDIVISION
STAGE 1: 1 LOT INTO 4 LOTS (1 BALANCE COMMUNITY TITLE SCHEME LOT, 3 SMALL LOTS)
LOT 1 - 350sqm
LOT 2 - 350sqm
LOT 3 - 337sqm

STAGE 1 SUMMARY



1/1500 STAGE 1 LOT PLANS

80 PLUCKS ROAD
80 PLUCKS ROAD, ARANA HILLS QLD 4054



| | | | |
|--------------------------|--------------------------------|------------------|---|
| CLIENT MRVAC | DRAWING NAME STAGE 1 | REGION 9 | DRIVING STATUS DEVELOPMENT APPLICATION |
| PROJECT NUMBER 160118 | DRAWING NUMBER 01-DA-A0-000 | DATE 13/04/18 | DRAWN BY Author |
| SCALE (M) - As Indicated | | | |



ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)



ADDRESS
80 (AND PART OF 82) PLUCKS ROAD ARANA HILLS QLD 4054

LOT
LOT 1 (ON RP206708 & PART OF LOT 10 ON SP165087 VIA RECIPROCAL EASEMENT - REFER SUBDIVISION PLAN PREPARED BY RPS

SITE AREA
22 340m² (2.23Ha)

DESCRIPTION
THE SITE IS LOCATED WITHIN THE MORETON BAY REGIONAL COUNCIL LIMITS WITH DUAL STREET FRONTAGE ADDRESSING PLUCKS ROAD AND LEATHERWOOD DRIVE.
THE PURPOSE OF THIS PROPOSED DEVELOPMENT IS BASED ON THE SUPERSEDED FINE RIVERS SHIRE PLANNING SCHEME. FOR MORE INFORMATION PLEASE REFER TO THE TOWN PLANNING REPORT BY URBIS.

PROPOSED DEVELOPMENT
TOTAL OF 77 TOWNHOUSES ACROSS 22 BUILDINGS
TOTAL OF 3 SUBDIVIDED DETACHED LOTS

ROAD DEDICATION
A 8M VERGE RESUMPTION HAS BEEN PROVIDED ON LEATHERWOOD DRIVE.

CAR PARKING
A TOTAL OF 212 SPACES PROVIDED.
154 SPACES WILL BE ASSIGNED TO RESIDENTS IN THE FORM OF A DOUBLE ENCLOSED GARAGE.
REMAINING 58 SPACES WILL BE ALLOCATED TO RESIDENTIAL VISITORS. OF THE 58 VISITOR SPACES, 42 WILL BE PROVIDED AS TANDER SPACES TO THE GARAGES.

GROSS FLOOR AREA

| TOWNHOUSE TYPES | GFA | x | TOTAL |
|-----------------|---------------------------|------|------------------------------|
| T3-B | 132m ² | x 32 | = 4224m ² |
| T4-B1 | 144m ² | x 4 | = 576m ² |
| T3-C | 120m ² | x 6 | = 720m ² |
| T3-D | 118m ² | x 06 | = 3096m ² |
| T4-E | 138m ² | x 7 | = 962m ² |
| T3-F | 120m ² | x 2 | = 240m ² |
| LOT 1 | *50% of 350m ² | | = 175m ² |
| LOT 2 | *50% of 350m ² | | = 175m ² |
| LOT 3 | *50% of 325m ² | | = 162.5m ² |
| TOTAL | | | 10 358.5m² |

* GFA OF DETACHED LOTS ASSUMES GFA NO MORE THAN 50% OF LOT SIZE

FLOOR AREA RATIO
(10 358.5m² / 22 340m²) x100 = **46%**

PROPOSED SITE COVER OF MULTIPLE TOWNHOUSE DWELLINGS
COVERED ROOFED AREA / SITE AREA OF STAGES 2 TO 4 x 100
(7 700m² / 20 880m²) x100 = **36%**

PROPOSED OPEN SPACE
COMMUNAL OPEN SPACE
(855m² / 7 700m²) x100 = **11%**
PRIVATE OPEN SPACE
(3 973m² / 7 700m²) x100 = **51%**

EXISTING IMPERVIOUS AREA
(1 183m² / 22 340m²) x100 = **5%**

PROPOSED IMPERVIOUS AREA
(12 750m² / 22 340m²) x100 = **57%**

DEVELOPMENT SUMMARY

2 DEVELOPMENT SUMMARY PLAN - COMBINED ENTRY

80 PLUCKS ROAD
81 PLUCKS ROAD, ARANA HILLS QLD 4054

CLIENT: MERVAC
PROJECT NUMBER: 160118
SCALE: 1:1,000

DESCRIPTION: LOCALITY PLAN & DEVELOPMENT SUMMARY
DRAWING NUMBER: 00-DA-A0-002
DATE: 20.05.18

REVISION: 9
DATE: 20.05.18

DESIGNER: 29832018 10:18:01 AM
DEVELOPMENT APPLICATION



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ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

MASTER PLAN



INFORMATION SHOWN OUTSIDE THE IMMEDIATE PROJECT SITE BOUNDARIES HAVE BEEN PUT TOGETHER BY AVAILABLE RESOURCES AND ARE SHOWN AS INDICATIVE ONLY.

80 PLUCKS ROAD
80 PLUCKS ROAD, ARANA HILLS QLD 4054

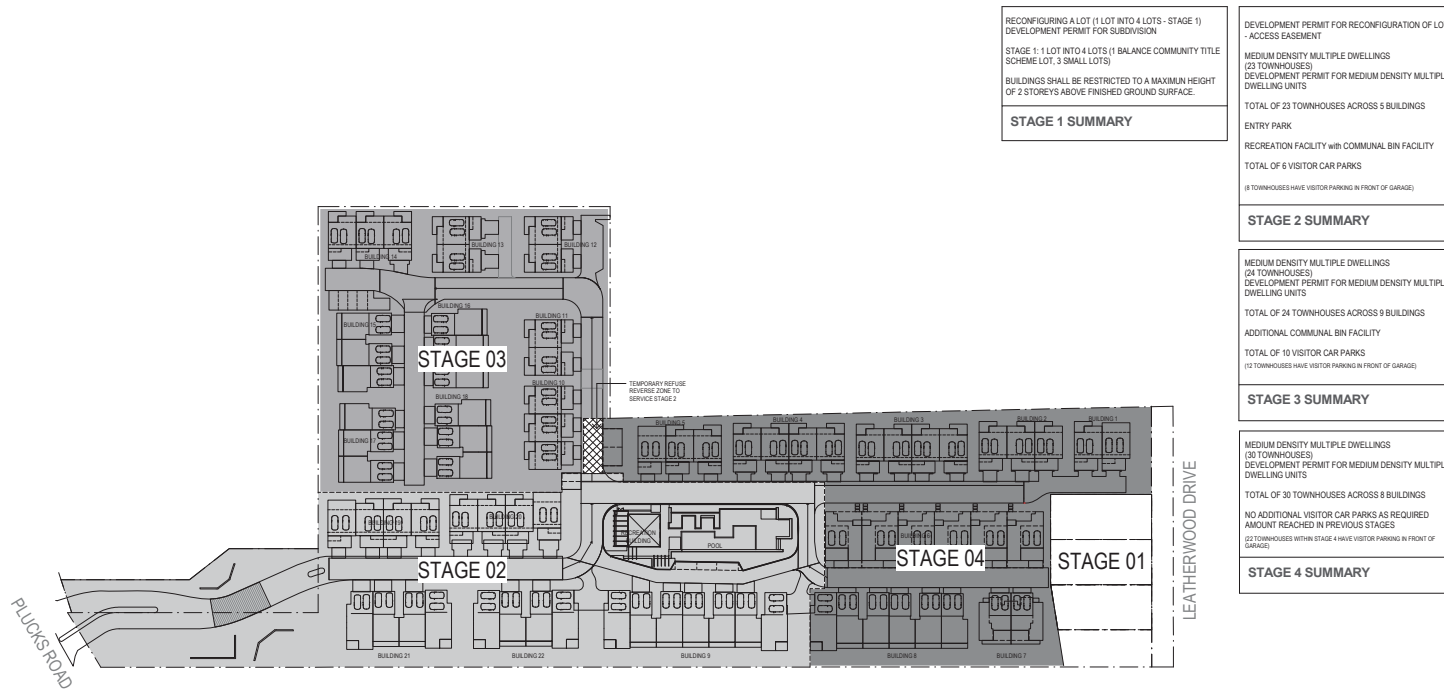


CLIENT: MIRVAC
PROJECT NUMBER: 160118
DRAWING NUMBER: 00-DA-A0-010
SCALE: 1:400 - As indicated
DATE: 28.03.18
DRAWING DATE: 28/03/2018 5:52:19 PM
DRAWING TITLE: MASTER PLAN
REVISION: 16
RI ISSUE: DEVELOPMENT APPLICATION

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ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

STAGING PLAN



80 PLUCKS ROAD
80 PLUCKS ROAD, ARANA HILLS QLD 4054



CITY: MRVAC

PROJECT NUMBER: 160118

DRAWING TITLE: STAGING PLAN

DRAWING NUMBER: 00-DA-A0-012

9

RI ISSUE

DATE: 28.05.18

DRAWING SCALE: SCALE (A1 - 1:50)

DATE: 28.05.18

DRAWN BY: 200302018 1.47.47 PM

DATE: 2018/05/28 1:47:47 PM

PROJECT NUMBER: 160118









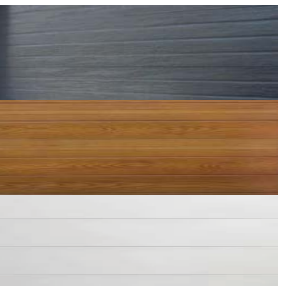
PROJECT TITLE: DEVELOPMENT APPLICATION

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ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

PROPOSED BUILT FORM MATERIAL

| | | | | |
|---|--|--|---|---|
|  <p>BRICKWORK</p> <p>BR Bricks 230x110x76, Brick Bond, White Grey Finish</p> |  <p>CLADDING - SLIMLINE VERTICAL</p> <p>VC Vertical Groove Board, Slim Profile (approx. 133mm), Smooth Paint Finish</p> |  <p>CLADDING - WEATHERBOARD</p> <p>WB Horizontal Weatherboard, Approx. 150mm Profile, Paint Finish</p> |  <p>CLADDING - LARGE FORMAT</p> <p>FC Large Rectangular Express Joint Board, Horizontal & Vertical Stacked Brickbond Pattern, Expressed Joints, Paint Finish</p> |  <p>FEATURE CLADDING</p> <p>TC Feature composite deck paneling, Shiplap, Concealed Fixing, 150mm profile, Spotted Gum Finish</p> |
|  <p>RENDER</p> <p>RH Rendered Masonry Panel, Paint Finish</p> |  <p>METAL WALL CLADDING</p> <p>MW Metal Wall Cladding Flatlock Vertical Wall Profile 200mm Profile</p> |  <p>SCREENING</p> <p>SC Aluminium Vertical Battens, Nom. 90x30mm Profile @ 60 centres Powdercoat Finish</p> |  <p>GARAGE DOORS</p> <p>GD Metal Slimline Sectional Door, Decowood & Colorbond Finishes</p> | |

Moreton Bay Regional Council

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STAGE 2

| |
|--|
| DEVELOPMENT PERMIT FOR RECONFIGURATION OF LOT - ACCESS EASEMENT MEDIUM DENSITY MULTIPLE DWELLINGS (23 TOWNHOUSES) DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS TOTAL OF 23 TOWNHOUSES ACROSS 5 BUILDINGS ENTRY PARK RECREATION FACILITY with COMMUNAL BIN FACILITY TOTAL OF 6 VISITOR CAR PARKS (8 TOWNHOUSES HAVE VISITOR PARKING IN FRONT OF GARAGE) |
| STAGE 2 SUMMARY |

| STAGE 2 - DRAWING LIST | |
|------------------------|--|
| SHEET NUMBER | SHEET NAME |
| 02-DA-A0-000 | STAGE 2 |
| 02-DA-A1-200 | STAGE 2 MASTER PLAN GROUND LEVEL |
| 02-DA-A1-200B | STAGE 2 MASTER PLAN GROUND LEVEL - PART B |
| 02-DA-A1-201 | STAGE 2 MASTER PLAN LEVEL 1 |
| 02-DA-A1-201B | STAGE 2 MASTER PLAN LEVEL 1 - PART B |
| 02-DA-A1-202 | STAGE 2 MASTER PLAN LEVEL 2 |
| 02-DA-A1-202B | STAGE 2 MASTER PLAN LEVEL 2 - PART B |
| 02-DA-A1-203 | STAGE 2 MASTERPLAN GROUND LEVEL - WITH OVERLAY OF 82 PLUCKS RD |
| 02-DA-A2-100 | STAGE 2 ELEVATIONS |
| 02-DA-A2-101 | STAGE 2 ELEVATIONS |
| 02-DA-A2-102 | STAGE 2 ELEVATIONS |
| 02-DA-A3-100 | STAGE 2 SECTIONS |
| 02-DA-A6-100 | STAGE 2 PRIVATE OPEN SPACE |

80 PLUCKS ROAD

160118

CLIENT
MIRVAC

PROJECT NUMBER
160118

DESCRIPTION
STAGE 2

DEVELOPMENT NUMBER
02-DA-A0-000

SCALE DATE
SCALE 6 DATE 22.03.18

REVISION
6

REVISION
DATE 22.03.18

DEVELOPMENT TYPE
DEVELOPMENT APPLICATION

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ellivo

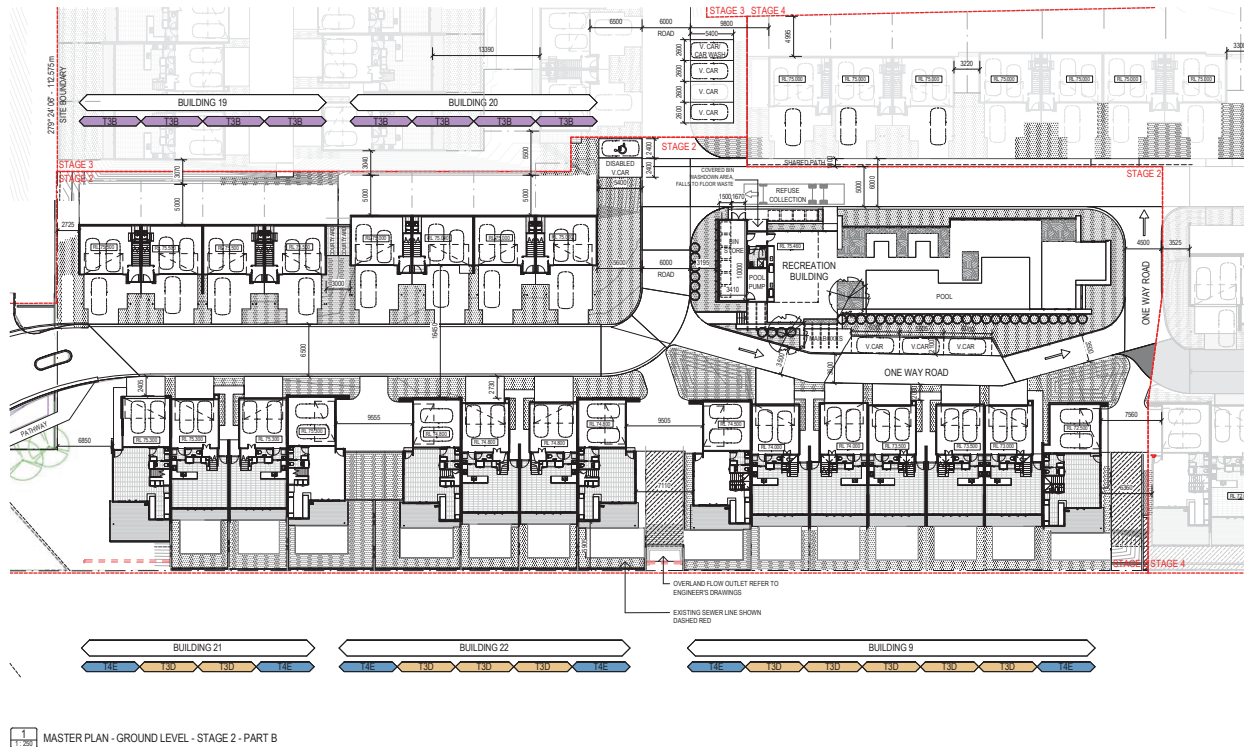
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COORDINATION COMMITTEE MEETING
15 May 2018

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STAGE 2 - MASTER PLAN Ground Level PART B



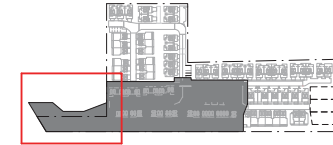
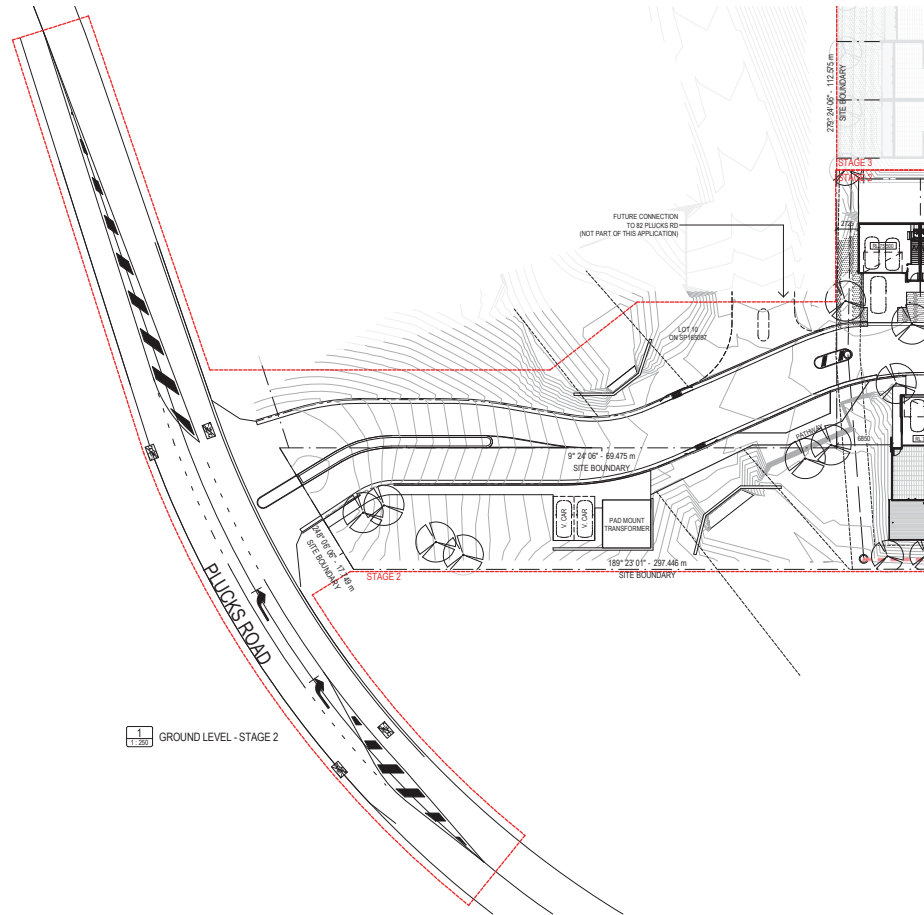
80 PLUCKS ROAD

CLIENT: MIRVAC
DRAWING NO: STAGE 2 MASTER PLAN GROUND LEVEL - PART B
PROJECT NUMBER: 160118
DRAWING DATE: 02-DA-A1-200B
REVISION: 6
DATE: 2018/05/15 9:31:29 AM

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STAGE 2 - MASTER PLAN Ground Level



1 GROUND LEVEL - STAGE 2
1:200

80 PLUCKS ROAD

80 PLUCKS ROAD - RAMA HILLS QLD 4054



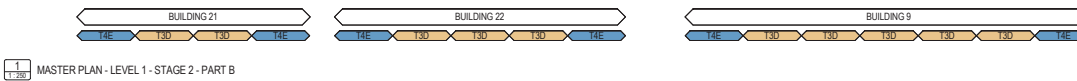
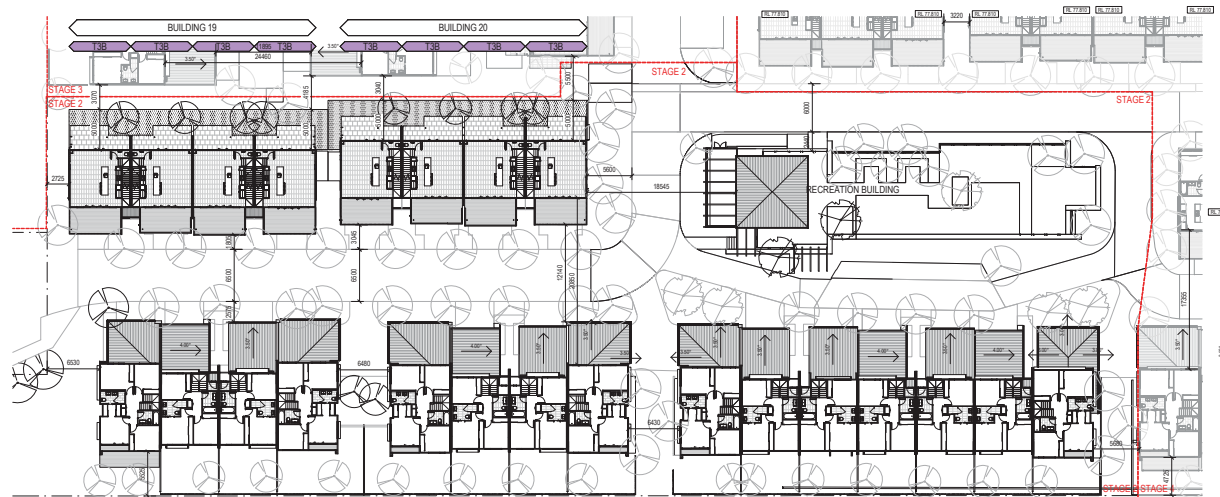
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| CLIENT MIRVAC | DRAWING NAME STAGE 2 MASTER PLAN GROUND LEVEL |
| PROJECT NUMBER 160118 | DRAWING NUMBER 02-DA-A1-200 |
| SCALE 80% - As Indicated | REVISION 10 |
| | DATE 20.05.18 |
| | ISSUE DEVELOPMENT APPLICATION |
| | DATE 20/03/2018 5:12:42 PM |

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STAGE 2 - MASTER PLAN Level 1 PART B



80 PLUCKS ROAD

80 PLUCKS ROAD - IRAMBA HILLS QLD 4054



CLIENT
MIRVAC

PROJECT NUMBER
160118

DESCRIPTION
STAGE 2 MASTER PLAN LEVEL 1 - PART B

DOCUMENT NUMBER
02-DA-A1-201B

REVISION
4
DATE
02.05.18

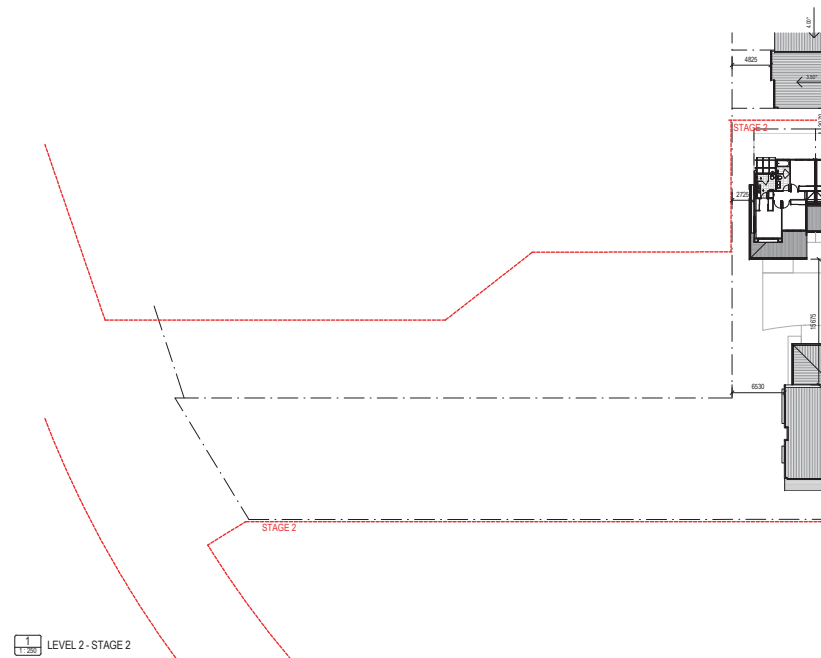
DEVELOPMENT APPLICATION
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23/03/2018 11:48:14 PM

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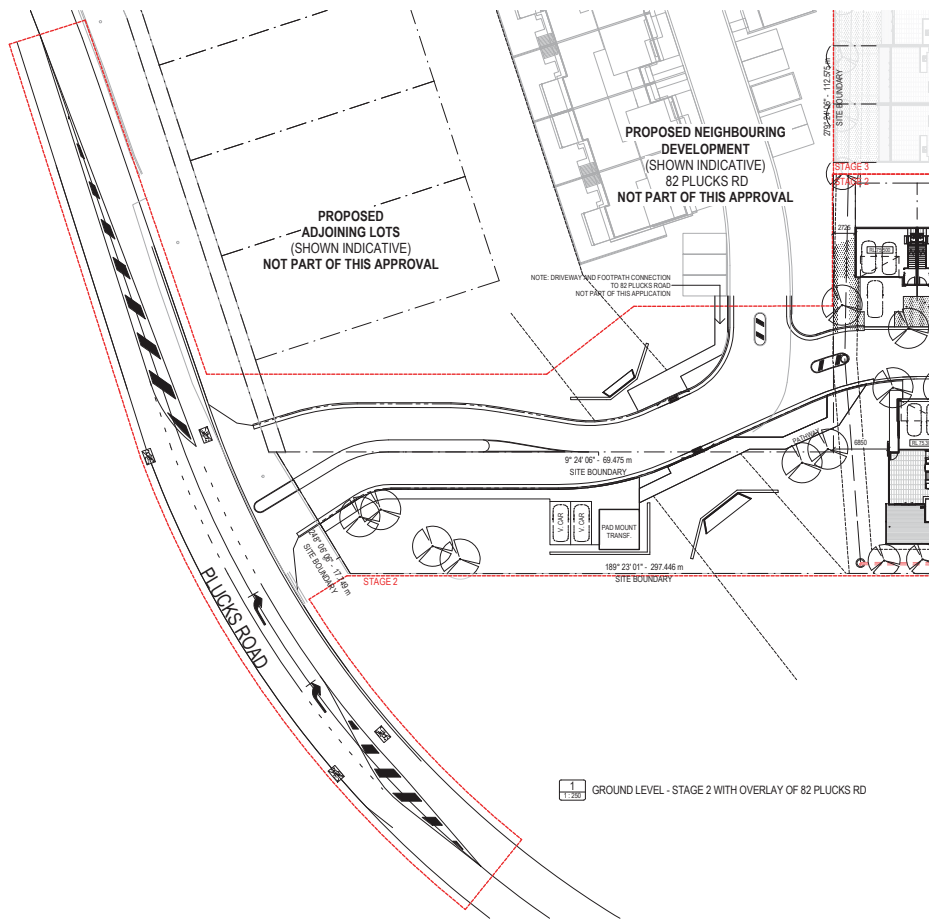
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STAGE 2 - MASTER PLAN Level Two



ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

STAGE 2 - MASTER PLAN Ground Level - With Overlay of 82 Plucks Rd



1 GROUND LEVEL - STAGE 2 WITH OVERLAY OF 82 PLUCKS RD
1:250

80 PLUCKS ROAD
80 PLUCKS ROAD - RAMAH HILLS QLD 4054



| | | | | | |
|------------------|---|--------------------------------|--------------------------------|------------|--------------------|
| CLIENT MIRVAC | DESCRIPTION STAGE 2 MASTERPLAN GROUND LEVEL - WITH OVERLAY OF 82 PLUCKS RD | DATE 05.11 | PROJECT NUMBER 160118 | ISSUE 5 | DRAWN BY Author |
| DATE 05.11 | SCALE 80% - 1:250 | DATE 29/10/2018 10:16:27 AM | PROJECT NUMBER 02-DA-A1-203 | ISSUE 5 | DRAWN BY Author |

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ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

STAGE 2 -



DRIVEWAY CONNECTION TO PLUCKS ROAD BUILDING 21 BUILDING 22 BUILDING 9
2 STAGE 2 - ELEVATION EASTERN BOUNDARY



BUILDING 9 BUILDING 22 BUILDING 21 DRIVEWAY CONNECTION TO PLUCKS ROAD
1 STAGE 2 - ELEVATION LOWER STREET WEST

MATERIAL LEGEND

| | |
|-----|----------------------------|
| BR | BRICKWORK |
| FC | LARGE FORMAT CLADDING |
| GD | GARAGE DOORS |
| MW | METAL WALL CLADDING |
| RH | RENDER |
| RS# | METAL ROOF SHEETING |
| SC | SCREENING |
| TC | FEATURE CLADDING |
| WB | WEATHERBOARD CLADDING |
| VC | VERTICAL SLIMLINE CLADDING |

80 PLUCKS ROAD
80 PLUCKS ROAD, ARANA HILLS QLD 4154

| | | | | | | | | | |
|---|------------------------------------|------------------|--------------------------------|--------------------------|--------------------------------|---------------|---|-------------------------------|-------|
| CLIENT MIRVAC | DRAWING NAME STAGE 2 ELEVATIONS | DATE 15.03.18 | SCALE (A1: A4) As Indicated | PROJECT NUMBER 160118 | DRAWING NUMBER 02-DA-A2-100 | REVISION 3 | DRAWING STATUS DEVELOPMENT APPLICATION | DATE 13/03/2018 5:17:08 PM | elivo |
| <p>LEVEL 4, 88 CREEK STREET BRISBANE QLD 4000 L+61 7 218 7973 www.elivo.com.au e.elivo@elivo.com.au A0810 18 03 2018 A08 18032018</p> | | | | | | | | | |

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

STAGE 2 -



1 STAGE 2 - ELEVATION LOWER STREET EAST



2 STAGE 2 - STREET ELEVATION 01 NORTH



3 STAGE 2 - ELEVATION SOUTHERN BOUNDARY

- MATERIAL LEGEND**
- BR BRICKWORK
 - FC LARGE FORMAT CLADDING
 - GD GARAGE DOORS
 - MW METAL WALL CLADDING
 - RH RENDER
 - RS# METAL ROOF SHEETING
 - SC SCREENING
 - TC FEATURE CLADDING
 - WB WEATHERBOARD CLADDING
 - VC VERTICAL SLIMLINE CLADDING

80 PLUCKS ROAD
80 PLUCKS ROAD, ARANA HILLS QLD 4054

| | | | | |
|---------------------------------|---|------------------|--|---|
| CLIENT MIRVAC | DRAWING NAME STAGE 2 ELEVATIONS | DATE 15.03.18 | DRAWING STATUS DEVELOPMENT APPLICATION | <p>LEVEL 4, 88 CREEK STREET BRISBANE QLD 4000 L-61 738 1973 www.elivo.com.au info@elivo.com.au JAB 60 18 02 279 ACN 160 021 279</p> |
| PROJECT NUMBER 160118 | DRAWING NUMBER 02-DA-A2-101 | DATE 15.03.18 | DRAWN BY 13/03/2018 5:17:34 PM | |

SCALE (A1): As Indicated

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ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

STAGE 2 -



1/1000 STAGE 4 - ELEVATION SOUTH

- MATERIAL LEGEND**
- BR BRICKWORK
 - FC LARGE FORMAT CLADDING
 - GD GARAGE DOORS
 - MW METAL WALL CLADDING
 - RH RENDER
 - RSP METAL ROOF SHEETING
 - SC SCREENING
 - TC FEATURE CLADDING
 - WBS WEATHERBOARD CLADDING
 - VC VERTICAL SLIMLINE CLADDING

80 PLUCKS ROAD
80 PLUCKS ROAD, ARANA HILLS QLD 4054

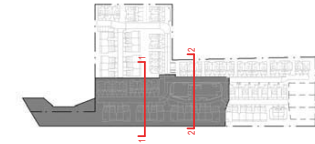
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|--|
| elivo |
| <small>LEVEL 4, BE CREEK STREET BRISBANE QLD 4000 L-61 7 28 793 www.elivo.com.au e-4040@elivo.com.au ABN 60 18 251 219 ACN 180 251 219</small> |

| | | |
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| <small>COPY:</small> MIRVAC | <small>DRAWING NAME:</small> STAGE 2 ELEVATIONS | <small>DRAWING STATUS:</small> DEVELOPMENT APPLICATION |
| <small>PROJECT NUMBER:</small> 160118 | <small>DRAWING NUMBER:</small> 02-DA-A2-102 | <small>REVISION:</small> 3 |
| <small>SCALE (A1 - As Indicated):</small> | <small>DATE:</small> 15.03.18 | <small>DRAWN BY:</small> Author |

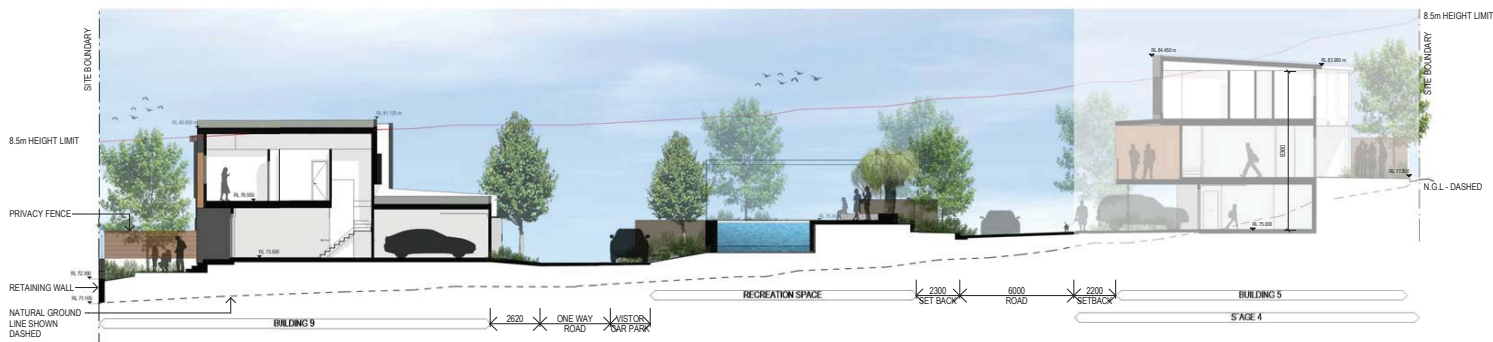
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ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

STAGE 2 -



1 STAGE 2 - CROSS SECTION 01



2 STAGE 2 - CROSS SECTION 02

80 PLUCKS ROAD
80 PLUCKS ROAD, ARANA HILLS QLD 4054

| | | |
|---------------------------------|--|--|
| CLIENT MIRVIAC | DRAWING TITLE STAGE 2 SECTIONS | |
| PROJECT NUMBER 160118 | DRAWING NUMBER 02-DA-A3-100 | |
| SCALE (A1 - As Indicated) | DATE 15.03.18 | DIVISION 4 / ISSUE 01 / DEVELOPMENT APPLICATION DRAWN BY 13032018 5:16:11 PM www.elivo.com.au 4/140/2018/01/01 400 00 10 01 21 29 ACN 160118 219 |

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

STAGE 3

| |
|--|
| <p>MEDIUM DENSITY MULTIPLE DWELLINGS (24 TOWNHOUSES) DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS</p> <p>TOTAL OF 24 TOWNHOUSES ACROSS 9 BUILDINGS</p> <p>ADDITIONAL COMMUNAL BIN FACILITY</p> <p>TOTAL OF 10 VISITOR CAR PARKS (12 TOWNHOUSES HAVE VISITOR PARKING IN FRONT OF GARAGE)</p> |
| STAGE 3 SUMMARY |

| STAGE 3 - DRAWING LIST | |
|------------------------|----------------------------------|
| SHEET NUMBER | SHEET NAME |
| 03-DA-A0-000 | STAGE 3 |
| 03-DA-A1-200 | STAGE 3 MASTER PLAN GROUND LEVEL |
| 03-DA-A1-201 | STAGE 3 MASTER PLAN LEVEL 1 |
| 03-DA-A1-202 | STAGE 3 MASTER PLAN LEVEL 2 |
| 03-DA-A2-100 | STAGE 3 ELEVATIONS |
| 03-DA-A2-101 | STAGE 3 ELEVATIONS |
| 03-DA-A3-100 | STAGE 3 SECTIONS |

80 PLUCKS ROAD

80 PLUCKS ROAD - GRAMA HILLS QLD 4004

CLIENT
MIRVAC

DESCRIPTION
STAGE 3

PROJECT NUMBER
160118

DESCRIPTION
03-DA-A0-000

REVISION
5

REVISION
REVISED

DATE
15.05.18

DRAWING TITLE
DEVELOPMENT APPLICATION

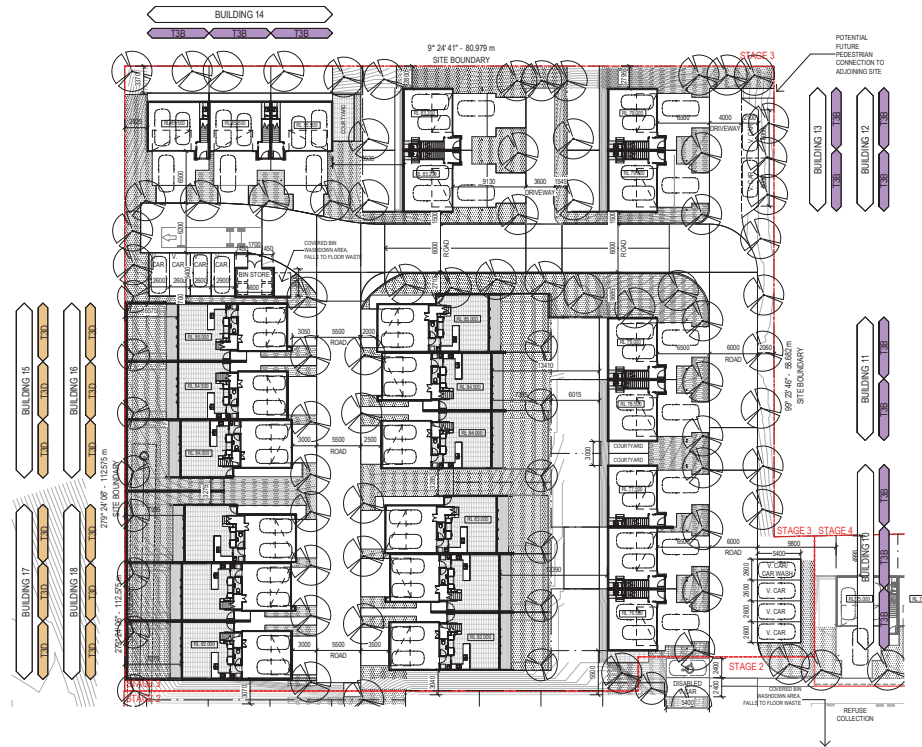
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13/05/2018 5:18:33 PM

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BROSBEL QLD 4050
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W WWW.ELLIVO.COM
E INFO@ELLIVO.COM

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

STAGE 3 - MASTER PLAN Ground Level



1 GROUND LEVEL - STAGE 3

80 PLUCKS ROAD
80 PLUCKS ROAD, RAMAH HILLS QLD 4054

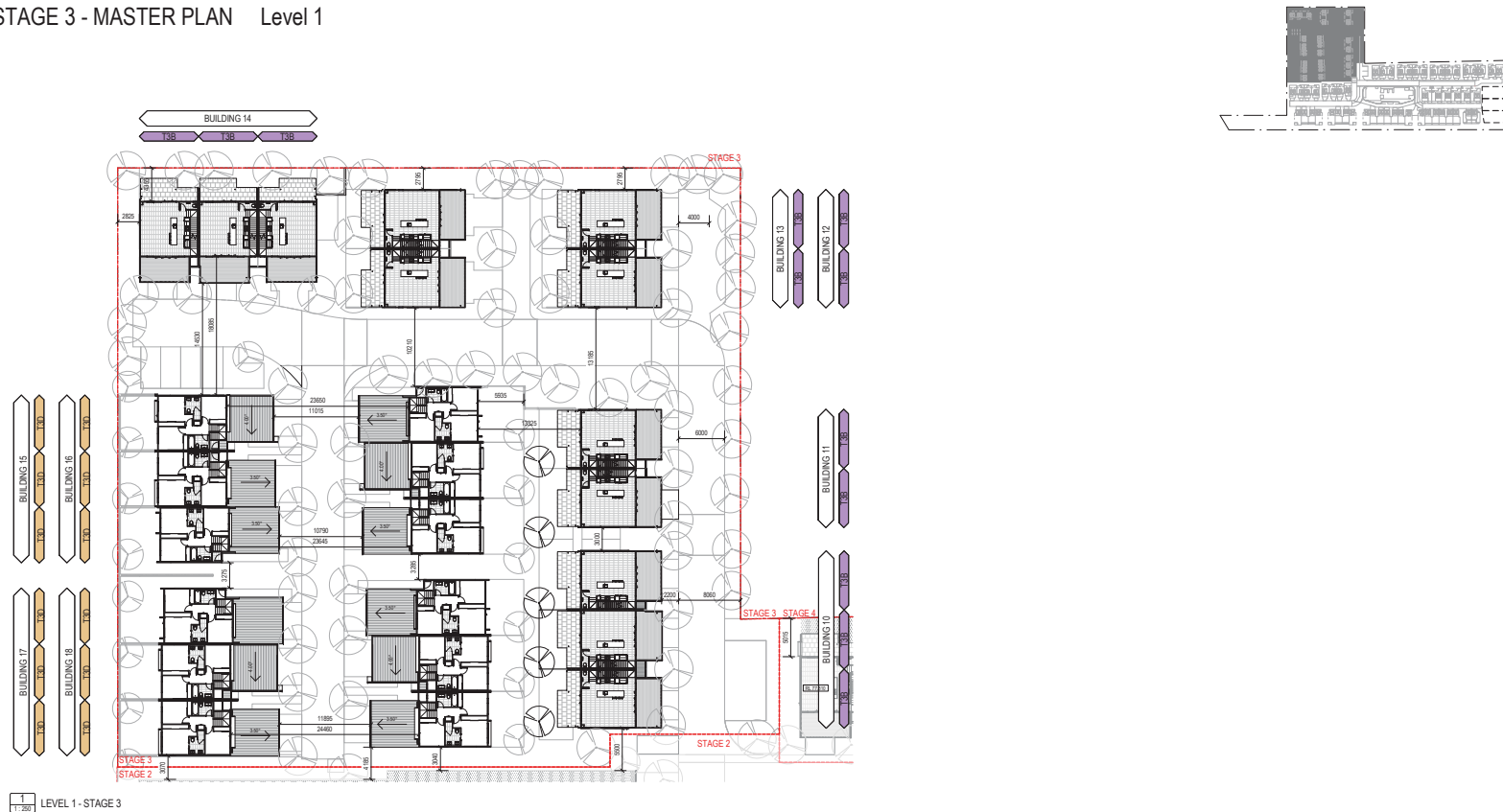
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| CLIENT MIRVAC | DRAWING NAME STAGE 3 MASTER PLAN GROUND LEVEL | REVISION 10 | PROJECT NUMBER 160116 | DATE 20/04/18 | ISSUED FOR DEVELOPMENT APPLICATION |
| PROJECT NUMBER 160116 | DRAWING NUMBER 03-DA-A1-200 | SCALE AS INDICATED | DATE 20/04/18 | ISSUED FOR DEVELOPMENT APPLICATION | PROJECT NUMBER 160116 |



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STAGE 3 - MASTER PLAN Level 1



1
1:250 LEVEL 1 - STAGE 3

80 PLUCKS ROAD

80 PLUCKS ROAD, RAMA HILLS QLD 4054



CLIENT
MIRVAC

PROJECT NUMBER
160118

DESCRIPTION
STAGE 3 MASTER PLAN LEVEL 1

DRAWING NUMBER
03-DA-A1-201

ISSUE
6
DATE
13.05.18

PROJECT TITLE
DEVELOPMENT APPLICATION

DATE
13/05/2018 5:19:06 PM

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LEVEL 1 - 80 PLUCKS ROAD
BESANTON QLD 4000
L +61 7 346 88 7979
M +61 412 222 222
E info@elivo.com.au

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STAGE 2 - MASTER PLAN Level Two



80 PLUCKS ROAD

CLIENT
MIRVAC

PROJECT NUMBER
160118

DESCRIPTION
STAGE 3 MASTER PLAN LEVEL 2

DOCUMENT NUMBER
03-DA-A1-202

REVISION
6

DATE
13.05.18

DESCRIPTION
DEVELOPMENT APPLICATION

DATE
13/05/2018 5:19:23 PM

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L +61 7 306 89 797
M +61 412 222 222
E info@elivo.com.au

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STAGE 3 -



1 STAGE 3 - ELEVATION NORTHERN BOUNDARY



2 STAGE 3 - ELEVATION WESTERN BOUNDARY



3 STAGE 3 SOUTHERN BOUNDARY ELEVATION



MATERIAL LEGEND

- BR BRICKWORK
- FC LARGE FORMAT CLADDING
- GD GARAGE DOORS
- MW METAL WALL CLADDING
- RH RENDER
- RSH METAL ROOF SHEETING
- SC SCREENING
- TC FEATURE CLADDING
- WB WEATHERBOARD CLADDING
- VC VERTICAL SLIMLINE CLADDING

80 PLUCKS ROAD
80 PLUCKS ROAD, ARANA HILLS QLD 4054

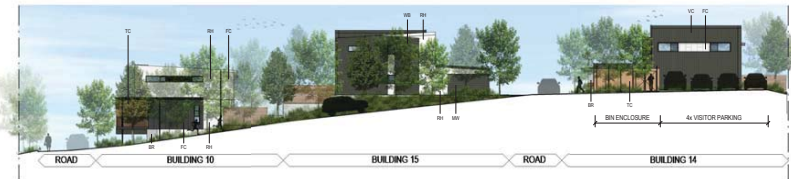
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| <p>CLIENT MIRVAC</p> <p>PROJECT NUMBER 160118</p> | <p>DRAWING NAME STAGE 3 ELEVATIONS</p> <p>DRAWING NUMBER 03-DA-A2-100</p> <p>SCALE (A1 - As Issued)</p> | <p>REVISION 3</p> <p>DATE 15.03.18</p> | <p>DRAWING STATUS DEVELOPMENT APPLICATION</p> <p>DATE 13/03/2018 5:19:51 PM</p> | <p>elivo</p> <p>LEVEL 4, BE CREEK STREET BRISBANE QLD 4000 L-61 7288 7973 www.elivo.com.au e-404@elivo.com.au A040 18 03 21 29 A04 18 03 21 29</p> |
|---|---|--|---|---|

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

STAGE 3 -



1 STAGE 3 - STREET ELEVATION 02



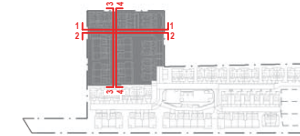
2 STAGE 3 - STREET ELEVATION 03



3 STAGE 3 - STREET ELEVATION 04



4 STAGE 3 - STREET ELEVATION 05



- MATERIAL LEGEND**
- BR BRICKWORK
 - FC LARGE FORMAT GLASSING
 - GD GARAGE DOORS
 - MW METAL WALL CLADDING
 - RH RENDER
 - RSR METAL ROOF SHEETING
 - SC SCREENING
 - TC FEATURE CLADDING
 - WB WEATHERBOARD CLADDING
 - VC VERTICAL SLIMLINE CLADDING

80 PLUCKS ROAD
89 PLUCKS ROAD, ARANA HILLS QLD 4054

| | | | | |
|---------------------------------|---|-------------------------|--|--|
| CLIENT MIRVAC | DRAWING NAME STAGE 3 ELEVATIONS | DATE 15.03.18 | DRAWING STATUS DEVELOPMENT APPLICATION | <p>LEVEL 4, 88 CREEK STREET BROMBERG QLD 4003 L 41 7 28 7973 www.elivo.com.au e info@elivo.com.au JOB# 18 03 21 29 ACN 18 03 21 29</p> |
| PROJECT NUMBER 160118 | DRAWING NUMBER 03-DA-A2-101 | DATE 15.03.18 | DRAWING STATUS DEVELOPMENT APPLICATION | |

SCALE (A1): As indicated

1:500

13/03/2018 5:29:20 PM

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STAGE 3 -



80 PLUCKS ROAD
80 PLUCKS ROAD, ARANA HILLS QLD 4154

| | | |
|---------------------------|-----------------------------------|--|
| CLIENT MIRVAC | DRAWING TITLE STAGE 3 SECTIONS | |
| PROJECT NUMBER 160118 | DRAWING NUMBER 03-DA-A3-100 | |
| SCALE (A1 - As Indicated) | DATE 15.03.18 | DRAWING STATUS DEVELOPMENT APPLICATION |
| DATE 15.03.18 | DRAWN BY 13032018 9:24:58 PM | LEVEL 4, 88 CREEK STREET BRISBANE QLD 4000 L-617 218 7973 www.elivo.com.au e-400@elivo.com.au ABN 60 18 072 279 ACN 180 072 279 |

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STAGE 4

MEDIUM DENSITY MULTIPLE DWELLINGS
(30 TOWNHOUSES)
DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS

TOTAL OF 30 TOWNHOUSES ACROSS 8 BUILDINGS

NO ADDITIONAL VISITOR CAR PARKS AS REQUIRED AMOUNT REACHED IN PREVIOUS STAGES

(23 TOWNHOUSES WITHIN STAGE 4 HAVE VISITOR PARKING IN FRONT OF GARAGE)

STAGE 4 SUMMARY

STAGE 4 - DRAWING LIST

| SHEET NUMBER | SHEET NAME |
|--------------|----------------------------------|
| 04-DA-A0-000 | STAGE 4 |
| 04-DA-A1-200 | STAGE 4 MASTER PLAN GROUND LEVEL |
| 04-DA-A1-201 | STAGE 4 MASTER PLAN LEVEL 1 |
| 04-DA-A1-202 | STAGE 4 MASTER PLAN LEVEL 2 |
| 04-DA-A2-100 | STAGE 4 ELEVATIONS |
| 04-DA-A2-101 | STAGE 4 ELEVATIONS |
| 04-DA-A2-102 | STAGE 4 ELEVATIONS |
| 04-DA-A2-104 | STAGE 4 ELEVATIONS |
| 04-DA-A3-100 | STAGE 4 SECTION |
| 04-DA-A6-100 | STAGE 4 PRIVATE OPEN SPACE |

80 PLUCKS ROAD

80 PLUCKS ROAD - GRAMA HILLS QLD 4004



CLIENT
MIRVAC

PROJECT NUMBER
160118

DESCRIPTION
STAGE 4

DRAWING NUMBER
04-DA-A0-000

SCALE
AS SHOWN

REVISION
5

DATE
15.05.18

DRAWING OFFICE
DEVELOPMENT APPLICATION

DRAWN BY
SD

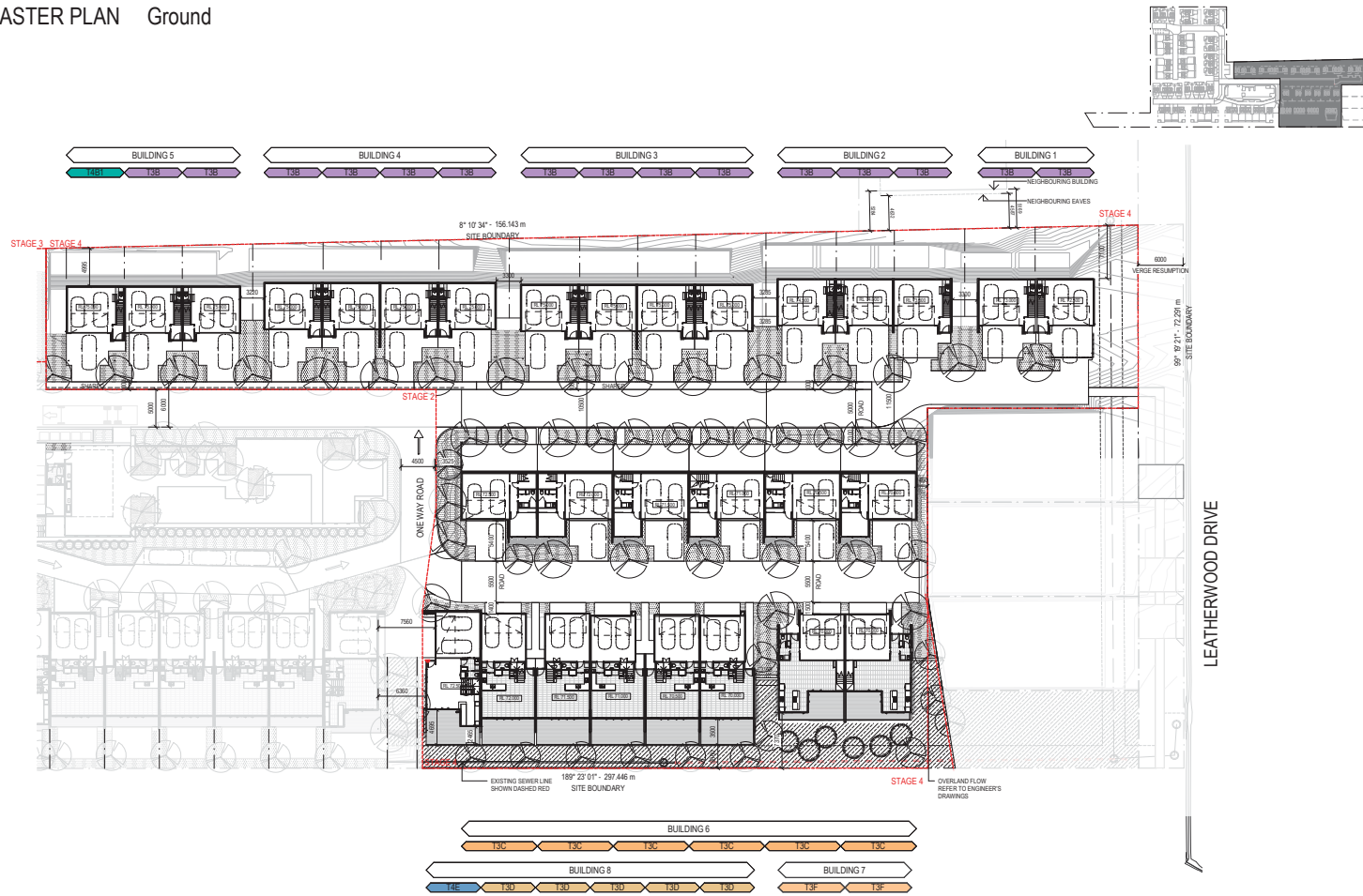
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ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

STAGE 4 - MASTER PLAN Ground



2 GROUND LEVEL - STAGE 4

80 PLUCKS ROAD
80 PLUCKS ROAD, RAMAH HILLS QLD 4054

CLIENT
MIRVAC

PROJECT NUMBER
160118

DRAWINGS
STAGE 4 MASTER PLAN GROUND LEVEL

DRAWING NUMBER
04-DA-A1-200
SCALE 80% - As Indicated

ISSUE NUMBER
7
DATE
13.05.18

ISSUE DESCRIPTION
DEVELOPMENT APPLICATION

DATE
13/05/2018 5:21:00 PM

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LEVEL 4, 80 ORRIN STREET
BESSENER QLD 4000
L +61 7 336 8793
M +61 412 226 226
E info@elivo.com.au

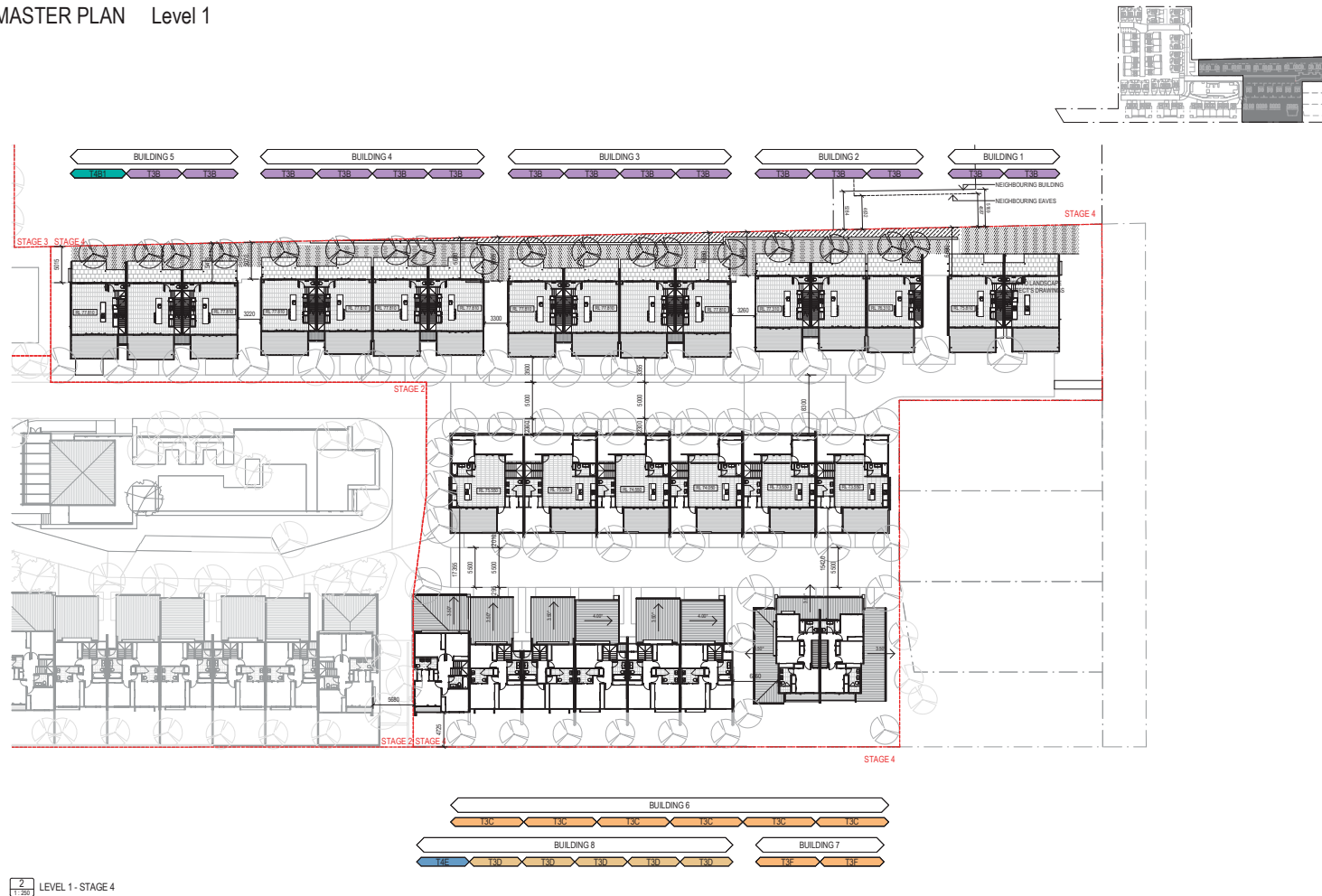
Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING
15 May 2018

PAGE 35
Supporting Information

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

STAGE 4 - MASTER PLAN Level 1



2 LEVEL 1 - STAGE 4

80 PLUCKS ROAD
80 PLUCKS ROAD - RAMANA HILLS QLD 4054



| | | | | | | | |
|------------------|--------------------------|------------------------------|-------------------|------------------|--|--|-------------------------------|
| CLIENT MIRVAC | PROJECT NUMBER 160118 | PROJECT NAME 04-DA-A1-201 | ISSUE NUMBER 6 | DATE 13.05.18 | DESCRIPTION STAGE 4 MASTER PLAN LEVEL 1 | APPLICATION DEVELOPMENT APPLICATION | DATE 13/05/2018 5:21:22 PM |
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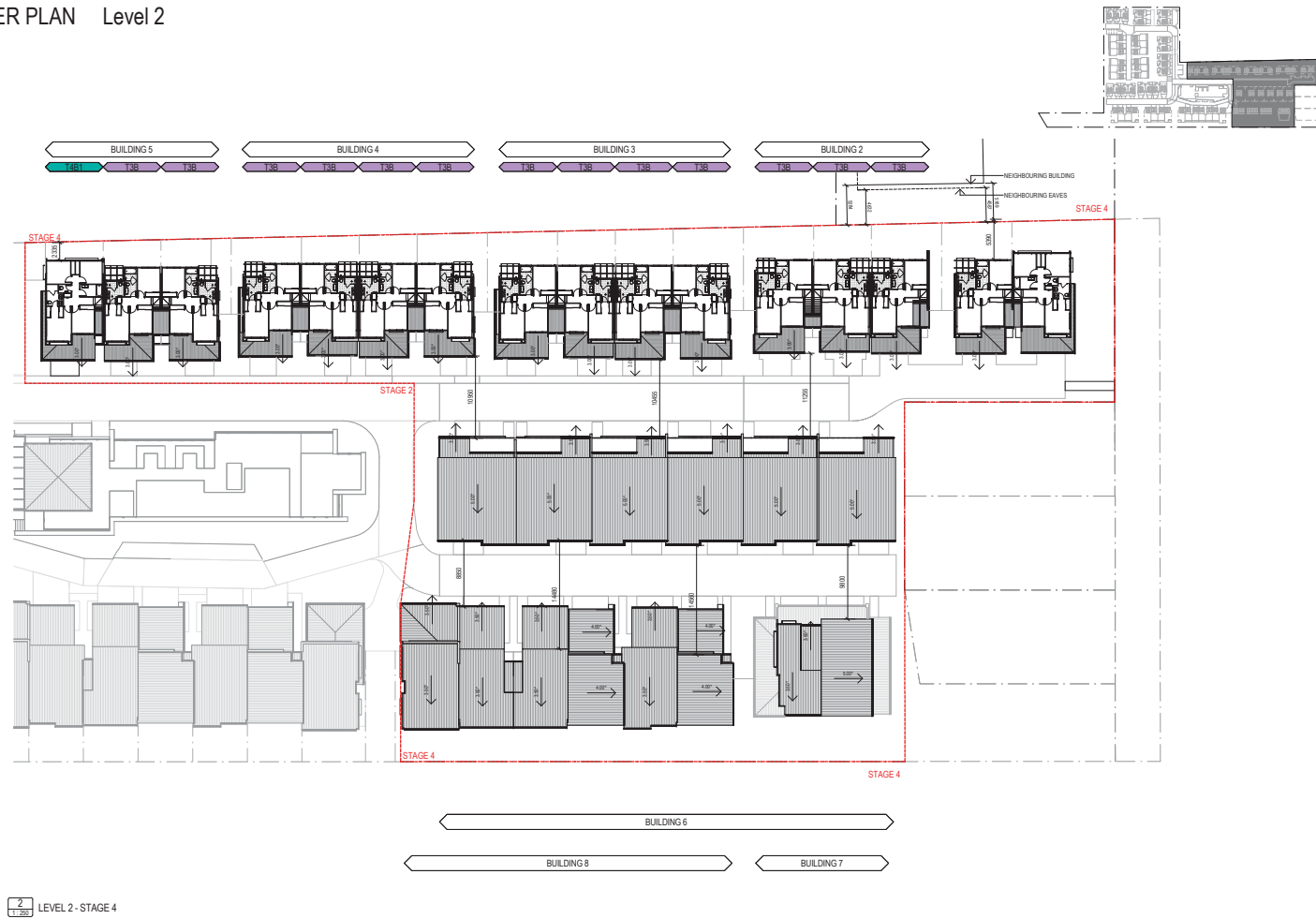
LEVEL 1 - 80 PLUCKS ROAD
BRISBANE QLD 4000
L +61 7 380 8793
M +61 412 222 222
E info@elivo.com.au

COORDINATION COMMITTEE MEETING
15 May 2018

PAGE 35
Supporting Information

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

STAGE 4 - MASTER PLAN Level 2



ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

STAGE 4 -



80 PLUCKS ROAD
80 PLUCKS ROAD, ARANA HILLS QLD 4054

| | | | | |
|---|--|--|--|--|
| <p>CLIENT MIRVAC</p> <p>PROJECT NUMBER 160118</p> | <p>DRAWING NUMBER 04-DA-A2-100</p> <p>SCALE (A1 - As Issued)</p> | <p>DIVISION 3</p> <p>DATE 15.03.18</p> | <p>DRAWING STATUS DEVELOPMENT APPLICATION</p> <p>13/03/2018 5:22:10 PM</p> | <p>elivo</p> <p>LEVEL 4, BE CREEK STREET BRISBANE QLD 4000 L (+61) 7 218 7973 www.elivo.com.au e: info@elivo.com.au A: 4/400 Queen Street AUS 60 18 21 219 A/N 18 01 21 219</p> |
|---|--|--|--|--|

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STAGE 4 -



6
1:200
STAGE 4 WESTERN BOUNDARY ELEVATION

5
1:200
STAGE 4 - ELEVATION WESTERN BOUNDARY PART A

7
1:200
STAGE 4 - ELEVATION WESTERN BOUNDARY PART B

80 PLUCKS ROAD
80 PLUCKS ROAD, ARANA HILLS QLD 4054

| | | | |
|---------------------------------|---|--|--|
| CLIENT MIRVAC | DRAWING NAME STAGE 4 ELEVATIONS | DRAWING STATUS DEVELOPMENT APPLICATION | |
| PROJECT NUMBER 160118 | DRAWING NUMBER 04-DA-A2-101 | | |

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

STAGE 4 -



1
1:200 STAGE 4 - ELEVATION LEATHERWOOD DRIVE NORTH



2
1:200 STAGE 4 - ELEVATION LOWER STREET EAST



3
1:200 STAGE 4 - ELEVATION MAIN STREET EAST

80 PLUCKS ROAD
80 PLUCKS ROAD, ARANA HILLS QLD 4054



| | | | | | | | | |
|-------------------------|---|------------------|---------------------------|---------------------------------|---------------------------------------|----------------------|--|---|
| CLIENT MIRVAC | DRAWING NAME STAGE 4 ELEVATIONS | DATE 15.03.18 | SCALE (A1 - As Indicated) | PROJECT NUMBER 160118 | DRAWING NUMBER 04-DA-A2-102 | REVISION 1 | DRAWING STATUS DEVELOPMENT APPLICATION | <p>LEVEL 4, BE CREEK STREET BRISBANE QLD 4000 L-61 7 208 7973 www.elivo.com.au e-404@elivo.com.au JOB# 16-03-2018 ACN 160118219</p> |
|-------------------------|---|------------------|---------------------------|---------------------------------|---------------------------------------|----------------------|--|---|

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ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

STAGE 4 -



1
1:200 STAGE 4 - ELEVATION LOWER STREET WEST



3
1:200 STAGE 4 - ELEVATION EASTERN BOUNDARY

80 PLUCKS ROAD
80 PLUCKS ROAD, ARANA HILLS QLD 4054



| | | | | | |
|---|---|---------------------------------|--|--|---------------|
| <p>CLIENT MIRVAC</p> <p>PROJECT NUMBER 160118</p> | <p>DRAWING NUMBER 04-DA-A2-104</p> <p>SCALE (A1): As Indicated</p> | <p>DATE 15.03.18</p> | <p>DRAWING STATUS DEVELOPMENT APPLICATION</p> | <p>DATE 13/03/2018 5:23:18 PM</p> | <p>Author</p> |
|---|---|---------------------------------|--|--|---------------|

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ABN 60 18 072 279 ACN 100 072 279

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

STAGE 4 -



2 STAGE 4 - CROSS SECTION 01

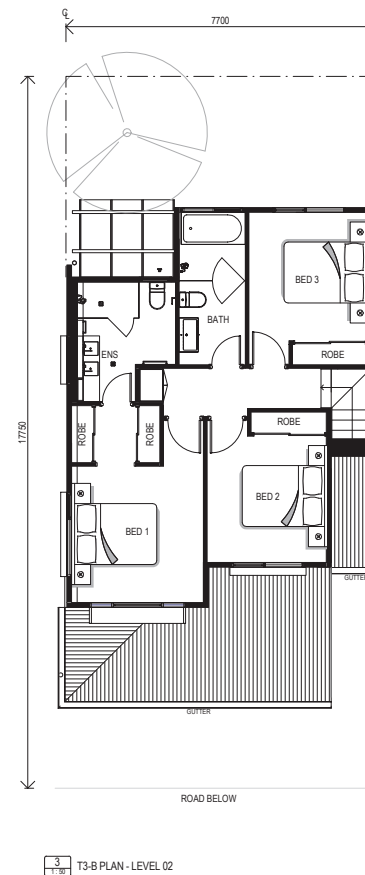
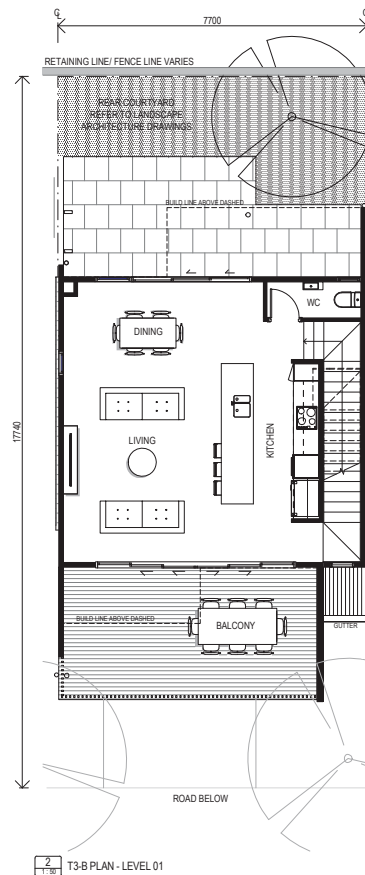
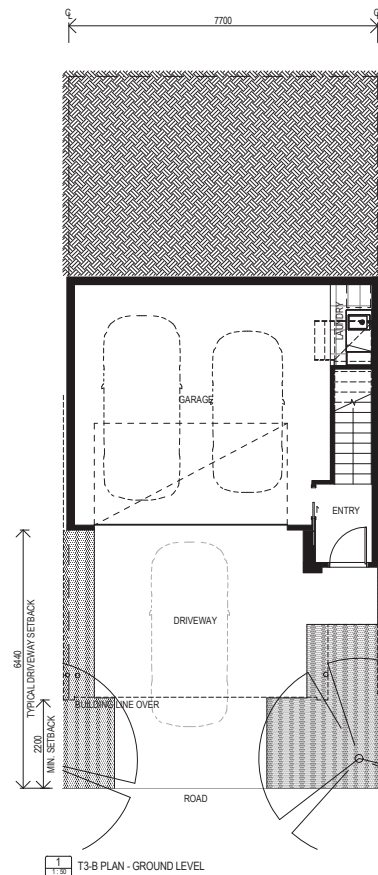
80 PLUCKS ROAD
80 PLUCKS ROAD, ARANA HILLS QLD 4054

| | | | | | | | | | | | | | | | | | | | | | |
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| CLIENT MIRVAC | DRAWING NAME STAGE 4 SECTION | DATE 15.03.18 | DRAWING STATUS DEVELOPMENT APPLICATION | SCALE (A1: A4) As indicated | DATE 15.03.18 | DRAWN BY 13032018 5:23:32 PM | PROJECT NUMBER 160118 | DRAWING NUMBER 04-DA-A3-100 | REVISION 3 | DATE 15.03.18 | DRAWN BY 13032018 5:23:32 PM | PROJECT NUMBER 160118 | DRAWING NUMBER 04-DA-A3-100 | REVISION 3 | DATE 15.03.18 | DRAWN BY 13032018 5:23:32 PM | PROJECT NUMBER 160118 | DRAWING NUMBER 04-DA-A3-100 | REVISION 3 | DATE 15.03.18 | DRAWN BY 13032018 5:23:32 PM |
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ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

TYPICAL TOWNHOUSE PLAN - T3B



| AREA SCHEDULE - GFA | |
|---------------------|--------------------------|
| Level | Area |
| GROUND LEVEL | 11 m ² |
| LEVEL 01 | 56 m ² |
| LEVEL 02 | 65 m ² |
| GRAND TOTAL | 132 m² |

AREA CALCULATIONS:
AREA DEFINITIONS
 Based on approved Pine Rivers Planning Scheme
Floor Area Ratio
 The total gross floor area (GFA) on a parcel of land divided by the area of the parcel.
Area of Floor Area
 The sum of all floors of a building or buildings as measured at the perimeter of the building footprint:
 (a) any areas of the building used exclusively for car parking;
 (b) covered residential balconies;
 (c) covered balconies provided exclusively for the protection and comfort of pedestrians.
 For the purposes of this definition the gross floor area is inclusive of -
 (i) all walls;
 (ii) columns;
 (iii) balconies of residential premises that are both covered and enclosed;
 (iv) covered balconies of business premises other than where provided for the exclusive protection and comfort of pedestrians.

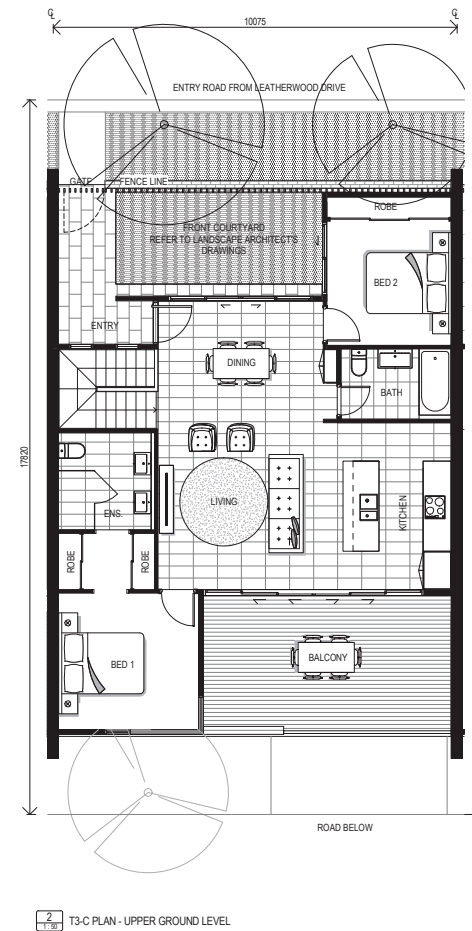
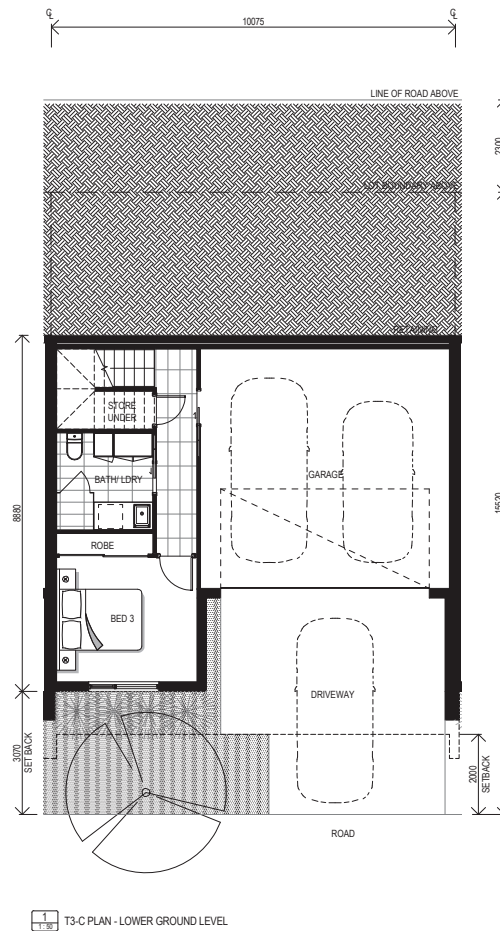
TOWNHOUSE T3-B
80 PLUCKS ROAD

CLIENT: MIRVAC
 PROJECT NUMBER: 160118
 DESIGNER: T3B-DA-A1-200
 SCALE: 1:50
 DATE: 15.05.18
 DESIGNER: elivo
 PROJECT NUMBER: 160118
 PROJECT NAME: GENERAL ARRANGEMENT PLANS
 PERIOD: 5
 DATE: 15.05.18
 DEVELOPMENT APPLICATION
 13/03/2018 4:33:16 PM

elivo
 LEVEL 4, 80-88A STREET
 BRISBANE QLD 4000
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TYPICAL TOWNHOUSE PLAN - T3C



| AREA SCHEDULE - GFA | |
|---------------------|--------------------------|
| Level | Area |
| GROUND LEVEL | 32 m ² |
| LEVEL 01 | 94 m ² |
| GRAND TOTALS | 126 m² |

AREA CALCULATIONS:
AREA DEFINITIONS
 Based on approved Pine Rivers Planning Scheme
Floor Area:
 The total gross floor area (GFA) on a parcel of land divided by the area of the parcel.
Gross Floor Area:
 The sum of all floors of a building or buildings as measured at the perimeter of the building excluding:
 (a) any areas of the building used exclusively for car parking;
 (b) covered residential balconies;
 (c) covered balconies provided exclusively for the protection and comfort of pedestrians.
 For the purposes of this definition the gross floor area is inclusive of:-
 (i) all walls;
 (ii) columns;
 (iii) balconies of residential premises that are both covered and enclosed;
 (iv) covered balconies of business premises other than where provided for the exclusive protection and comfort of pedestrian.

TOWNHOUSE T3-C

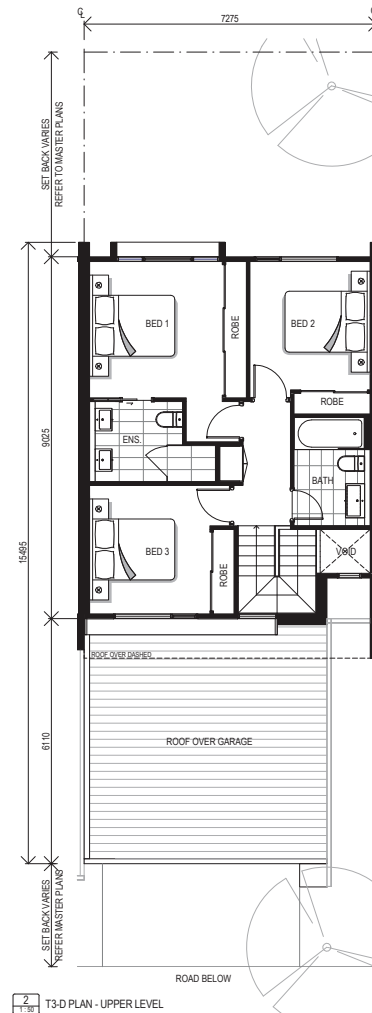
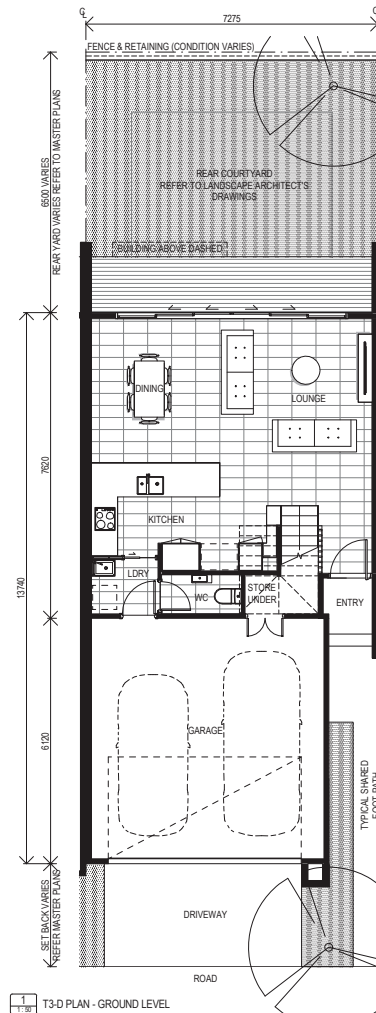
80 PLUCKS ROAD

CLIENT: MIRVAC
 PROJECT NUMBER: 160118
 DRAWING NUMBER: T3C-DA-A1-200
 SCALE: 1:100
 DATE: 10.01.18
 DRAWING NO: 55
 13/03/2018 5:37:01 PM

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TYPICAL TOWNHOUSE PLAN - T3D



| AREA SCHEDULE - GFA | |
|---------------------|--------------------------|
| Level | Area |
| GROUND LEVEL | 54 m ² |
| LEVEL 01 | 85 m ² |
| GRAND TOTAL | 139 m² |

AREA CALCULATIONS:
AREA DEFINITIONS
Based on approved Pine Rivers Planning Scheme
Floor Area Data
The total gross floor area (GFA) on a parcel of land divided by the area of the parcel:
Covered Floor Area
The sum of all areas of a building or buildings as measured at the perimeter of the building envelope:
(a) any areas of the building used exclusively for car parking;
(b) covered residential balconies;
(c) covered balconies provided exclusively for the protection and comfort of pedestrians.
For the purposes of this definition the gross floor area is inclusive of -
(i) all walls;
(ii) columns;
(iii) balconies of residential premises that are both covered and enclosed;
(iv) covered balconies of business premises other than those provided for the exclusive protection and comfort of pedestrian

TOWNHOUSE T3-D
80 PLUCKS ROAD

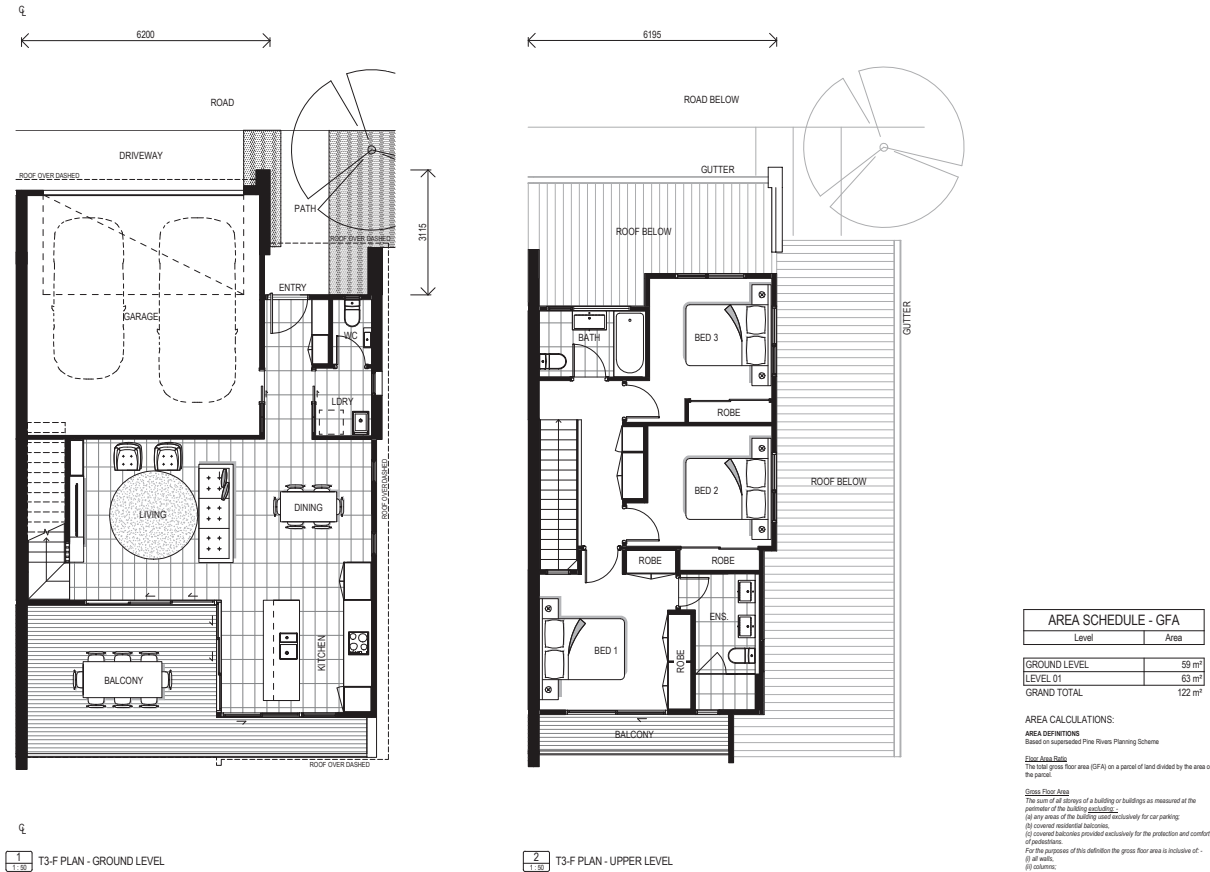
CLIENT: MIRVAC
DRAWING NAME: GENERAL ARRANGEMENT PLANS
PROJECT NUMBER: 160118
DRAWING NUMBER: T3D-DA-A1-200
SCALE: 1:50
REVISION: 5
DATE: 13.05.18

DEVELOPMENT APPLICATION

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ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

TYPICAL TOWNHOUSE PLAN - T3F



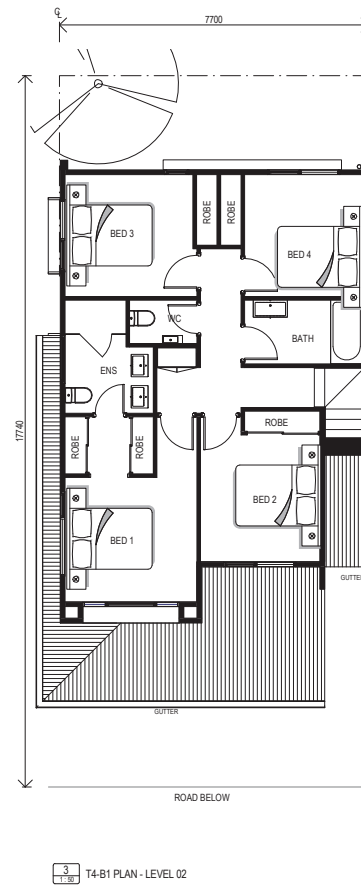
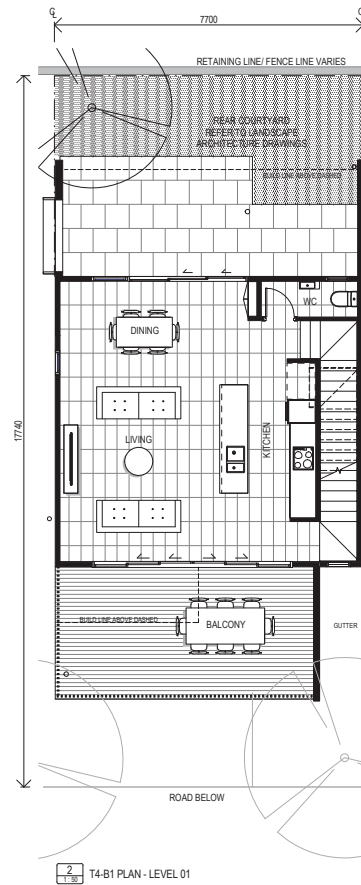
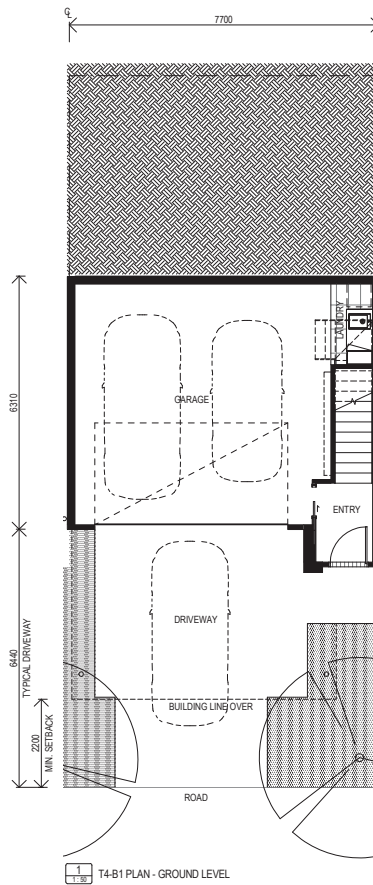
TOWNHOUSE T3-F
80 PLUCKS ROAD

CLIENT: MIRVAC
PROJECT NUMBER: 160118
DRAWING NUMBER: T3F-DA-A1-200
SCALE: 1:50
DATE: 15.05.18
DRAWN BY: Author
CHECKED BY: Author
DATE: 13.03.2018 5:36:23 PM

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TYPICAL TOWNHOUSE PLAN - T4B1



| AREA SCHEDULE - GFA | |
|---------------------|--------------------|
| Level | Area |
| GROUND LEVEL | 11 m ² |
| LEVEL 01 | 56 m ² |
| LEVEL 02 | 77 m ² |
| GRAND TOTAL | 144 m ² |

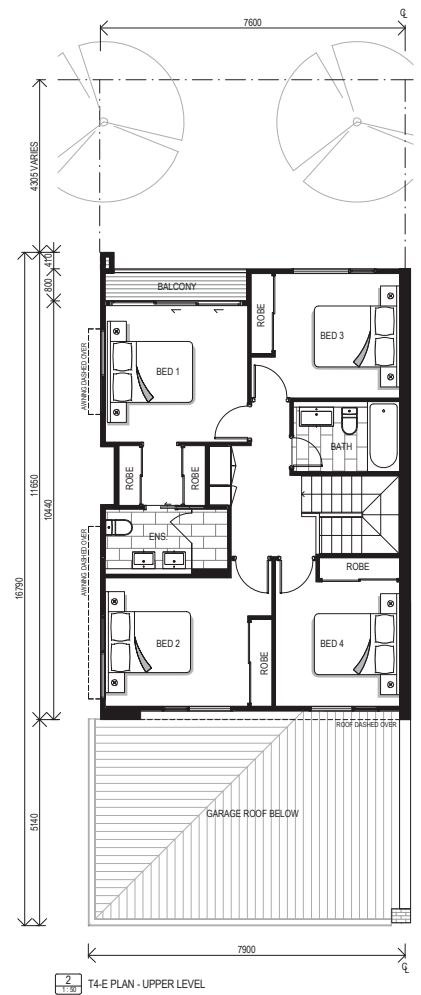
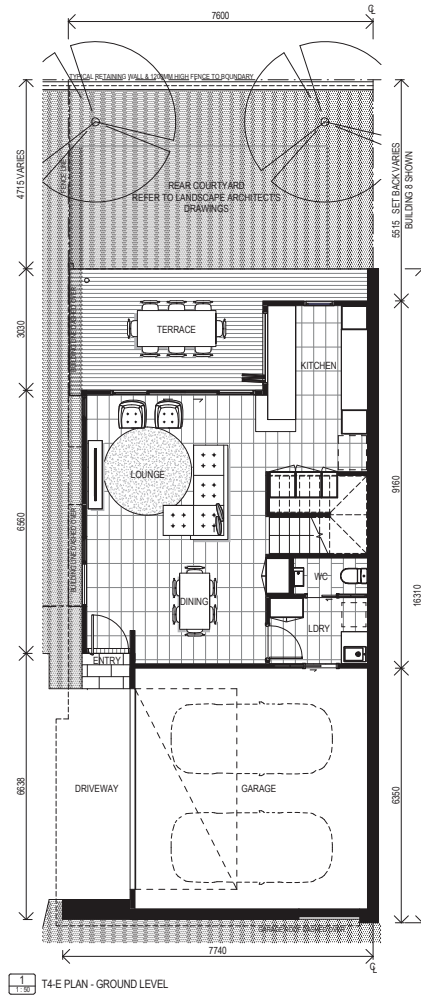
AREA CALCULATIONS:
AREA DEFINITIONS
Based on separated Pine Rivers Planning Scheme
Gross Floor Area
The gross floor area (GFA) of a parcel of land divided by the area of the parcel.
Gross Floor Area
The gross floor area of a building or buildings as measured at the perimeter of the building excluding:
(i) any areas of the building used exclusively for car parking;
(ii) covered residential balconies;
(iii) covered balconies provided exclusively for the protection and comfort of pedestrians.
For the purposes of this definition the gross floor area is inclusive of: -
(i) all walls;
(ii) columns;
(iii) balconies of residential premises that are both covered and enclosed;
(iv) covered balconies of business premises other than those provided for the exclusive protection and comfort of pedestrians.

TOWNHOUSE T4-B1
80 PLUCKS ROAD

CLIENT: MIRVAC
PROJECT NUMBER: 160118
DRAWING NUMBER: T4B1-DA-A1-200
SCALE: 1:50
DATE: 13.05.18
DRAWING TITLE: GENERAL ARRANGEMENT PLANS
REVISION: 5
DEVELOPMENT APPLICATION
13/03/2018 4:22:46 PM
elivo
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TYPICAL TOWNHOUSE PLAN - T4E



| AREA SCHEDULE - GFA | |
|---------------------|--------------------------|
| Level | Area |
| GROUND LEVEL | 56 m ² |
| LEVEL 01 | 80 m ² |
| GRAND TOTAL | 136 m² |

AREA CALCULATIONS:
AREA DEFINITIONS
Based on approved Fire Review Planning Scheme

Clear Area
The total gross floor area (GFA) on a parcel of land divided by the area of the parcel

Covered Area
The sum of the floor area of a building or buildings as measured at the perimeter of the building excluding:
(i) any areas of the building used exclusively for car parking;
(ii) covered residential balconies;
(iii) covered balconies provided exclusively for the protection and comfort of pedestrians.
For the purposes of this definition the gross floor area is inclusive of -
(i) all walls;
(ii) columns;
(iii) balconies of residential premises that are both covered and enclosed;
(iv) covered balconies of business premises other than where provided for the exclusive protection and comfort of pedestrian

TOWNHOUSE T4-E
80 PLUCKS ROAD

CLIENT: MIRVAC
PROJECT NUMBER: 160118
DRAWING NUMBER: T4E-DA-A1-200
SCALE: 1:50
DATE: 28.08.17
REVISION: 4
DRAFT COUNCIL RESPONSE
OWNER: Author
13/03/2018 4:26:09 PM

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Landscape Design

3.1 Overall Landscape Masterplan



ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

Landscape Design

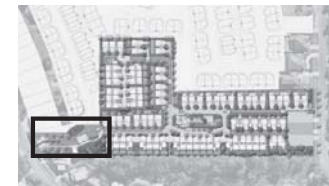
3.2 Townhouses Landscape Masterplan



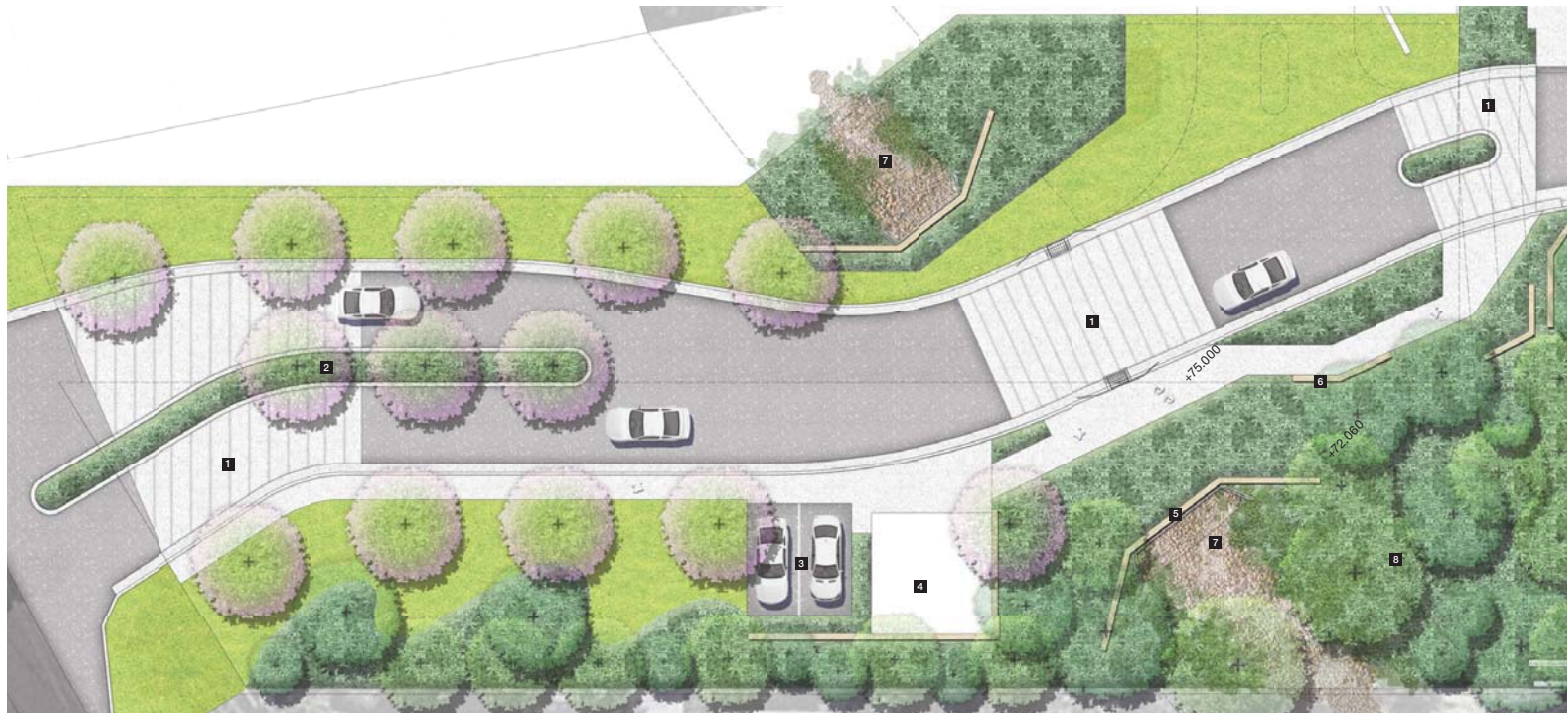
ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

Landscape Design
3.3 Entry Precinct

- Legend**
- 1** Exposed aggregate
 - 2** Feature trees
 - 3** Visitor parking
 - 4** Padmount transformer
 - 5** 1000 high stone bridge wall
 - 6** 1200 high stone walls
 - 7** Drainage corridor
 - 8** Appropriate plant species to drainage corridor



Key Plan



ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

Landscape Design

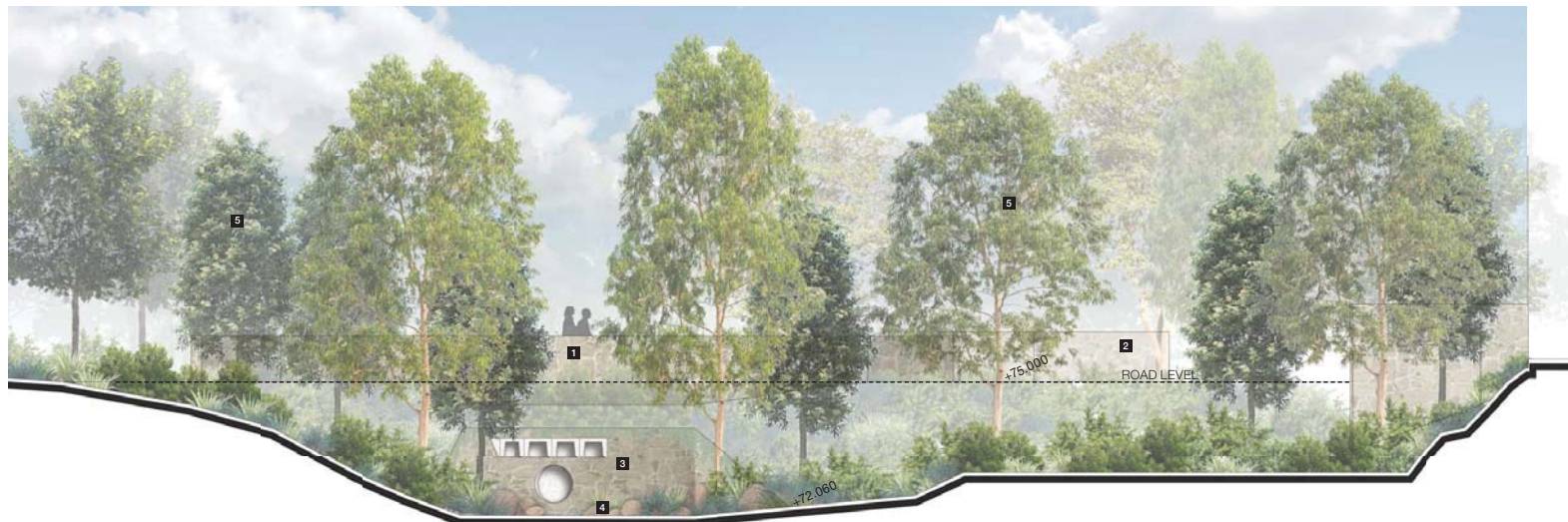
3.4 Section A — Drainage Corridor

Legend

- 1 1000 high stone bridge wall
- 2 1200 high stone wall
- 3 Culvert
- 4 Drainage corridor
- 5 Appropriate plant species to drainage corridor



Key Plan



ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

Landscape Design

3.5 Communal Recreation Facilities

Legend

- | | |
|-----------------------------|--|
| 1 1500 high stone clad wall | 10 Visitor parking |
| 2 Glazed pool fence | 11 Screen planting |
| 3 Bicycle parking (6 no.) | 12 Amenities |
| 4 Bin store | 13 Pool plant and storage |
| 5 Bin collection zone | 14 1500 privacy screen to pool terrace |
| 6 Lawn terrace | 15 BBQ terrace |
| 7 Exposed aggregate paving | 16 Shelter |
| 8 Pool | 17 Letterbox wall |
| 9 Feature tree | 18 Arbour over with climbing plants |



Key Plan



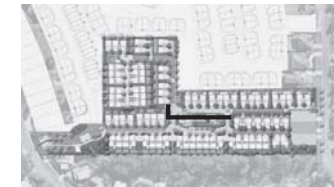
ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

Landscape Design

3.6 Section B — Communal Recreation Facilities

Legend

- | | |
|------------------------------|----------------------|
| 1 Stone clad wall | 7 Shelter |
| 2 Pool | 8 In situ seats |
| 3 1200 high glass balustrade | 9 Lawn terrace |
| 4 1800 high timber screen | 10 Feature Pandanus |
| 5 BBQ bench | 11 Large shade trees |
| 6 BBQ terrace | 12 Pool terrace |



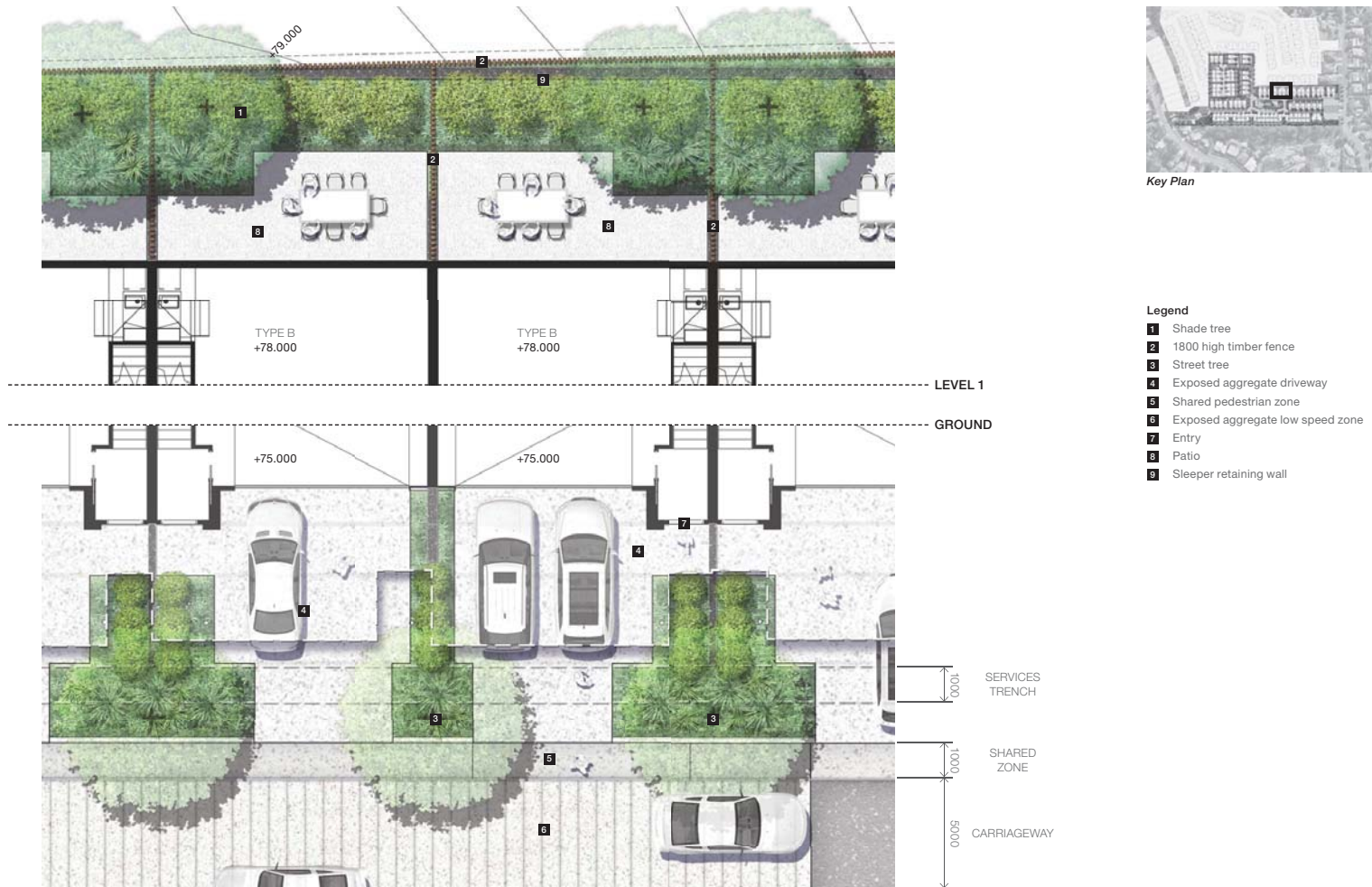
Key Plan



ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

Landscape Design

3.8 Typical House Design – Type B



ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

Landscape Design

3.9 Typical House Design – Type C



Key Plan

Legend

- 1 Entry arbour
- 2 Exposed aggregate paving
- 3 Entry
- 4 Exposed aggregate driveway
- 5 1500 high timber fence
- 6 Street tree

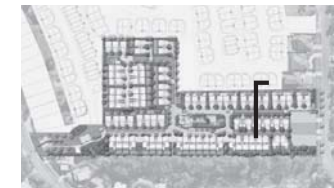
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Landscape Design

3.10 Section D – Road Relationship

Legend

- 1 Patio
- 2 1800 high timber fence
- 3 Entry arbour
- 4 Service trench
- 5 Feature tree
- 6 Street tree
- 7 Sleeper retaining wall
- 8 Shared pedestrian zone



Key Plan



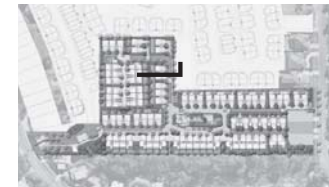
ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

Landscape Design

3.11 Section E – Boundary Relationship

Legend

- | | |
|--------------------------|--------------------------|
| 1 Private courtyard | 5 Shared pedestrian zone |
| 2 1800 high timber fence | 6 Street tree |
| 3 Screen planting | 7 Sleeper retaining wall |
| 4 Service trench | 8 Feature tree |



Key Plan



ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

Landscape Design

3.12 Typical House Design – Type E



Key Plan

Legend

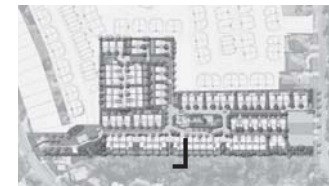
- 1 Exposed aggregate shared driveway and forecourt
- 2 Mounded planting with shade trees
- 3 Entry
- 4 Timber deck
- 5 1800 high timber fence
- 6 1200 high aluminium fence
- 7 Off form concrete retaining wall
- 8 Shade tree
- 9 Street tree
- 10 Overland flow
- 11 Outfall for stormwater
- 12 Groundcover planting
- 13 Existing sewer line

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

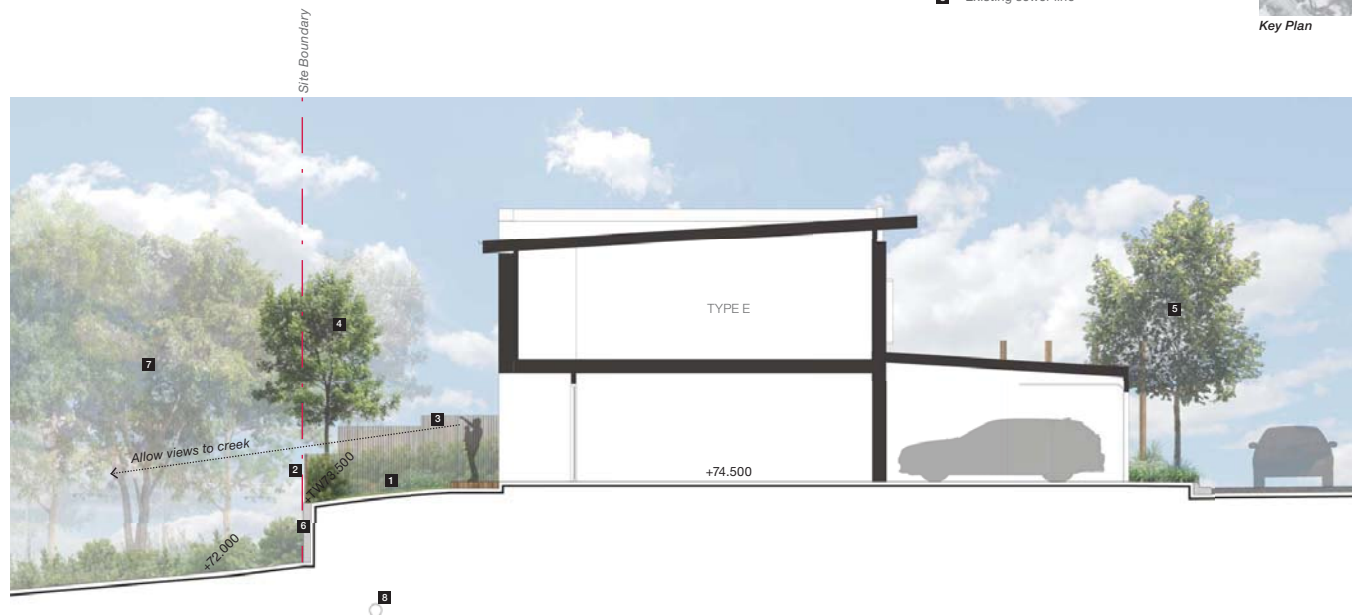
Landscape Design

3.13 Section F – Creek Relationship

- Legend**
- 1 Lawn terrace
 - 2 1200 high fence
 - 3 1800 high privacy fence
 - 4 Shade tree
 - 5 Street tree
 - 6 Sleeper retaining wall
 - 7 Existing trees and vegetation
 - 8 Existing sewer line



Key Plan



ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

Landscape Design

3.14 Typical House Design – Type F



Key Plan

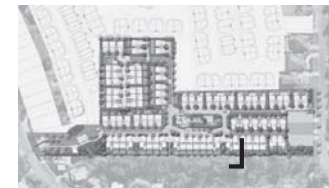
Legend

- 1 Exposed aggregate paving
- 2 Entry
- 3 Exposed aggregate driveway
- 4 Street tree
- 5 Timber deck
- 6 Overland flow
- 7 Shade tree
- 8 1200 high glass balustrade
- 9 Groundcover planting
- 10 Existing sewer line

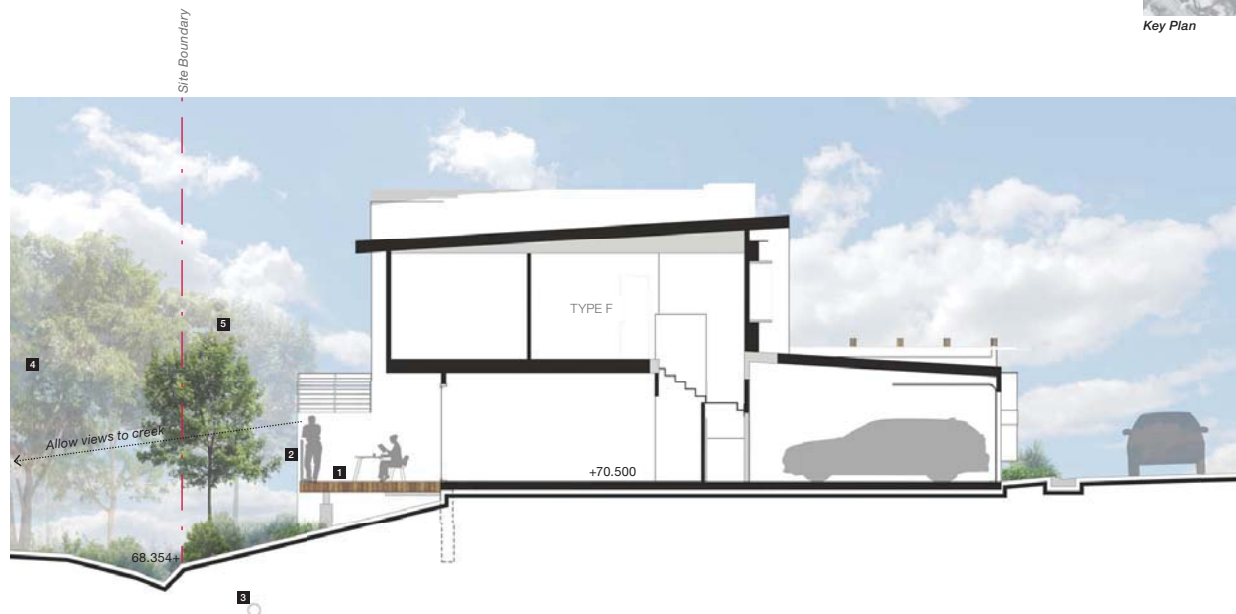
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Landscape Design
3.15 Section G — Creek Relationship

- Legend
- 1 Timber deck
 - 2 Glass balustrade
 - 3 Existing sewer line
 - 4 Existing trees and vegetation
 - 5 Shade tree



Key Plan



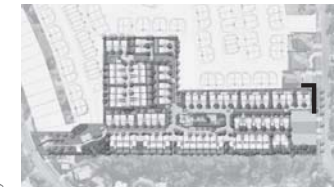
ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

Landscape Design

3.16 Section H — Leatherwood Drive

Legend

- | | | | |
|---|-----------------------------|---|--|
| 1 | 1800 high boundary fence | 5 | Large shade trees to entry |
| 2 | Path | 6 | Sandstone terrace block retaining wall |
| 3 | Screen planting | 7 | Seating wall |
| 4 | Arbour with climbing plants | | |



Key Plan



ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

Landscape Design
Structure Diagrams



STORMWATER

Legend

- ➔ Primary overland flow
- Existing creek
- Water quality tanks



FENCES

Legend

- Type 1 – 1800 high timber fence
- Type 2 – 1200 high glass fence
- Type 3 – 1200 high aluminium fence
- Type 4 – 1500 high timber fence

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Design Details

4.1 Entry Precinct Character Images

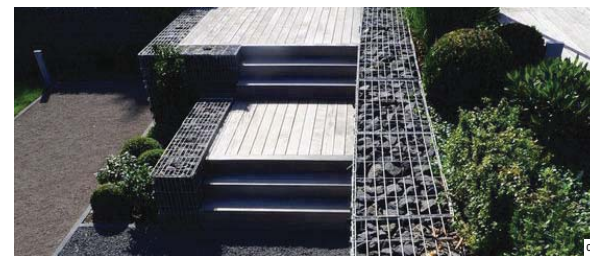


- 01 Informal planting character
- 02 Large trees define the entry
- 03 Corten signage element
- 04 Strong boulevard character to entry
- 05 Off form concrete walls
- 06 Timber fences and screens

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Design Details

4.2 Recreation Facilities Character Images

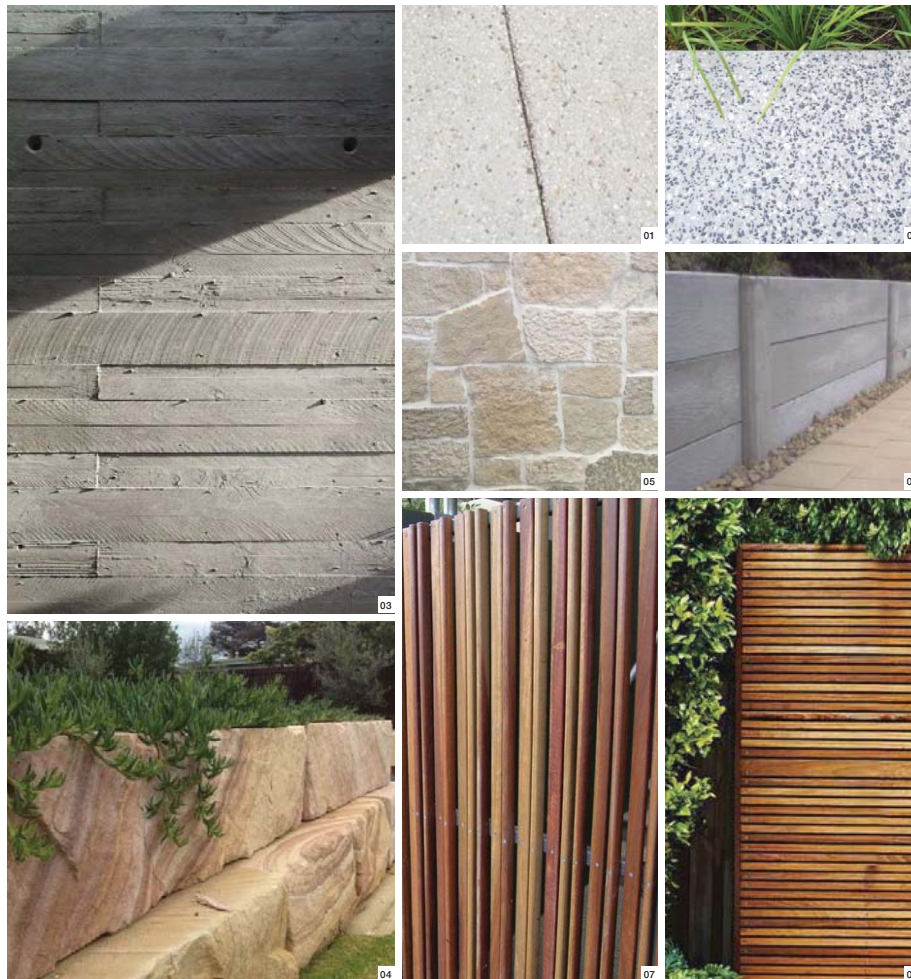


- 01 Swimming pool
- 02 BBQ terrace and shelter
- 03 Insitu seating nooks
- 04 Shaded pool terrace
- 05 Embrace level change through feature walls

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Design Details

4.3 Materials and Finishes



| SURFACE FINISHES | | |
|------------------|-----------------|---|
| 01 | Paving Type 1 | Exposed aggregate White, Saw-cut |
| 02 | Paving Type 2 | Exposed aggregate 50% white, 50% grey |
| | Driveway Type 1 | Exposed aggregate |
| | Decking Type 1 | Timber deck |
| WALLS | | |
| 03 | Wall Type 1 | Retaining Wall Off form concrete |
| 04 | Wall Type 2 | Retaining Wall Sandstone terrace block |
| 05 | Wall Type 3 | Retaining wall Stone clad |
| | Wall Type 4 | Retaining wall Masonry block |
| 06 | Wall Type 5 | Retaining wall Sleeper retaining |
| FENCES | | |
| 07 | Fence Type 1 | Timber fence 1800 high |
| 08 | Fence Type 2 | Timber screen 1800 high |
| | Fence Type 3 | Glass fence 1200 high |
| | Fence Type 4 | Aluminium fence 1200 high |
| FURNITURE | | |
| | Seating | Insitu TBC |
| | Arbour | Timber TBC |

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Design Details

4.4 Planting Palette



TREES

| | |
|----------------------------------|--------------------------|
| <i>Buckinghamia celsissima</i> | Ivory Curl |
| <i>Cupaniopsis anacardioides</i> | Tuckeroo |
| 01 <i>Elaeocarpus eumundii</i> | Blue Quandong |
| <i>Elaeocarpus reticulatus</i> | Blueberry ash |
| 02 <i>Ficus obliqua</i> | Small-leaved Fig |
| 03 <i>Grevillea baileyana</i> | White Oak |
| 04 <i>Melaleuca leucadendra</i> | Weeping Paperbark |
| <i>Pandanus pedunculatus</i> | Pandanus Palm |
| <i>Syzygium luehmannii</i> | Small Leafed Lilly Pilly |
| <i>Syzygium moorei</i> | Coolamon |
| <i>Syzygium tierneyanum</i> | Lilly Pilly |
| <i>Waterhousia floribunda</i> | Weeping Lilly Pilly |

SHRUBS

| | |
|---|-----------------------|
| <i>Acmena smithii</i> 'Allyn's Magic' | Allyn's Magic |
| 05 <i>Baeckea</i> 'La Petite' | Dwarf Baeckea |
| <i>Banksia ericifolia</i> | Heath Banksia |
| <i>Banksia robour</i> | Swamp Banksia |
| 06 <i>Callistemon viminalis</i> | Bottlebrush |
| <i>Cordyline australis</i> | Native Cordyline |
| 07 <i>Doryanthes palmeri</i> | Spear Lily |
| <i>Grevillea longistyla</i> | Long Styles Grevillea |
| <i>Grevillea lanigera</i> 'Mt Tamboritha' | Mt Tamboritha |
| <i>Metrosideros thomasi</i> | NZ Christmas Bush |
| <i>Phyllanthus minutiflora</i> | Phyllanthus |
| <i>Syzygium</i> 'Big Red' | Big Red |
| <i>Syzygium australis</i> 'Cascade' | Cascade |
| <i>Syzygium australis</i> 'Hinterland Gold' | Hinterland Gold |
| 08 <i>Westeringia fruticosa</i> | Coastal Rosemary |
| <i>Xanthorrhoea johnsonii</i> | Grass Tree |

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Design Details
Planting Palette



GROUNDCOVERS

| | | |
|----|--|--------------------------|
| 01 | <i>Casuarina glauca</i> 'Cousin It' | Cousin It |
| | <i>Crinum pendunculatum</i> | Spider Lily |
| | <i>Dianella caerulea</i> | Blue Flax Lily |
| 02 | <i>Dichondra argentea</i> 'Silver Falls' | Silver Falls Kidney Weed |
| 03 | <i>Festuca glauca</i> | Blue Fescue |
| | <i>Myoporum parvifolium</i> | Creeping Boobialla |
| | <i>Phyllanthus minutiflora</i> | Waterfall Plant |
| 04 | <i>Plecostachys serpyllifolia</i> | Cobweb Bush |
| 05 | <i>Scaevola albida</i> 'White Carpet' | Fan Flower |
| | <i>Zoysia tenuifolia</i> | Korean Carpet Grass |

CLIMBERS

| | | |
|----|-----------------------------|-----------------|
| 06 | <i>Ficus pumila</i> | Creeping Fig |
| 07 | <i>Pandorea jasminoides</i> | Bower of Beauty |

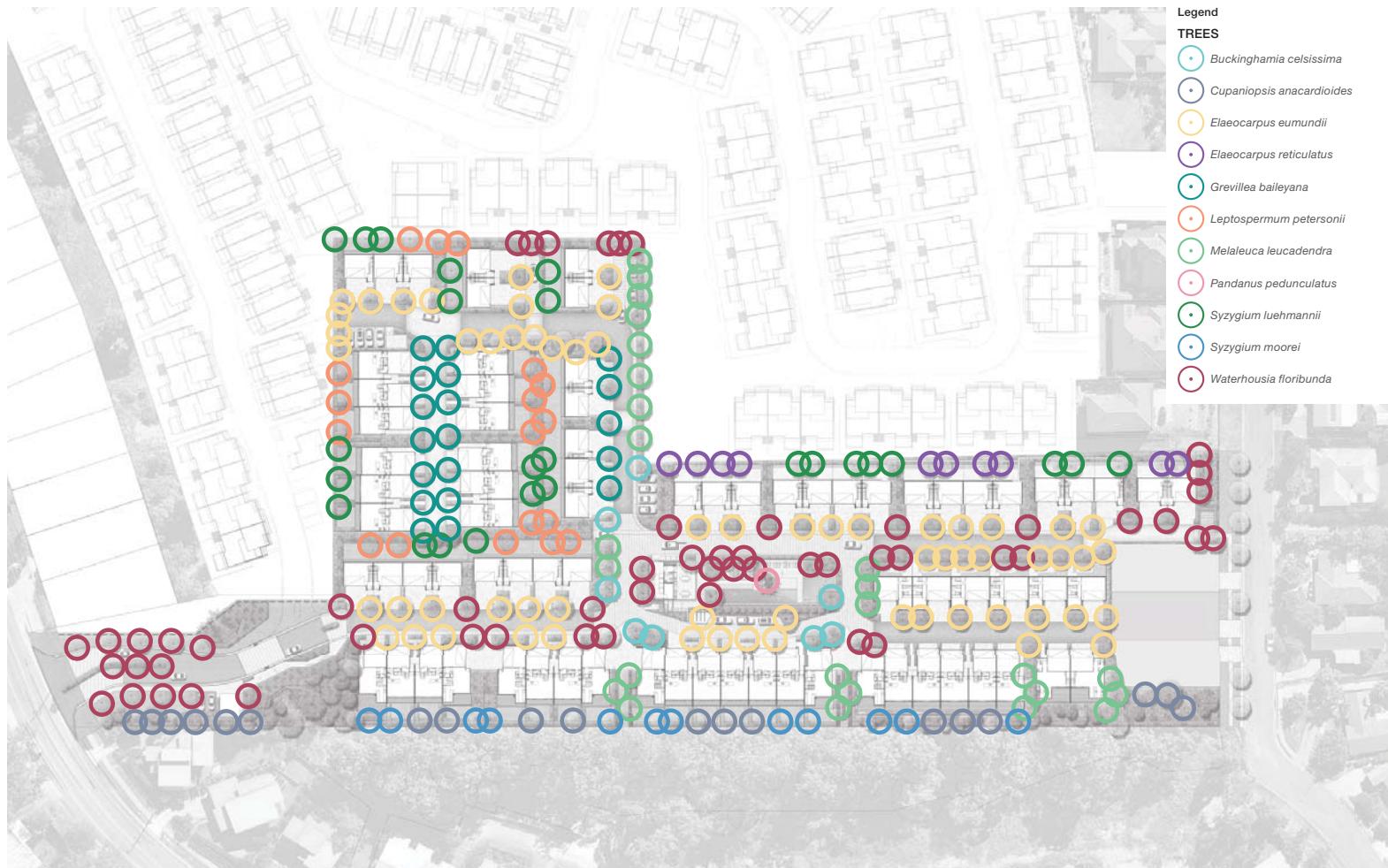
REVEGETATION

| | | |
|----|---|------------------------|
| | <i>Dianella caerulea</i> | Blue Flax Lily |
| | <i>Leptospermum polygalifolium</i> | Wild May |
| 08 | <i>Lomandra hystrix</i> | Mat Rush |
| | <i>Lomandra longifolia</i> 'Tanika' | Tanika |
| 09 | <i>Melaleuca quinquenervia</i> | Broad Leaved Paperbark |
| | <i>Syzygium australis</i> 'Hinterland Gold' | Hinterland Gold |

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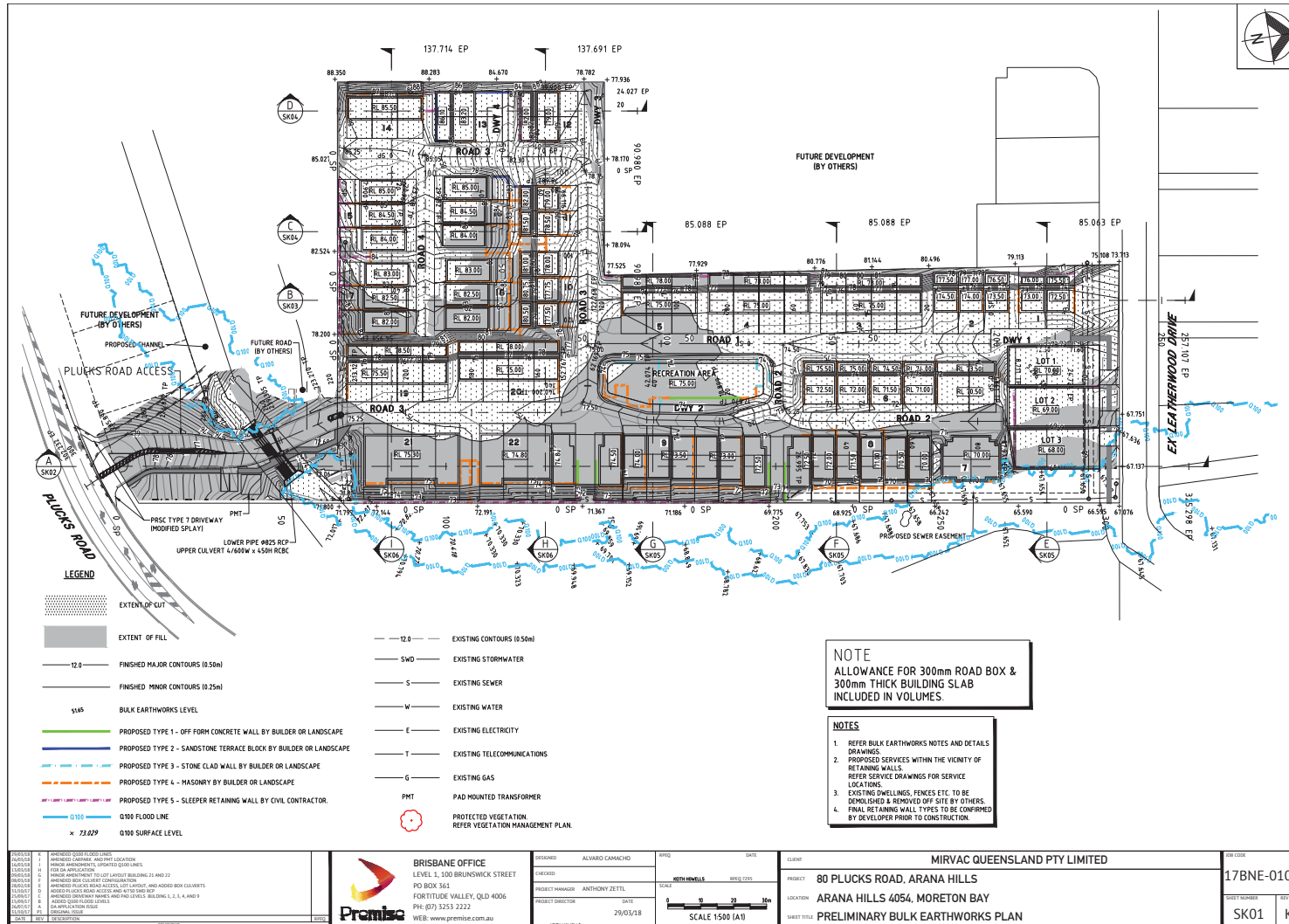
Design Details

4.5 Planting Layout Diagram



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#4 Reconfiguring a Lot Plan



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#5 Properly Made Submissions

From: Lorraine Heidke
To: [MBRC Incoming Mail](#)
Cc: nklheidke@gmail.com
Subject: Development Application Enquiry: 2017 / 34700 / V23R - Combined MCU and RAL - Residential
Date: Thursday, 5 October 2017 11:44:47 AM

Good morning,

As a resident of Leatherwood Drive I would like to raise some concerns in regards to this development and in particular the traffic report that has been submitted. I reside at 48 Leatherwood Drive which is a gated townhouse complex of 17 townhouses and each townhouse has a minimum of 1 vehicle with most having two vehicles. This is one residential block and does not come close to the traffic report with regards to the volume of vehicles that travel on Leatherwood Drive during peak hour. The report cannot possibly have taken in to account all the normal residential houses that are along the street either with one particular house having 6 vehicles in use at all times and 4 of those parking on the street.

Leatherwood Drive is a standard residential street width and already has vehicles parked on both sides of the road every evening and has one vehicles width access at most times given the parked vehicles. The entry to the new development sits just around a bend in the road which always has vehicles parked in front of the residents leading up to the development and always requires you to stop and give way to vehicles coming the other way. Given you are talking 77 townhouses that would be at minimum more than 100 vehicles additional a day that will travel down a small street with vehicles parked on either side.

I believe the traffic report is incorrect and needs to be resubmitted with factual data not estimates. I have only lived in the street since July and can guarantee more vehicles go in and out of our complex at peak hour let alone the street traffic as well than is reported to council for the development submission.

Please advise what paperwork I would need to complete if necessary to have this traffic report reviewed with factual data in place for 2017 without any development. Also there is no information supplied about the impact of development construction vehicles and their impact on the street either. Just the recent NBN process caused major traffic issues in Leatherwood drive and there were only 5 or 6 NBN vehicles involved.

Lorraine Heidke

Unit 14/48 Leatherwood Drive

Arana Hills QLD 4054

0418430820

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From: Raymond Chambers
To: [MBRC Incoming Mail](#)
Subject: Development Application Enquiry: 2017 / 34700 / V23R - Combined MCU and RAL - Residential
Date: Saturday, 7 October 2017 7:49:40 PM

To whom it may concern

This new development plans to provide 190 car parking spaces. These cars will all be coming through Leatherwood Dr exiting out to Plucks Rd via Tetragona Dr.

Two problems are obvious at this point.

1. The street with at the entrance point to the estate is only an access street width.
2. Exiting Tetragona Dr will be increasingly more difficult for existing residents.

One also has to consider that Leatherwood Dr will be subject to a considerable rise in traffic congestion.

The logical road access should through Plucks Rd. It is a safer point of access. It makes sense for the residents. They will be going around in circles trying to get out of the place.

I am the resident at 22 Leatherwood Dr.

Regards

Ray Chambers

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From: [Polly Ward](#)
To: [Gregory Inglis](#); [MBRC Incoming Mail](#)
Cc: [Matt Constance](#)
Subject: Development Application DA/34700/2017/V23R 80 Plucks RD
Date: Tuesday, 10 October 2017 8:07:36 AM
Attachments: [image001.jpg](#)

Hello Gregory,
Councillor Constance has asked me to thank you for your submission to application DA/34700/2017/V23R.
I have included Council's records department into this email, as they will record receipt your submission and send it to Council's Development Services Department.
Kind regards
Polly Ward
PA to Cr Matt Constance - Division 10
Executive Services – Governance
Chief Executive Office
Moreton Bay Regional Council - Pine Rivers District
222 Gympie Road, Strathpine QLD 4500
T 07 3480 6383
E polly.ward@moretonbay.qld.gov.au



From: Gregory Inglis
Sent: Monday, 9 October 2017 6:43 PM
To: matt.constance@mortonbay.qld.gov.au
Subject: Development Application DA/34700/2017/V23R 80 Plucks RD

Hi Matt,

I have received a notice of this Application for development over the week end , and I have some concerns over the proposal .

First off this shows the only access to the site is via Leather wood drive , which means more load on Tetragona drive to and from the property.

Tetragona drive is a bummer of a place to exit at best , and I feel that the extra traffic load [up to an extra 100 cars a day]will lead to a traffic night mare .Adding to this entry / exit point are 2 bus stops at the top of tetragona drive, both at the sides of drive , and opposite, each other.

Why has the developer not entered the proposed site via Plucks Rd , this would be a much safer entry point , and not stress Leatherwood drive , as it is a small st to start with , often with cars parked on the road way.

As the application states , its 80 / 82 Plucks Rd so enter from Plucks Rd .

Please do not move the bus stops as this is used regularly by the residences, some that are quite elderly , and please no traffic lights .

The traffic coming down Pluck rd had increased a lot over the years ,and its a sharp bend just before Tetragona drive , and traffic is on top of you very quickly.

Matt this is just not a good idea , and I am strongly against the proposal as it stands ,if the entry point is relocated to Plucks Rd Fine , but not out of Leatherwood , and then

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Tetragona Drives .

Please can you table my concerns to the to the Appeals area of council .

Kind regards ,

Gregory J Inglis ,

39 Tetragona drive

Arana Hills ,4054

Mob:0438142727, or gregory_j_inglis@hotmail.com

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From: The Risks
To: [MBRC Incoming Mail](#)
Cc: [Matt Constance](#)
Subject: Development Application Enquiry: 2017 / 34700 / V23R - Combined MCU and RAL - Residential
Date: Monday, 9 October 2017 6:09:31 PM

Dear MBRC Development Services Team,

My name is Kenton Risk and I live at 19 Tetragona Drive, Arana Hills, QLD, 4054.

My wife's name is Susan Risk and she lives at 19 Tetragona Drive, Arana Hills, QLD 4054.

We have just read your correspondence and then reviewed the traffic report for the proposed development at 80 Plucks Road. As residents of Tetragona Drive we are concerned at the use of Leatherwood Drive and Tetragona Drive for access to the development. The reason for our concern is that access from Tetragona Drive on to Plucks Road during morning and evening peak periods is already dangerous and the situation will only be exacerbated by the introduction of more traffic from the development (with facility for 204 vehicles).

It is our opinion that the assessment by traffic consultants does not take in to consideration the poor visibility from Tetragona Drive for turning in to Plucks Road during peak (or other) periods. The vehicle speed limit on Plucks Road is 60 kms/hr and with limited vision to the east and west on Plucks Road it is difficult to determine when safe to turn out on to Plucks Road, particularly when turning west. In our opinion that the proposed increased traffic off Tetragona Drive will result in delays, and cause driver frustration resulting in hasty decisions and actions being made during peak traffic periods, which will significantly increase the potential of a serious accident and loss of life.

The proposed development has a natural corridor that would provide excellent vehicle access directly on to Plucks Road without need to access either of Leatherwood Drive or Tetragona Drive, that being where the proposed stage 5 is currently drawn.

We respectfully request that the DA be amended so that vehicular access for the proposed development is via Plucks road through the area currently assigned for stage 5. Failing that, we request that the DA be rejected in its entirety.

Please contact the undersigned if you have any questions.

Regards, Kenton and Sue Risk

Kenton's Mobile: 0439 919 460

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From: Jenni Regnart
To: [MBRC Incoming Mail](#)
Subject: Against Development Approval Application ref: DA/34700/2017/V23R
Date: Tuesday, 10 October 2017 9:59:58 AM

Re: Against Development Approval 80 Plucks Rd DA/34700/2017/V23R

We are **against granting development approval** due to a lack of consultation, not enough public notice period time to get appropriate feedback from residents and lack information provided to all the residents of Arana Hills.

This proposed development affects all the residents of The Hills District for the following reasons.

Over 16 years on Plucks Road, there has been a lack development or increased services to the public transport system, and even less development in essential infrastructure. All the while small pockets of land are being bought up in surrounding areas to squish in more medium density town housing, with not enough off street parking, and no shuttling public transport services to nearby railway stations.

Plucks Road and the feeder roads of this development will not be able to cope during peak periods with potentially over 300 residents (close to 5% of the current population of Arana Hills) leaving and returning from their dwellings on Plucks Road. Plucks Road is under strain now in peak hours with neighbouring Francis Rd, Southpine Road, Cesar Road, Dawson Pde, Patricks Rd, Gordon Parade, Collins Rd, Queens Rd, Old Northern and Hamilton Roads bottle necking during these times.

It is clear from real estate reports that Arana Hills does not need more or any townhouses. The suburb requires family homes with low density development in this area. *Houses in Arana Hills take an average of 46 days before selling and the average time for a unit to sell is 263 days. There were 94 houses sold last year and 8 units sold last year in Arana Hills.** (housesales.com May2017).

The 80 Plucks Road Development is not in keeping with the area and is far from retaining the character of Arana Hills. Arana Hills is predominately low density, one and two story dwellings with yards, green open spaces and tall trees. This proposed development is a 77 townhouse unit complex with multiple stories that could house 5% of the suburb's population.

There are already a number of neighbouring suburbs with new and under construction townhouse developments, including Bunya Rd, 1.5km around the corner, a 91 townhouse proposed development at 10 Francis/ Everton Hills, **35 Eveleigh Street, Arana Hills** Development Permit for Medium Density Multiple Dwelling (174 Townhouses) and several multi-townhouse developments along Queens Road Everton Hills. The 35 Eveleigh Street proposed development is 300m away from 80 Plucks Road and would put further strain to our current infrastructure.

Mirivac have failed to consult with the community or understand and address the needs of the area.

We are not opposed to development. What we are opposed to is developers putting forward projects that are not in keeping with the suburb, not considering what the suburb needs or what the suburb's infrastructure can cope with.

Our suburb needs housing for families, not townhouses for developers/investors. With the surrounding areas having an influx townhouse/unit development, to multiply this with another 77 medium density pocket dwellings will inevitably be an oversupply in a slowing market for this type of development that is not in demand in this suburb.

The 80 Plucks Road, proposed development if approved would **affect liveability** and be detrimental to the suburb of Arana Hills and surrounding areas.

We opposed this development being granted approval and hope Government will represent its constituents and reject

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this medium/high density development application in Arana Hills.

Yours Sincerley

Jennifer & Conrad Herwig

114 Plucks Rd, Arana Hills, Qld, 4054

07 3351 0001

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From: Bradley Winter
To: [MBRC Incoming Mail](#)
Subject: Development application DA/34700/2017/V23R (80 Plucks Road, Arana Hills)
Date: Wednesday, 11 October 2017 6:18:28 PM

Att: The Assessment Manager,

Recently I was provided with a letter inviting feedback for the Assessment Application for 80 Plucks Rd. I have reviewed the information provided in the letter and the referred information online and I thank you for allowing the opportunity to provide feedback.

I am new to this area and I generally support and encourage its growth over time. I would however like to express my concern that the entrance to this site will be on Leatherwood Drive and that a second large multi-dwelling development in the area may impact it negatively.

Leatherwood Drive is a single access street and this development proposes to move all traffic for the new development through a single entrance/exit on this street. This appears to be a heavy increase in traffic for this street, an increase which will impact the area negatively. There will be 77 new residences in the new property, which is approximately the same that already access Tetragona and Leatherwood Drive daily, effectively doubling the traffic that already exists. The street is already narrow and there are already vehicles regularly parking in the street which increases the risk of collisions and congestion at peak times.

There are also two entrances to the nearby parkland which have heavy foot traffic on morning, afternoons and weekends. Increased vehicle traffic along this route increase the risk of incidents between vehicles and pedestrians.

I note that the Traffic Engineering Report notes some very modest increases in traffic, however, this is based heavily on estimates and projections and does not consider the effect of increased noise and throughput of traffic on a regular basis. It is difficult to see how essentially doubling the residences in the local streets only increases traffic negligibly. The report also does not consider the placement of an access point for the development on Plucks Road and therefore does not allow comparison of the effect of an increase in traffic on either side of the development. The report also does not consider the blind approach of east-bound traffic to Tetragona Drive from Plucks Road. I personally drive this route most days and have experienced several near misses at this intersection, particularly at peak hour.

Such dense development and accommodation also increase noise and congestion generally in an area, this is both during development phase and then onwards. This pocket of Arana Hills is known to be well populated mostly with single-dwelling houses. This development is not in keeping with the local area and will negatively impact the residents currently here with respect to lifestyle, peacefulness of the street, access to the local

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parkland, and in particular, I believe there is a chance that it will negatively impact on property prices. It will also encourage the applications of subdivision in the future, making this a higher density area completely unnecessarily. There are a huge number of areas in the region that suit this property type both aesthetically and functionally.

I believe the impact on traffic and risk has been understated in the application and I request the council and the developer consider other options for the distribution of traffic in the local area. I also believe this application does not fit with the current design and aesthetic in this area and request that the council and the developer consider a more reasonable and modest-size development for this location.

Kind regards,

Bradley Winter
Ph: 0432 843 430
E: bradley.winter@live.com
A: 12 Leatherwood Drive, Arana Hills.

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From: [Polly Ward](#)
To: rmccall31@gmail.com
Cc: [Matt Constance](#); [MBRC Incoming Mail](#)
Subject: DA/34700/2017/V23R
Date: Friday, 13 October 2017 9:10:06 AM
Attachments: [image002.jpg](#)
[image001.jpg](#)

Hello Rex,
Councillor Constance has asked me to thank you for your email.
I have forwarded your email to Council's incoming mail address. They will forward to the Development Services Department to record your submission.

Kind regards

Polly Ward

PA to Cr Matt Constance - Division 10

Executive Services – Governance

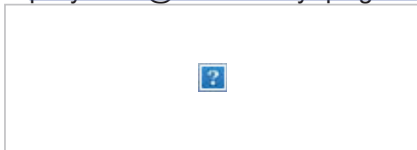
Chief Executive Office

Moreton Bay Regional Council - Pine Rivers District

222 Gympie Road, Strathpine QLD 4500

T 07 3480 6383

E polly.ward@moretonbay.qld.gov.au



From: Rex McCall <rmccall31@gmail.com>
To: <mat.constance@moretonbay.qld.gov.au>
Cc:
Bcc:
Date: Thu, 12 Oct 2017 00:05:10 -0700
Subject: Development Application DA/34700/2017/V23R

Dear Sir

As a local resident residing at 14 Tetragona Drive Arana Hills I strongly object to the proposal that traffic entering or exiting this new development will do so via Tetragona and Leatherwood Drive . Leatherwod & Tetragona Drive are too narrow for an increase in traffic.

This area was a relatively quiet place when I payed a lot of money to purchase & reside here. The only negative I have been aware of is that exit from Tetragona onto Plucks Rd sometimes requires the outlook of a Kamikaze Pilot to carry out this operation as a curve in Plucks Rd limits

visibility in that direction. I feel sure that an increased flow of traffic from Tetragona onto Plucks Rd at this limited visibility intersection would have dire consequences for some drivers .

Entry & exit points to this proposed new large development should be & must be from Plucks Road.

Rex McCall



Virus-free. www.avast.com

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From: kay_wells
To: [MBRC Incoming Mail](#)
Subject: Development application 88 Plucks Rd Arana Hills
Date: Thursday, 12 October 2017 4:10:23 PM

I wish to submit my objection to the proposed development of 77 townhouses at 80 Plucks Rd Arana Hills.

My particular concerns include -

- an additional 77 new residences to be constructed. (there are already 78 residences plus a townhouse community fronting Tetragona Drive, Leatherwood Drive and Rupicola Ct).
- main access to the development from Leatherwood Drive
- Over 300 vehicle movements per day in Leatherwood Drive/Tetragona Drive
- inadequate design of these streets to cope with high traffic volumes
- Increased probability of collisions at the intersection of Tetragona Drive and Plucks Road due to the blind approach of east bound traffic traveling along Plucks Road
- Increased probability of collisions along the portion of Leatherwood Drive fronting the development due to the narrow width of the road
- Gross traffic congestion at the intersection of Tetragona Drive and Plucks Road
- Negative impact on quality and amenity of current resident lifestyle
- Negative impact on property values.

This development is of an alarming scope and scale for these quiet residential streets and the implications are very alarming

Kathleen Wells
Unit 15
48 Leatherwood Drive
Arana Hills Qld 4054

Sent from my Samsung Galaxy Tab A on the Telstra Mobile Network

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From: Jo Penwarn
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#)
Subject: 80 plucks rd DA/34700/2017/V23R
Date: Saturday, 14 October 2017 6:24:20 PM

I am writing to inform you that our family of 4 are against the development of 80 plucks road.

I can be reached on 0407025220 if further information needed

Kind regards Jo stuart Billie and Buster Penwarn
26 caesar rd ferny hills

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From: Graeme Staunton
To: [MBRC Incoming Mail](#)
Subject: Proposed Site Plan 80 Plucks Road Arana Hills Objection
Date: Saturday, 14 October 2017 2:35:25 PM

Dear Assessment Manager, Councillor or whom ever this may concern;

I own a home at 27 Tetragona Drive, Arana Hills 4054. I recently received from the Morton Bay regional council your proposed plans for a development site at 80 Plucks Road.

I have also received concerned letters from my fellow residents of the Arana Hills area.

I am writing to you today to express my displeasure and concern over your proposal for the main traffic exit of the site to be located at the bottom of the hill, with traffic coming out into Leatherwood Drive. This street is extremely narrow, and is unable to cope with the large volume of traffic exiting into our quiet area. Particularly at the meeting of Tetragona Drive and Leatherwood Drive, drivers must then merge onto a blind corner at Plucks Road. This will greatly increase congestion, noise, and harbour the potential for accidents.

I am not opposed to the overall development of the complex, only that I believe in order to alleviate the congestion and noise problem, the development should exit onto Plucks Road rather than Leatherwood Drive.

I originally built a property in this area due to its quiet and relaxed environment, being a retired ex-ervice member who fought in Vietnam, this matters greatly to me as I suffer from post-traumatic-stress-disorder.

I look forward to further correspondence in order to address this issue.

Regards
Graham Staunton

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From: Erika Jakeman
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Matt Constance](#); [ferny.grove@parliament.qld.gov.au](#); [local.government@ministerial.qld.gov.au](#); [south.brisbane@parliament.qld.gov.au](#); [Peter Dutton MP](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Sunday, 15 October 2017 4:46:18 PM

Dear Sir/Madam,

I have been a been the owner and resident of 119 Plucks Road, Arana Hills for just over 39 years.

After having carefully examined the details of the proposed development of 80 Plucks Road, Arana Hills and later, 82 Plucks Road, I am now one of the large number of very concerned residents of Plucks Road. Fellow residents Jenni and Conrad Herwig have highlighted very clearly the greatly negative impact these developments would have on the quality of life of all present residents of the suburb, as detailed below:

These proposed developments are of great concern to all the residents of The Hills District for the following reasons:

- Plucks Road and the feeder roads of this development will not be able to cope during peak periods with potentially over 300 residents (close to 5% of the current population of Arana Hills) leaving and returning from their dwellings on Plucks Road.

There are already a number of neighbouring suburbs with new and under construction townhouse developments and additional proposed developments are currently with council for our area:

- **10 Francis Road, Everton Hills Development** - 91 townhouse proposed development
- **35 Eveleigh Street, Arana Hills Development** - 174 Townhouses. The 35 Eveleigh Street proposed development is 300m away from 80 Plucks Road and would put further strain to our current infrastructure.

Mirivac and other developers have failed to consult with the community or understand and address the needs of the area.

- We are not opposed to development. We are opposed to developers putting forward projects that are not in keeping with the suburb, not considering what the suburb needs or what the suburb's infrastructure can cope with.
- **Our suburb needs housing for families, not townhouses for developers/investors.**
- The 80 Plucks Road, proposed development if approved would affect liveability and be detrimental to the suburb of Arana Hills and surrounding areas.

We ask that these objections be carefully examined and their negative impacts seriously considered, so that sanity will prevail – especially in the light of the information regarding

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the proposed development of 174 townhouses at 35 Eveleigh Street being only 300m from the 80 Plucks Road site.

Thank you for your attention to this matter.

Yours sincerely,

Erika Jakeman

119 Plucks Road
Arana Hills Qld 4054
Ph: (07) 3351-1809

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From: Ruth Faux
To: [MBRC Incoming Mail](#); [Mayor](#); [Matt Constance](#); local.government@ministerial.qld.gov.au; [Peter Dutton MP](#); South.Brisbane@parliament.qld.gov.au
Subject: Objection to multi dwellings and multi-story townhouse developments in the Ferny --Arana Hills area
Date: Sunday, 15 October 2017 11:12:03 AM

From Ruth Faux, 32 Caesar Rd. Ferny Hills, 4055

I have lived here for 49 yrs. Caesar Rd. was an unsealed road in those days. I have seen many changes and I strongly object to medium density and multi-story townhouse developments in this area. What we need is medium priced family homes not elaborate expensive homes, young family's need somewhere to live with their own yard. The whole area does not cope with traffic as it is. Please listen money is not everything.

Thankyou R. Faux

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From: peter brasch
To: [MBRC Incoming Mail](#)
Subject: To the Assessment Manager - Access to development of 80 Plucks Road from Leatherwood Drive.
Date: Monday, 16 October 2017 2:33:16 PM

Dear Sir/Madam,

I am writing to you today to stress our concerns over the planned access to the development application : DA/34700/2017/V23R - 80 Plucks Road. In particular the access to this development from Leatherwood Drive. Our family has lived in this street (9 Leatherwood Drive) for over 14 years and it has always been a quiet, peaceful neighbourhood. Being a no through road with limited traffic we felt it is a safe place for our children our pets and ourselves to live. This was one of the major reasons why we purchased our property in this street. We understand that development is inevitable, however, giving these developers access to this property(80 Plucks Road) from Leatherwood Drive could put the people (Children, Women and Men) that live not only in Leatherwood Drive but in Tetragona Drive at risk. Consider the entrance to the park in between dwellings numbered 4 and 8 Leatherwood Drive. Many people in this neighbourhood use that entrance for access to this wonderful park that has a playground for parents to take their children to enjoy. Some Residents also use this park to walk their pets. I(Peter Brasch),myself, like to utilize the park to kick a football around. My point is that it is greatly utilized by the people in this neighbourhood and for those living on the high side of Leatherwood Drive (Odd numbered houses) means they have to cross the street to gain access. If this access to this new development from Leatherwood Drive goes through it will increase the traffic dramatically in our street, which in turn will increase the chances of an injury or fatality due to a possible car or motorcycle accident. There is another matter I would like to bring to your attention which is also relevant to this proposed access to this new development. The access to Tetragona Drive from Plucks road is an accident waiting to happen. Speed and visibility are factors here and increased traffic would of course increase the chances of an accident. If you weren't aware of this than we bring this to your attention now. In our opinion the smart thing to do would be to drop the speed limit down to 40 Kilometres an hour well before the Tetragona Drive turn off and have police monitor that area with speed guns or the like. If people break that speed limit and get caught enough times they will slow down eventually or lose their licence. To recap, these matters are of a great concern to us and possibly most people living in the area. I would not like to see anyone get injured or worse, killed, due to increased traffic in our quiet, peaceful, beautiful area. I can only hope that you take this matter seriously as we do and take action **NOT** to allow these developers to proceed with this part of their Project. Thank you for your time.

Yours Sincerely,

Peter, Kylee, Velouria and Yollanda Brasch.

Sent from [Outlook](#)

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From: Maureen Pears
To: [MBRC Incoming Mail](mailto:MBRC.Incoming.Mail)
Subject: SUBMISSION OF OBJECTION - 80 Plucks Rd Arana Hills -
Date: Monday, 16 October 2017 4:27:37 PM

From: Maureen Pears [mailto:maureenpears@bigpond.com]
Sent: Monday, October 16, 2017 2:48 PM
To: 'mbrc@moretonbay.qld.gov.au'
Cc: 'matt.constance@moretonbay.qld.gov.au'
Subject: SUBMISSION OF OBJECTION.

----- Original Message -----

From: "Maureen Pears" <maureenpears@bigpond.com>

The Assessment Manager MBRC

Ref. Multiple Dwelling Units (77 townhouses) 80 Plucks Road, Arana Hills.

I wish to make a submission of objection to the above proposal.

I would like to bring to your attention a number of detrimental aspects regarding the construction of this development:-

The additional traffic growth generated by this development would considerably increase the safety risk, particularly at the following two conflict points.

1. Plucks Road/Tetragona Drive Intersection. Due to the existing horizontal curves on Plucks Road on the approach to the intersection, the existing stopping sight distance and intersection sight distance are sub-standard based on current Austroads standards. It is currently quite dangerous entering Plucks Road from Tetragona Drive due to the restricted sight distance and there have already been a number of accidents at this intersection. The considerable increase in traffic flow proposed from this development will only exacerbate the problem.

2. The existing horizontal curve in Leatherwood Drive (in front of No. 24)..... This is a residential street and it is obviously ideal to constrain the operating speed using the geometry of the road, however, this curve geometry is not consistent with what should be expected by drivers in this environment. Due to this tight geometry we already see a number of vehicles cutting the corner producing a number of very close calls. By increasing the traffic volume on Leatherwood Drive the risk of a head on collision will be increased considerably.

3. In relation to drainage impacts, the development report indicates that there will be an increase in water levels and this will have the potential to cause flooding of the road in Leatherwood Drive at the existing culvert crossing near 24 Leatherwood Drive. Additional blockage resulting from the increased development upstream will restrict stormwater flow through the culverts which are currently already overgrown and blocked.

4. The overall impact of this proposed development to Leatherwood Drive will be immense. Apart from loss of character and the loss of trees, travelling along Leatherwood Drive will become even more hazardous than it is at the moment.

Please consider the above and deem this development unsuitable for this environment.

Thank you

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| Maureen Pears (unit 2), 48 Leatherwood Drive, Arana Hills.

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From: Ray & Linda Chambers
To: [MBRC Incoming Mail](#)
Subject: Objection to DA/34700/2017/V23r
Date: Monday, 16 October 2017 8:26:50 PM

Dear Sir, Madam,

I wish to object to the Development Approval that has been lodged for 80 Plucks Road. I do not have an issue with the extra dwellings on this site. I do very strongly object to the traffic flow entering and exiting using Leatherwood Drive. This is a large development, one of the largest multi dwelling developments in our region and the large increase in traffic will be flowing into a dead-end suburban street. I believe with a relatively minor adjustment of the plans in the area fronting Plucks Road, all of this traffic could be diverted onto Plucks Road which is already a more established main road.

With double carparking, visitor parks and the fact that these are large townhouses with the potential for households with three or more cars, I believe this increase in traffic will not only mean Leatherwood Drive becomes very busy, but raises safety issues particularly as speed may be a factor for cars travelling down the hill and the narrow width of this dead end suburban road.

There is also I believe an increase in the likelihood of accidents as more cars exit from Tetragona Drive turning right or left into Plucks Road. This is already a near-collision spot due to cars travelling on Plucks Road bend. I know – I travel it every morning whereas your planners probably do not. Traffic congestion on this intersection will potentially lead to frustrated drivers making dangerous decisions with unthinkable impact.

I understand that our Council, it seems, looks very kindly on developers as we are hearing through the recent inquiry but would ask that you take notice of your current residents as well. I look forward to your response.

Linda Chambers
22 Leatherwood Drive
Arana Hills Qld 4054
0733516819

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From: Leisa | Tiltcon
To: [Scott Hambleton](#)
Subject: RE: development application - 80 Plucks Rd, Arana Hills
Date: Tuesday, 17 October 2017 11:22:06 AM
Attachments: [image001.jpg](#)
[letter to council re 80 Plucks Rd DA.DOCX](#)

Hello Scott

Thanks for your reply.

Please find attached a copy of an amended letter that I believe now meets requirements for a submission to council regarding the proposed development at 80 Plucks Rd, Arana Hills.

Please don't hesitate to contact me again should there be any further concerns regarding my letter.

Many thanks

Leisa Voysey

Office Administration

Tiltcon Constructions Pty Ltd

ABN: 1752 368 5443

BSA: 1108994

Mobile: 0414655706

office: 07 3351 6066

email: leisa@tiltcon.com.au

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From: Scott Hambleton [mailto:Scott.Hambleton@moretonbay.qld.gov.au]

Sent: Monday, 16 October 2017 2:45 PM

To: Leisa | Tiltcon <leisa@tiltcon.com.au>

Subject: RE: development application - 80 Plucks Rd, Arana Hills

Hi Leisa,

Thanks for your submission.

If you would like to be considered a "properly made submission", please re-send your email and include your full residential or business address (including street number).

If a full address is not provided, the submission is considered Not Properly Made and there are no appeal rights afforded to you however Council will still consider the issues you raise through its assessment.

Please note all submissions are made available on PD Online.

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Please if you could advise me of the action you would like me to take.

Regards,

Scott Hambleton
Planner
Division of Planning and Economic Development
Moreton Bay Regional Council | Caboolture District Office
2 Hasking Street, Caboolture Qld 4510
Ph: (07) 5433 2766

Customer Service Charter - Signature block (002)



From: Leisa | Tiltcon [<mailto:leisa@tiltcon.com.au>]
Sent: Friday, 13 October 2017 6:48 PM
To: MBRC Incoming Mail <MBRCmail@moretonbay.qld.gov.au>
Subject: development application - 80 Plucks Rd, Arana Hills

Dear Sir/Madam

I write concerning the above application.

I understand that the time has arrived for concerns to be lodged with council regarding the DA at 80 Plucks Road, Arana Hills.

As a resident on that road, I wish to express my concerns regarding traffic congestion in the area in light of the proposed development.

Each day, it is becoming increasingly difficult to enter and exit my own property due to the increased traffic on Plucks Road. Despite my best efforts, I continue to receive abuse from drivers while trying to turn (legally) into my driveway, all because they need to slow down to allow me to do so. In fact, it has become so problematic, that I have begun to pull over prior to my house, and allow all traffic to pass before attempting to enter my own property.

Speed is a significant issue on Plucks Road. For those who live on the road, speeding traffic makes it very difficult to safely pull up and park along the kerbside, let alone pull into properties. Adding several hundred more vehicles under current road conditions, will only exacerbate the problem.

If the proposal goes ahead, significant traffic calming needs to be put into place along the length of Plucks Road to make it safer for all residents who live along it. Increased traffic, increased speed and limited off street parking within residences makes this road a significant accident zone.

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Council needs to address traffic concerns as a priority when considering the DA for this location.

The impact upon current residents needs to be thoroughly evaluated and plans put in place to manage the traffic congestion that will result from such a development.

Yours sincerely

Kind regards

Leisa Voysey
Office Administration
Tiltcon Constructions Pty Ltd

Mob: 0414 655 706
Office: 3351 6066
Email: leisa@tiltcon.com.au

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From: Eddy Kloet
To: [MBRC Incoming Mail](#)
Subject: Objections
Date: Tuesday, 17 October 2017 1:13:38 PM

The assessment Manager MBRC
Objectoon to the development 80Plucks rd Leatherwood rd

Gross traffic congestion at the intersection of Plucks and Tetragona Dve
Increased probability of colitions at intersection of Tetragona with Plucks Rd due to the
blind approach of east bound traffic travelling along Plucks Rd.

D kloet
29 Tetragona Drive
Arana Hills.

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From: SHEPHERD, Darren (dlshe0)
To: [Scott Hambleton](#)
Subject: Development Application Enquiry: 2017 / 34700 / V23R - Combined MCU and RAL - Residential
Date: Tuesday, 17 October 2017 4:13:29 PM

Dear MBRC

I am a frequent visitor to Ferny Hills / Arana Hills due to the location of both family and friends in the area, and have noted this proposed development.

The density of accommodation proposed will no doubt result in little or no vegetation remaining on the site. This will have a flow on effect to the animals that inhabit the riparian corridor and close surrounds. Regular sightings include Sulphur-crested Cockatoos, Bush Turkeys, Pale-headed Rosellas, Tawny Frogmouths, King Parrots, Scaly-breasted Lorikeets, as well as the ever present Rainbow Lorikeets. Of most concern would be a ground dweller such as the Bush Stone Curlew. Last weekend I saw two adult birds resting under a tree on the proposed site, mere metres away from the Leatherwood Drive signage. To my knowledge there is no hard data on population trends, but it would be naive to think that a development of this kind would not have a negative impact on the population in the area. There is certainly anecdotal evidence to suggest that numbers have declined in areas exposed to high density development.

Importantly, I have also seen a male Richmond Birdwing butterfly in the nearby riparian corridor, a species whose conservation status is listed as vulnerable in Queensland. Another vulnerable species under the Nature Conservation Act that I have found in the small creek that is located near the proposed development is the Tusked Frog.

Please note that I am not a person who is generally opposed to any or all development. In this case, I have concerns over the density (i.e. number of units) in a location that currently supports substantial biodiversity, including some species identified as in decline. Perhaps it would be prudent to consider establishing some baseline data for species present, before any further clearing of the site takes place. There are a number of suitably qualified individuals/ organisations who could perform this function on behalf of council. There are unfortunately too many precedents for developments resulting in habitat loss and, in turn, decline in populations of select species. I am hopeful that the area can retain its existing natural assets which I believe contribute significantly to the well being of the community who access it.

Thank you for considering this objection. Please do not hesitate to contact me should you require further information.

Darren Shepherd Mobile 0414597209
62 Hargreaves Ave

Chelmer

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From: [Polly Ward](#)
To: [MBRC Incoming Mail; elcocktim@gmail.com](#)
Cc: [Matt Constance](#)
Subject: A15923251_A16035161 Localised 50km/h zone and Development Approval 80 Plucks Rd DA/34700/2017/V23R
Date: Wednesday, 18 October 2017 1:20:04 PM
Attachments: [image001.jpg](#)

Hello Tim,

Thank you for your submission to 80 Plucks Rd DA/34700/2017/V23R
I have included Council's records department into this email, as they will record receipt of your submission and send it to Council's Development Services Department.

Kind regards

Polly Ward

PA to Cr Matt Constance - Division 10
Executive Services – Governance
Chief Executive Office
Moreton Bay Regional Council - Pine Rivers District
222 Gympie Road, Strathpine QLD 4500
T 07 3480 6383
E polly.ward@moretonbay.qld.gov.au



From: Matt Constance
Sent: Wednesday, 18 October 2017 12:21 PM
To: Tim Elcock
Cc: Polly Ward
Subject: RE: RE - A15923251_A16035161 Localised 50km/h zone and Development Approval 80 Plucks Rd DA/34700/2017/V23R

Hi Tim,

Thank you for your email and the feedback regarding the localised speed trial.

Since my election I have been working with staff on various options for this bit of road and ways to improve its safety. The number of incidents have been concerning for many years and development increases outside of our area and region are putting pressure on roads such as Plucks.

I completely agree that enforcement needs to improve and I am engaged with the State Member regarding this and our staff our through regularly liaison with our Transport Safety User Group with Police and TMR.

I will asked the staff to review the trial area and review the possibility of extension and also ensure your feedback regarding the development application is passed on to our staff for consideration.

Regards,

Matt Constance

From: Tim Elcock [<mailto:elcocktim@gmail.com>]
Sent: Wednesday, 18 October 2017 11:47 AM
To: Matt Constance <Matt.Constance@moretonbay.qld.gov.au>
Cc: MBRC Incoming Mail <MBRCmail@moretonbay.qld.gov.au>; Electorate Office Ferny Grove <ferny.grove@parliament.qld.gov.au>; Mayor <mayor@moretonbay.qld.gov.au>; local.government@ministerial.qld.gov.au; south.brisbane@parliament.qld.gov.au; Peter Dutton

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MP <Peter.Dutton.MP@aph.gov.au>

Subject: RE - A15923251_A16035161 Localised 50km/h zone and Development Approval 80 Plucks Rd DA/34700/2017/V23R

Dear Councillor,

I'd like to commend you for the decision to implement a 50kmh zone on Caesar and Plucks Road (A15923251_A16035161 Localised 50km/h zone) however I believe it should extend further on Plucks Road.

I have lived at 106 Plucks Road for 22 years, the volume of traffic has substantially increased over this time whilst Plucks Road's ability to carry extra traffic volume has not changed.

There have been five car accidents within 100 metres of my house during this time -

- 1) A sedan side swiped a trayback ute parked outside 104 Plucks Rd, the tray narrowly missing the front passenger as the tray entered the cabin through the front pillar / windscreen.
- 2) A man was struck by a car outside 103 Plucks Rd when he attempted to retrieve his pet dog (a large German Shepard) that had just been hit by a car. I witnessed this incident personally, the car that hit the dog ran right over it at full speed and did not pull over until about 100 metres up the road. The Ford Panelvan that hit the man trying to retrieve his dog did brake at the last minute. I believe the angle of the sun contributed to this incident however if both vehicles were travelling at a slower speed this incident may have been avoided.
- 3) A vehicle ran straight into the back of a yellow box trailer parked outside 105 Plucks Rd pushing the trailer onto the footpath, the trailer was written off, lucky there weren't any pedestrians using the footpath at the time. The vehicle that hit the trailer failed to stop and left the scene leaving a substantial oil trail on the road as well as a lot of broken glass. I believe another resident who witnessed the incident was able to offer vehicle details to the Police.
- 4) A car travelling up the hill mounted the footpath at 103 Plucks Rd destroying the fence, stopped by a large tree in the front yard, again lucky there weren't any pedestrians using the footpath at the time and very fortunate for the home owner that the large tree was able to stop the car from crashing into their house.
- 5) A pizza delivery driver ran into the back of a parked car outside 100 Pluck Rd (travelling down the hill) pushing the parked vehicle into the kerb. Both vehicles required towing from the scene.

The last three of these incidents occurred in the last 3 years which I believe is an indication that Plucks Road is struggling to handle the increased volume of traffic.

I am concerned that this part of Plucks Road is becoming increasingly dangerous, the bend in the road here doesn't slow down motorists some of them seem to speed up as they negotiate what could be seen as a chicane, a large percentage of vehicles run over the cats eyes fitted to the centre of the road which makes a constant annoying noise whilst proving that motorists are straying into the on coming lane.

We need to be very carefull not to be close the centre line when turning into our driveway as many vehicles coming down the hill are over the centre line.

It's also very noticebale that a number of motorists exceed the current speed limit whilst going up and down Plucks Rd outside our address both during the day and night, it's been a long time since I have seen the Police enforcing speed limits on Plucks Rd.

I emailed the Police a few months ago regarding the increase of speeding on Plucks Rd as I am frequently concerned when exiting my driveway (especially when there are cars parked further up the street which is most often the case) only to receive a reply stating that the State Government had implemented a Hoon hotline putting the emphasis back on me to report speeding motorists, I can't see how this is possible and find this suggestion to be unhelpfull. I believe a Police presence would make drivers slow down.

I believe it is only a matter of time before a fatality occurs on Plucks Road close to my house.

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Please consider increasing the 50Kph speed zone on Plucks Rd and request Police to actively enforce the current speed limit after all there is no point restricting the speed limit to 50Kph if regular enforcement is not done.

Regarding - Development Approval 80 Plucks Rd DA/34700/2017/V23R

I'd also like to take this opportunity to advise that I am **NOT** in favour of the proposed Medium Density Multiple Dwelling Unit development planned for 80/82 Plucks Road. As per my email above I have concerns that Plucks Road (and feeder roads) can not deal with the current level of traffic let alone additional traffic which would be brought about by this construction.

Additional to this proposed development I believe 174 townhouses are planned for 35 Eveleigh Street and 91 townhouses for 10 Francis Street which would further impact negatively on the local roads and other infrastructure.

Changes made to the road at 52 Plucks Road when the current townhouses were built aren't great, the kerbing in place narrows the road at the bend and the road surface was given a substandard patch up adding to my concern regarding 80/82 Plucks Road.

I am in favour of opening up the proposed land areas to family housing not medium density development.

Thanks and Regards

Tim Elcock
106 Plucks Road,
Arana Hills Qld 4054.

Moreton Bay Regional Council

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From: Lynelle Leighton
To: [MBRC Incoming Mail](#)
Subject: Objection Plucks Road
Date: Wednesday, 18 October 2017 4:47:03 PM

To The Assessment Manager,

I am writing to express my strong objection and concern with regards to the proposed multiple dwellings and subdivision of 80-82 Plucks Road.

This will severely impact the residents of Plucks Rd, Tetragona Drive, and Leatherwood Drive with regards to safety, amount of traffic, property, and quality of life.

I have been here for 19 years and many of my fellow neighbours in the area have been here for many years as well. We want our suburb which is our home to remain as it is. The huge townhouse development between Plucks and Leatherwood that was built a few years ago was a big enough disruption and unwelcome development. We implore you to please not let this development go ahead.

Kind regards,

Ms Lynelle Lightbody
20 Tetragona Drive,
Arana Hills

Sent from my iPhone

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From: Dorothy Winkworth
To: [MBRC Incoming Mail](#)
Subject: Objection to Development Application Enquiry:2017 / 34700 / V / V23R
Date: Thursday, 19 October 2017 2:37:28 PM

I wish to object to granting the development proposed at 80 Plucks Rd. It far exceeds the allowable number of dwellings for the size of the land under current MBRC planning guidelines.

I also object to the lack of conditions for this development approval including the entry and exit points for this development being Leatherwood/Tetragona Drive.

I expect the developer to significantly reduce the number of dwellings on this site, to change entry and exit point to the dwellings to Plucks Road and to upgrade the existing infrastructure on Plucks Road to accommodate the huge additional traffic.

Mrs Dorothy Winkworth
21 Tetragona Dve.
Arana Hills. 4054. Resident 21 years.

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From: Troy & Linda
To: [MBRC Incoming Mail](#)
Subject: 80 Plucks Road submission
Date: Thursday, 19 October 2017 5:57:49 PM

From Troy and Linda Fioraso residents of 39 Plucks Road Arana Hills. Hello,as residents of Plucks Road we are disturbed to learn of yet more applications for townhouse developments. We formally protest against this latest application for 80 Plucks Road DA/34700/2017/V23R. Plucks Road already carries high volumes of traffic from locals and cars coming from the Samford area. I hold my breath when I see my elderly neighbor trying to get across the road.(I help when I can). Traffic is heavy and noisy enough without adding significantly more, with 35 Eveleigh st Arana hills development of 174 townhouses and 80 Plucks Road 300m apart, it's too much crammed in to a small area! It's not good for the area and brings down the quality of living for local residents. Please consider our words..yours sincerely Troy and Linda Fioraso.

Sent from my iPhone

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

20th October

Dear Scott Hambleton,

I write to you in regards to development application **DA/34700/2017/V23R**. I am opposed to this development for a number of reasons, which I have outlined below.

I see safety as the biggest issue regarding this development, particularly around increased traffic on Plucks Road and roads adjoining this. Some of the intersections along Plucks Road already have high potential for collision. This development will increase the risk to drivers and cyclists. Along with many others, I commute to the city on bicycle, and increasing the number of cars on Plucks road with the current infrastructure may mean that cycling would no longer be a safe option.

I also have a number of concerns around pedestrians crossing on Plucks Rd with increased traffic, particularly with young children trying to get to the local park and library with the current infrastructure.

This community has attracted many families due to the quiet cul-de-sacs and this community value will be compromised by creating through roads. This will affect resale value, community connection, and safety for the many children that play together on these quiet roads.

A major feature of the Hills District is the extensive remnant vegetation and leafy surrounds which support native wildlife, including koalas. This area is part of an important wildlife corridor and contributes more broadly to conservation of biodiversity in SEQ.

I am extremely opposed to the connectedness of the adjoining development at 82 Plucks Rd (177 townhouses) and the devastating negative implications this will have on Eveleigh St.

With regards,

Benjamin Blackwell
7 Eveleigh St
Arana Hills, 4054

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19th October, 2017

Scott Hambleton
Moreton Bay Regional Council
mbrc@moretonbay.qld.gov.au

DA/34700/2017/V23R

Attn: Scott Hambleton,

I am opposed to the development at 80 Plucks Road for the following reasons.

1. Density not in line with surrounding community

The density of this development is not in line with what I believe the surrounding community desires, which is a continuation of cul-de-sac style living, close knit community, and the tranquillity that comes from living in an area with bushland, wildlife, birds, etc.

2. Negative impacts on road safety

Road safety along Plucks Road is already compromised by heavy peak traffic, windy roads, hills, speeding cars, and numerous dangerous corners. By adding traffic to this road you are raising the risk of collision. There are a number of very dangerous corners on Plucks Rd; View Crescent, Park Road, Tetragona Drive, etc. I regularly have near misses along this section of road due to people turning suddenly, speeding cars, hills and blind corners. Having access to the proposed development though Tetragona Dr is going to increase the risk of serious collision on this corner and affect other connecting and nearby streets. I worry for the safety of drivers in this area already, without the additional traffic that this development will bring.

3. Negative impacts on Tetragona Dr

Increasing traffic along Tetragona Drive is going to affect the close knit community there. It is already very tight with parked cars and is windy and narrow. Children will no longer be able to play along this road as it will be too unsafe. This will directly impact on their mental and physical health. Families will no longer be able to gather as there will be increased traffic and there will be additional cars parked off site. As a result, connection amongst neighbours will be lost, which will particularly affect the elderly and stay at home parents who really benefit from neighbourhood connection. Real Estate prices for these residents will also be affected.

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4. Negative impacts on koala habitat and wildlife corridors

There are still pockets of bushland remaining in our area, some of which is old growth and crucial for wildlife, much of which is koala habitat (there are koala scratches on countless trees in the area and koala scats have been found at the base of trees in my yard for a start) and essential for any hope of survival for this species. The very reason we love living here is because of the trees and these are being cleared at an astonishing and alarming rate all around us. Koalas are certainly not being given any consideration at all in our suburbs and this development will directly result in their localised extinction. It is essential that we conserve what remains of the wildlife corridors.

5. Negative Impacts on Eveleigh St and lack of clarity over link between the two developments

It is proposed that 80 Plucks Road will have a connection to 82 Plucks Road (2017 / 34775 / V2M). It is proposed that this larger development will have an access entry through Eveleigh Street, which would affect the safety of our 30+ children who play together. It will also increase the risk for drivers and pedestrians due to the road being narrow and already full of parked cars due to our older style single carports. This development will affect our real estate value, as our homes are sold with the 'quiet cul-de-sac' being the main drawcard, as is seen in previous real estate ads for our street. The increased traffic will affect safety at the turns into View Crescent and Eveleigh Street, which are already risky turns. I am very surprised that I have not yet seen a collision at View Crescent/Plucks Road as this is a very unsafe corner. I have had a number of near misses here turning left as cars speed from my right. This development will also affect our security. At present we know all residents as it is a no through road. If this road is opened up to a large development we will lose all ability to manage street security, which is problematic for through roads in our area according to police reports. So, while 80 Plucks Road does not directly affect Eveleigh Street, it is proposed that it will be connected to our street through 82 Plucks Road, thus resulting in the above issues. The link between the two developments has not been clearly outlined, so it seems inaccurate to determine the flow of traffic and pedestrians through the various entry points by looking at the developments in isolation of each other.

Kind regards,

Stephanie Blackwell
7 Eveleigh St
Arana Hills, Q, 4054

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From: Michael Iacovella
To: [MBRC Incoming Mail](#)
Cc: [Mayor; Matt Constance; Electorate Office Ferny Grove; local.government@ministerial.qld.gov.au; south.brisbane@parliament.qld.gov.au; Peter Dutton MP](#)
Subject: Submission : Against Development Approval : DA/34700/2017/V23R - 80 Plucks Road ARANA HILLS
Date: Friday, 20 October 2017 11:12:57 AM
Importance: High

Please find enclosed my submission, **against** Development Approval : **DA/34700/2017/V23R** - 80 Plucks Road ARANA HILLS

My details: **Michael Pellegrino Iacovella**

Address: **78 Plucks Road Arana Hills Qld 4054**

Submission:

I live with my partner, Shana Coronado and step daughter, Malori Coronado, at 78 Plucks Road Arana Hills. My property is next door to the proposed development at 80 Plucks Road Arana Hills. I am also the owner of 78 Plucks Road Arana Hills and together with my family (Father, Mother and Brother) who also own an additional 7 properties on Plucks Road, participate and live in the Arana Hills community.

I have been living at 78 Plucks Road, Arana Hills over the last 3 years and prior to this, I lived with my parents at 66 Plucks Road, from 1981 until 2000.

My concerns with the Development are as follows:

1. No consultation by Developer with Community

Since the proposal has been put forward, at no stage has the developer (Mirvac) organised any form of direct consultation with the community. With such a high density proposal, there should have been some measures put in place by the developer, to communicate with residents and to provide a forum for community discussion and feedback on the proposal.

The lack of communication demonstrates a lack of community engagement by the developer and provides further evidence of 'no care' for existing residents, living in the precinct.

2. Road Safety and Congestion

The current traffic conditions on Plucks Road are already extremely busy and during peak times, very congested. Each day, as I leave and return to my property at 78 Plucks Road, I am exposed to excessive levels of traffic congestion, which exposes me to higher levels of risk of an accident. I find that the number of cars driving up and down Plucks Road (from Cesar Road) each morning and evening are excessive. I would also question speed limits, as many vehicles are exceeding the 60km speed limit, which further adds to the stress in anticipating vehicle manoeuvres in and around Plucks Road.

The current development of 77 townhouses, will add to the already congested traffic. Given the other proposed developments in the area – 10 Francis St Everton Hills (**91** townhouses) 35 Eveleigh Street Arana Hills (**174** townhouses) and 62 Plucks Road Arana Hills (**40** units), then there is likely to be an additional 200-300 cars on Plucks Road and surrounding streets. This is unacceptable, as current roads and infrastructure cannot accommodate this increase.

The additional traffic congestion will increase the number of potential accidents in the area. The probability of an increase in accidents, is statistically likely, given that more vehicles will be on main/surrounding roads. I can also confirm that the current road markings/lanes from 78 Plucks Road to 52 Plucks Road, are dangerous. I have witnessed many near misses when cars are trying to enter/exit from Plucks road into properties at 52, 60-62 & 66 Plucks Road.

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Given the inherent road risks, if no action is taken to reduce the dwelling density, update roads, or infrastructure and should my partner, my step daughter, or I suffer any physical/financial loss, as a result of road/traffic accidents in the area, then I will seek legal restitution by holding Councillor Matt Constance and the Moreton Bay council negligent in their responsibility to take action (ie to rectify the above mentioned issues).

3. Storm Water

Having consulted with an Engineer on water issues for the development, the proposed water management plan, is a simplified, localised plan which does not take into account the wider regional area, including other proposed developments in the area.

This is a major concern, given the risk of water damage and flooding in and around my property.

4. Noise pollution

Another major concern for my family is the excessive noise pollution, with construction and final occupancy of dwellings. The area around my property (78 Plucks Road) is surrounded by bushland, gully and trees and promotes a peaceful and tranquil environment. This is one of the reasons why I moved my family back to Arana Hills, 3 years ago.

The proposed development at 80 Plucks Road will significantly change the nature of the environment and will create additional noise pollution. This is not in line with keeping the peace and maintaining the current dynamic's and wellbeing of the area.

Given the number of units proposed in other developments (35 Eveleigh Street- 177 and 62 Plucks Road - 40), this will further add to the disruption of peace in and around my property.

Sleep deprivation and irritability is a symptom, often caused by constant and excessive noise. These symptoms, if unresolved can develop, into more chronic emotional disorders and mental health issues.

Should any member of my family suffer any of the above mentioned ailments, as a result of ongoing noise pollution, directly related to this or other above mentioned developments, then legal action and compensation (against the Moreton Bay Council), will be initiated.

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20th October, 2017

DA/34700/2017/V23R

Attn: Moreton Bay Regional Council

I am a long term resident opposed to the development at 80 Plucks Road.

I have lived here for many decades, and love living in the Hills District because of the natural environment and the many birds and animals that call this area home.

I am opposed to the creation of this medium density development because of;

- the loss of natural habitat that will result
- risk of localised extinctions, e.g. koalas, owls, etc
- impact on wildlife corridors
- loss of old trees with hollows
- impact on waterways and creeks

I am also very concerned about the impacts that this development (80 Plucks Rd) and the adjoining development (82 Plucks Rd) will have on our quiet cul-de-sacs. The Hills area is very special because of the communities that live together on these quiet streets. This connection will be negatively impacted upon because of this development. Many children play together on these streets and there will be major safety concerns for them resulting from increased traffic to these developments.

Plucks Road is already a very busy and risky road to drive along. There are many difficult corners to navigate as a driver. Increased traffic will significantly increase the risk to drivers and passengers in this area. I am a pedestrian who uses Plucks Road regularly, and I feel that the current infrastructure cannot safely support any more cars.

With regards,

Johnna Bendsen
8 Eveleigh St
Arana Hills, Q, 4054

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Rodney Ferguson

**42 Leatherwood Drive
Arana Hills Qld 4054
0408 758 121**

20th October 2017

Moreton Bay Regional Council
PO Box 159
Caboolture Qld 4510

Dear Sir/Madam

Objection Submission

RE: Application No Z2EWRXR175634 – 80 Plucks Rd

I hereby submit to Moreton Bay Regional Council (MBRC) my objection to the above-mentioned development application. I am professionally experienced enough to realise that the development will proceed in some form as State Government benefits from extra stamp duty and MBRC benefits from extra rates.

Objection Basis:-

Dwelling Density

- The developer lodged the application under the old Pine Rivers Shire Council by-laws to allow greater number of dwellings (77 units)
- Why does MBRC accept an application that is in conflict with its current zoning density
- The developer application only considers its impact on our suburb and hasn't taken in consideration the cumulative impact of the proposed development at Eveleigh Street (DA/34700/2017/V23R - another 174 units)
- Surely a normal residential housing development would more beneficial to maintain the character of the suburb

Traffic Density

- The proposed developments (Plucks Rd & Evelyn St) will result in 251 dwellings' traffic converging into Leatherwood Drive, then into Tetragona Drive then onto Plucks Road
- Entering Plucks Road is already dangerous due to the traffic flow from blind corners in both directions
- Even based on the low 1.6 cars per unit, that's 401 vehicles (it's more likely that there will be at least two cars per unit as most residences have 2 or more cars)
- With residents movements of 2-4 times per day (with work & school commitments) there will be approximately an additional 1000-1200 vehicle movements per day
- Leatherwood Drive is a narrow street and passing an oncoming car is now impossible if cars are parked on street
- There is no space for widening Leatherwood Drive due to existing residences
- Traffic is already banking up at South Pine Road & Camelia Avenue lights

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Rodney Ferguson

42 Leatherwood Drive
Arana Hills Qld 4054
0408 758 121

Personal Safety & Risk Considerations

- I believe the Council and developer will expose themselves to considerable risk if the current traffic flow strategy is retained with Leatherwood Dive been so narrow there is a greater risk of a child being hit by a vehicle or a collision between vehicles.
- Children regularly play Leatherwood Drive as it is currently a quite cul-de-sac.

Storm Water Management

- The development application is very limited in the treatment of stormwater and there has been no consideration of the cumulative impact of additional storm water from Evelyn Street development on the Cabbage Tree creek
- Due to the number of dwellings and hard surfaces resulting from the two developments the road surface water run-off into Leatherwood Drive will cause significant water problems for residences on the lower side of Leatherwood Drive (should my house be impacted by such storm water run-off we will be suing Council).

Public Transport Impact

- Both State & Local Governments need to consider the impact of increased number of residents on public services (eg schools, rail & bus transport) if these developments proceed as per the applications.
- Currently I travel to Brisbane CBD by train and unless I catch a train before 7.15am I cannot obtain a car park at Grovely Station.
- Last Tuesday I left home at 8.30am and was unable to obtain a car park at either Grovely, Oxford Park, Mitchelton or Gaythorne Stations so I have to drive to city and pay for car parking.

Environmental Impact

- The loss of natural habitat due to the two proposed developments will have considerable impact on the suburbs wildlife (birds, snakes, bush turkeys etc)

I am not anti-development but there must be balanced development. Why not approve a regular housing development rather than a 'greed motive' high density development. Based on mood of residents both Local & State political sitting members will looking for new jobs if the developments proceed as per applications.

Yours sincerely

Rod

Rodney Ferguson
CPA BCom AFSL PC(SMSF) JP(Qual)
fergusonr2303@gmail.com

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From: Rhonda Cutlack
To: [MBRC Incoming Mail](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Friday, 20 October 2017 9:30:24 PM

We were not notified of the above application and we wish to submit our objection relating to the above proposed development application at 80 Plucks Rd, Arana Hills due to our following concerns allowing for Medium Density Multiple Dwelling Units to be built in this area as it would have a detrimental impact on numerous levels of livability.

*We object that council would approve zoning for development of Medium density multiple dwellings in this area as it completely contradicts and is not in keeping with the character of the area which consists of mainly detached residential dwellings as the above application far exceeds the allowable number of dwellings for the size of the land under the current MBRC planning guidelines.

*We object that Plucks Rd and the feeder roads would not be able to cope especially during peak periods with the additional traffic flow created by residents from those multiple dwelling units as most dwellings at today's standards are two car residences.

*We object the additional traffic would also create a greater traffic hazard for existing residents of Plucks Rd turning into and out of their driveways which is already quite dangerous due to several blind corners along Plucks Rd as the speed limit is 60 kph which already does not allow time for safe exit/entry to their properties which we are already experiencing on a daily basis.

*The additional traffic would also add to already excess noise levels residents suffer who live on Plucks Rd from both externally and inside their homes that starts from 5am till 11pm 7 days a week due to societies 7 day working week with extended hours.

*The additional traffic would add to the air pollution for residents along Plucks Rd due to car exhaust omissions and air borne road dust dispersement from the additional traffic.

*Surrounding areas would be affected with a strain put on the current infrastructure at train stations where street parking already poses a significant difficult time for workers during peak hours of travel with no increase in available parking planned for in the future.

We would hope that our objection and reasons for this development application being rejected be highly considered and that council respect the thoughts of the existing rate payers of this and neighboring areas before the wants of developers who are only interested in monetary gain.

Regards,

Kev & Rhonda Cutlack
33 Plucks Rd
Arana Hills Q 4054

Sent from my iPad

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From: Grove, Chris
To: [MBRC Incoming Mail](#)
Subject: Objection To Development Application Enquiry; 2017 / 34700 / V23R
Date: Friday, 20 October 2017 10:35:20 PM

To Whom It May Concern,

I object to granting the development proposed at 80 Plucks Rd. It far exceeds the allowable number of dwellings for the size of the land under current MBRC planning guidelines.

I object to the lack of conditions for this development approval including the entry and exit points for this development being Leatherwood/Tetragona Drive.

I expect the developer to significantly reduce the number of dwellings on this site, to change the entry and exit point to and from the dwellings to Plucks Road and to upgrade the existing infrastructure on Plucks Road to accommodate the huge additional traffic.

Regards

Christopher Guy Buttress-Grove

28 Leatherwood Drive

Arana Hills

Q4054

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From: Neil Shepherd
To: [MBRC Incoming Mail](#)
Subject: 80 Plucks Road - Objections to proposed development
Date: Saturday, 21 October 2017 12:10:13 AM

Objections to proposed unit development listed as 80 Plucks Road, Arana Hills (Lot 1 RP 205708)
Application Reference: DA/34700/2017/V23R

Neil Shepherd
26 Leatherwood Drive
Arana Hills QLD 4054
Ph: 07 33514340
Mob: 0404290845
email: shphrdnl@yahoo.com.au

20 October 2017.
Dear Sir/Madam,

I've lived and paid rates at 26 Leatherwood Drive, Arana Hills, QLD for 23 years. In that time, a number of houses and a large unit development have been constructed within a few hundred metres of my home, but I have objections to the proposed new unit development at "80 Plucks Road".

- Objection that the proposed development will overload the local area
- Objection that the proposed development will negatively impact safety
- Objection to the negative impact on local fauna and waterways
- Objection to the negative impact on the character of local streets
- Suggestions

The proposed multiple-dwelling development project of 77 townhouses (above) with entry/exit in Leatherwood Drive will have an estimated hundreds of extra people using local streets and walkways. Traffic and safety issues of so much extra traffic make Leatherwood Drive unsuitable and unsafe for this large development.

The proposed development would increase the number of dwellings in Leatherwood Drive from about 40, to an estimated 118, and the proposed development would overload and degrade the character of Leatherwood Drive.

The green gully/waterway along the development's eastern side supports a population of small native frogs (including Striped Marshfrog), which would be severely impacted by the development. The gully is also used by native bird species, and other animals which travel between the gully and Cabbage Tree Creek.

Suggestions: The ongoing safeguard of local wildlife, reducing the number of proposed townhouses, green space between the development and Leatherwood Drive, and repositioning the entry/exit from Leatherwood Drive to Plucks Road.

Thank you.

Yours Sincerely,
Neil Shepherd.

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27th January 2017
Ref: 24550



Development Services
Moreton Bay Regional Council
PO Box 159
CABOOLTURE QLD 4510

Lodged Via Email: mbrc@moretonbay.qld.gov.au

Dear Sir or Madam,

RE: REQUEST FOR ASSESSMENT AGAINST THE SUPERSEDED PLANNING SCHEME IN ACCORDANCE WITH SECTION 95 OF THE SUSTAINABLE PLANNING ACT 2009

**82 PLUCKS ROAD, 35 & 36 EVELEIGH STREET & 35 LEATHERWOOD DRIVE, ARANA HILLS
LOTS 4, 6, 7 & 10 ON SP165087**

We act on behalf of Lloyd and Margaret Taylor, in seeking a request from Moreton Bay Regional Council to apply the Superseded Planning Scheme to a proposed development over the aforementioned land.

Pursuant to Section 95(1)(b) of the Sustainable Planning Act 2009 (SPA), Lloyd and Margaret Taylor request that Council assess and decide a proposed development application under the Superseded Planning Scheme. The applicable Superseded Planning Scheme in this instance is the Pine Rivers Planning Scheme 2006 (Pine Rivers Plan) as in effect immediately prior to the commencement of the Moreton Bay Regional Council Planning Scheme which commenced on the 1st February 2016.

Subject Site

The land which is the subject of this request, comprises 82 Plucks Road, 35 & 36 Eveleigh Street and 35 Leatherwood Drive, Arana Hills and is described as Lots 4, 6, 7 & 10 on SP165087.

The total site area is 4.5232 Ha.

The site is illustrated in Figures 1 and 2 below.

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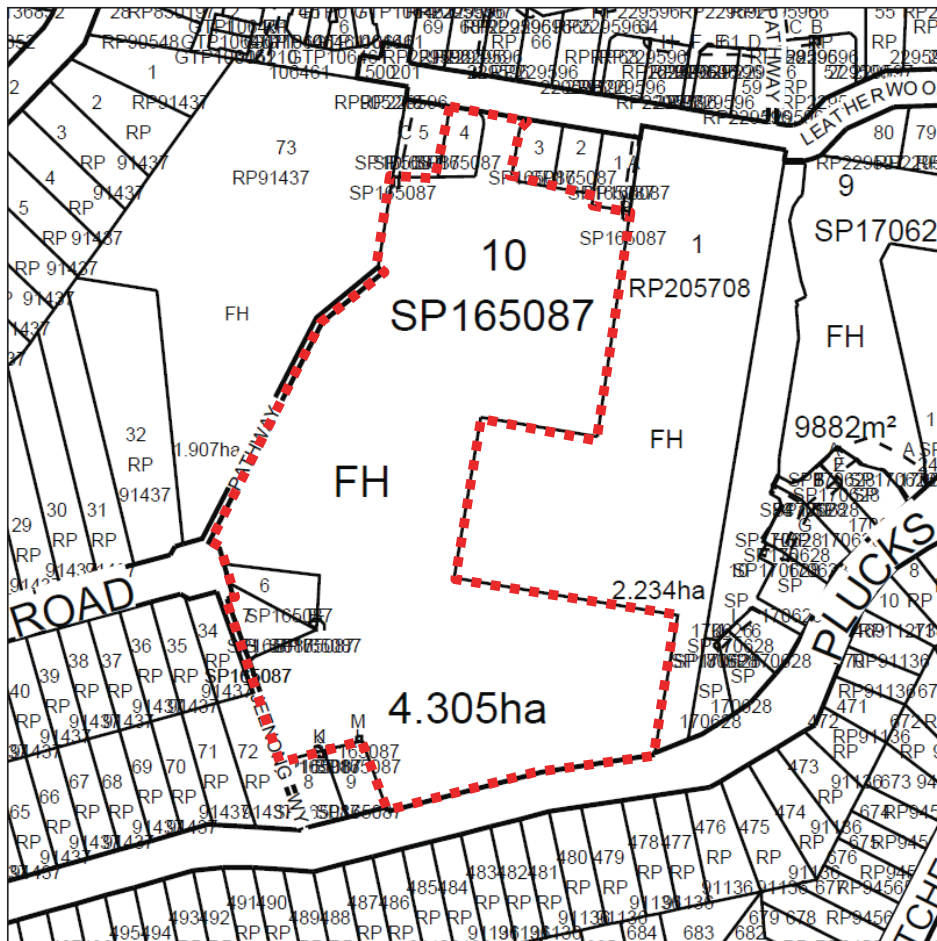


Figure 1: Smartmap of Subject Site

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Figure 2: Aerial Photo of Subject Site

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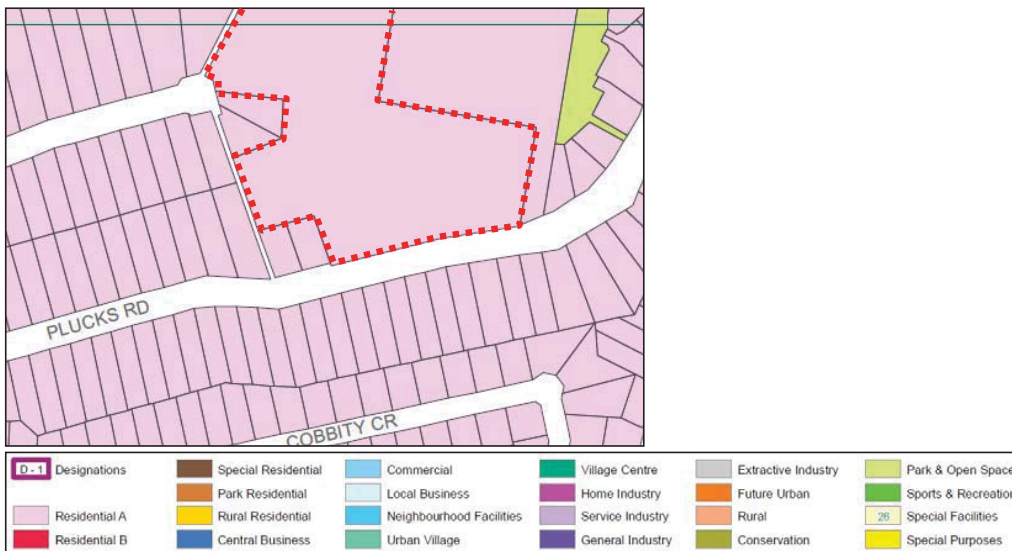


Planning Context

Under the Pine Shire Plan (i.e. the Superseded Planning Scheme), the subject site (Lots 4, 6, 7 & 10 on SP165087) is included within the Residential A Zone (refer Figure 3 over page).

The overall outcomes sought for the Residential A Zone include (but are not limited to) the following -

1. Low density residential uses are established, predominantly in the form of a single house on each lot with other forms of residential development interspersed within the area;
2. Medium density residential uses are not developed in the Residential A zone, except in limited appropriate locations;
3. Non-residential land uses are only established in exceptional circumstances where residential character and amenity are maintained, the uses performed are allied to and compatible with the residential area and the uses do not undermine the viability of local centres; and
4. Development is of a scale, size and bulk that is appropriate for the lot and compatible with the surrounding residential development.



Specific Outcome SO1 of the Residential A Zone Code (Urban Locality) outlined the following uses as being consistent with the purpose of the Residential A Zone:

- Associated Unit - if maximum GFA is 60m² (excluding roofed verandah)
- Bed and Breakfast Accommodation - if maximum of 1 bedroom
- Detached House - if maximum of 1 detached house on a lot
- Display Home
- Duplex Dwelling
- Environmental Park
- Estate Sales Office

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- Home Business - if maximum area is 30m² and is fully enclosed in a building and excluding the hire of a tennis court
- Infill Housing - if located in Sub-Precincts RA-1, RA-2 or RA-3
- Local Utilities
- Low Density Multiple Dwelling Units
- Park

As noted above, medium density residential uses (i.e. medium density multiple dwelling units) are not developed in the Residential A zone, except in limited appropriate locations.

Specific Outcome SO13 of the Residential A Zone Code requires that: *medium density residential uses are only developed in appropriate locations including:-*

- 1) sites in close proximity to centres and community facilities;
- 2) sites with a high level of visual amenity that are adjacent to district and regional parks and open space or the Coast and River Lands Locality;
- 3) sites within easy walking distance (approximately 400-500m) of existing and committed future railway stations or bus facilities; and
- 4) sites in close proximity to land zoned Residential B; provided the character and amenity of the predominantly detached housing area and environmental values of the surrounding area are not prejudiced.

It is noted that the above Specific Outcome is identical to SO4 of the Urban Locality Code.

Specific Outcome SO14 of the Residential A Zone Code also states that *medium density residential uses are consistent with the visual and general amenity of the area.*

As assessment of the above criteria is provided within the following table.

| Residential A Zone Code | | |
|---|----------|--|
| Specific Outcome | Complies | Response |
| SO13 Medium density residential uses are only developed in appropriate locations including:- (1) sites in close proximity to centres and community facilities; | ✓ | The subject site is well serviced by a range of centres and community facilities, all of which are located within a short distance. Centres: The site is located within close proximity to the Arana Hills Plaza, Patrick Place and other associated retail and commercial shops. The Arana Hills Plaza is located approximately 785m from the subject site. Community Facilities: The site is well serviced by a wide range of community facilities including Arana Hills Library (approximately 300m from the subject site), Pine Community School (1.2km), Ferny Hills State School (1km), Grovely State School (1km), C&K Community Kindergarten & Pre-School (1km), and Patricks Road State School (1.6km). |
| (2) sites with a high level of visual amenity that are adjacent to district and regional parks and open space or the Coast and | ✓ | The subject site is well serviced by open space and surrounding district/regional parks. The regional open space network surrounding Cabbage Tree Creek is |

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| | | |
|---|---|---|
| <i>River Lands Locality;</i> | | <p>located diagonally opposite the subject site (100m) and comprises Lemm Park and William Scott Park within close proximity. This regional open space network extends through to Ferny Hills (and the Samford Conservation Park) to the west and Aspley to the east.</p> <p>Local parks of Nulty Way Park (400m), Narellan Park (450m) and Melva Reserve (790m) are all located within close proximity of the subject site.</p> |
| (3) sites within easy walking distance (approximately 400-500m) of existing and committed future railway stations or bus facilities; and | ✓ | <p>The site is located within 400m (397m) of bus Route 397 on Plucks Road.</p> |
| (4) sites in close proximity to land zoned Residential B; | ✓ | <p>Land zoned Residential B is located 600m to the south (9 Leslie Street, Arana Hills), 875m (309 Dawson Pde, Arana Hills), 700m (142 Bunya Road, Arana Hills) and 1.2km (Quinea Court, Ferny Hills).</p> <p>In addition to the above, it is noted that a similar form of development (i.e. multiple dwelling units) are located at 52 Plucks Road (200m) albeit this site is not zoned as Residential B (it is zoned Special Facilities as it used to accommodate a church), however represents a building form and character consistent with what is proposed over the subject site.</p> |
| <i>provided the character and amenity of the predominantly detached housing area and environmental values of the surrounding area are not prejudiced.</i> | ✓ | <p>The subject site is uniquely located within that part of Arana Hills with the site adjoining bushland, 1 dwelling house and Eveleigh Street to the west, 4 dwelling houses and Leatherwood Drive to the north, a large similarly sized parcel of land to the east, and 2 dwelling houses and a large frontage to Plucks Road to the south.</p> <p>Given the limited adjoining detached dwelling houses together with the size of the allotment and multiple access opportunities, the development of the site for the purposes of medium density multiple dwelling units will enable an overall development that is well connected, integrated and responsive to the surrounding land uses.</p> <p>Such a development will also be able to better respond to and manage the site topography, site attributes, overall development design and interface to ensure an overall character and amenity that is supportive of and responsive to the surrounding residential character.</p> |
| SO14 Medium density residential uses are consistent with the visual and general amenity of the area. | ✓ | <p>That part of Arana Hills contains a number of multiple dwelling land uses within close proximity of the subject site.</p> <p>Such existing development is located 600m to the south (9 Leslie Street, Arana Hills), 875m (309 Dawson Pde, Arana Hills), 700m (142 Bunya Road, Arana Hills) and 1.2km (Quinea Court, Ferny Hills).</p> <p>In addition to the above, it is noted that a similar form of development (i.e. multiple dwelling units) are located at 52 Plucks Road (200m) albeit this site is not zoned as Residential B (it is zoned Special Facilities as it used to accommodate a church), however represents a building form and character consistent with what is proposed over the subject site.</p> <p>Also, we understand that multiple dwelling units were previously approved over 62 Plucks Road, Arana Hills however this development</p> |

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| | |
|--|--|
| | <p>was not fully acted upon.</p> <p>As demonstrated above, that part of Arana Hills contains a number of multiple dwelling land uses that would represent a building form and density consistent with the medium density multiple dwelling units proposed over the subject land.</p> |
|--|--|

As demonstrated above, a medium density multiple dwelling can achieve compliance with the medium density residential uses criteria within the Urban Locality Code and Residential A Code.

It is further noted that Probable Solution PS2.1 of the Multiple Dwelling Units Code requires a maximum GFA not exceeding 50% of the site area and Probable Solution PS3 of the Residential A Zone Code stipulates a maximum site coverage of 50%.

However, under the Moreton Bay Regional Council Planning Scheme (MBRCPS), the subject site is now identified as being located within the General Residential Zone – Suburban Neighbourhood Precinct.

In accordance with the Material Change of Use Level of Assessment Table for the Suburban Neighbourhood Precinct (i.e. Table 5.5.6.2.1), a Multiple Dwelling is Code Assessable if within 400m walking distance of a higher order or district centre, or train station, and meets the acceptable outcomes for building height.

The subject site is not located within 400m walking distance of a higher order or district centre, or train station. Further, it is noted that Overall Outcome 1(q) of the Suburban Neighbourhood Precinct (refer Section 6.2.6.2.1) states that this precinct does not include a Multiple Dwelling (where the aforementioned criteria does not apply). Given this, a multiple dwelling is not an acceptable/supported land use under the current Moreton Bay Planning Scheme.

Notwithstanding the above, were an application to be prepared and lodged under the MBRC Planning Scheme, Performance Outcome 1 of the Suburban Neighbourhood Precinct – Assessable Development (Table 6.2.6.2.2) requires that the development density be limited to 15 dwelling per hectare, significantly less than the density requirements permitted under the Superseded Planning Scheme.

Details of Proposed Development

The proposed development will comprise of the following:

- Medium Density Multiple Dwelling Units; and
- Subdivision of the Medium Density Multiple Dwelling Units by way of community title arrangement (including common property).

As a result of the above, the proposed development application seeks:

1. **Development Permit** for a **Material Change of Use** for Medium Density Multiple Dwelling Units;
2. **Development Permit** for the **Reconfiguration of a Lot** (via community title including common property).

We understand that the above proposed development would be subject to Impact Assessment under the Residential A Zone of the Pine Shire Planning Scheme, however would represent a consistent land use having been able to demonstrate compliance with the relevant additional criteria contained within the Urban Locality Code and Residential A Code.

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Further supporting this request, please find enclosed the proposed Site Plan (Dwg Ref: 24550-GP02 Rev A), which provides a conceptual overview of the development and the associated application particulars. We reiterate to Council that the Site Plan is conceptual only at this stage and is intended to provide confirmation of the land use(s) and potential points of access. The ultimate density and exact number of lots (i.e. final lot configuration) is not yet fully known.

We further acknowledge that a request to apply the Superseed Planning Scheme has already been submitted to Council over this site for the purposes of Low Density Multiple Dwelling Units. Notwithstanding this application, we believe that Medium Density Multiple Dwelling Units represents the highest and best use for the site that is more in keeping with the surrounding built form and housing character.

Grounds for Assessment under the Superseded Planning Scheme

The following grounds are provided to support this request for assessment of the proposed development application under the Superseded Planning Scheme (i.e. Pine Rivers Planning Scheme 2006):

1. The proposed development seeks to achieve compliance with the superseded planning scheme, particularly in terms of building height and density, thus resulting in a proposal that would have been anticipated by Council and the adjoining residents, were the SPS still in operation today.
2. The proposed development has demonstrated the potential for compliance against the critical assessment criteria associated with Medium Density Multiple Dwelling Units within the Residential A one
3. Medium Density Multiple Dwelling Units over this site would be complimentary to and consistent with the density and character of the surrounding residential locality, with a similar development existing at 52 Plucks Road (and also other multiple dwelling units of a similar scale and density located within close proximity of the subject land).
4. The subject site represents a key infill site within that part of Arana Hills that is well serviced by a large number of community, commercial, educational and recreational services and infrastructure.
5. The proposed development is not a land use that is supported under the MBRC Planning Scheme, as a result of the subject site being located within the General Residential Zone – Suburban Neighbourhood Precinct and as a result of the site being located further than 400m from a higher order or district centre, or train station.
6. The change in locational criteria between the current and superseded planning scheme substantially impacts the development potential of the site. Thus, the prospective density achievable under the SPS is significantly greater than that achievable under the MBRC Planning Scheme.

Thus in consideration of the subject site's development potential under the Pine Shire Planning Scheme, we request that Council favourably consider this request and grant the ability for our Client to realise the existing development rights afforded to them under the Superseded Planning Scheme.

In support of this application please find enclosed the following documentation:

- IDAS Form – Superseded Planning Scheme Request Form; and
- Site Plan, as prepared by THG (24550-GP02 Rev A).

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We advise that our Client will make payment of the application fee (\$1,050) in person today, at the Strathpine Customer Service Centre.

In accordance with Section 93 of SPA, we acknowledge Council has an initial 30 business day period within which to assess and decide this request.

We trust that this is the information that Council requires to enable the processing and assessment of this Application.

Should you require any further information, please do not hesitate to contact the writer on 3666 4700 or n.wilson@veris.com.au.

Yours faithfully,

A handwritten signature in blue ink, appearing to read "Nathan Wilson", is written over a light blue horizontal line.

Nathan Wilson
Senior Planner

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From: Uliana Gorodilova
To: [MBRC Incoming Mail](#); [Mayor](#); [Matt Constance](#); [Electorate Office Ferny Grove](#); local.government@ministerial.qld.gov.au
Subject: objection to 80 Plucks Road DA/34700/2017/V23R and 82 Plucks Road/35 Eveleigh Street DA/2017/33436/V9
Date: Monday, 23 October 2017 10:57:35 AM
Attachments: [Superseded.pdf](#)

It is good to have the opportunity to express our opinion regarding the proposed developments at 82 Plucks Road and 35 Eveleigh Street in Arana Hills.

These proposed developments are of great concern (and impact) to all the current and future residents of the Plucks road, tetragona drive, leatherwood drive, eveleigh street, ceasar road and in general to everyone living in Arana Hills and Everton Hills.

I completely agree with the point made by Jennifer Herwig regarding the fact that pockets of land are being bought in the surrounding areas, and in the thirsty of milking profits, the developers are squeezing the land until the last m2 they can profit from, resulting in tiny homes in areas as little as 119 m2 each, without thinking in the negative effects on others people living nearby and the future of Arana Hills area. Developers and investors should also give something back to the communities of the neighborhoods where they profit from, instead of just adding size to their own pockets and then flying away to look for the next cash caw to milk, while leaving all the negative impact on roads traffic and other infrastructure facilities such as schools, etc, to the Arana Hills residents.

The following are some of the negative effects of these developments:

- The character of Arana Hills, being predominantly a family friendly and leafy area with green open spaces, big front yards, gardens and tall trees will be negatively affected. In the stage 5 area of the proposed development there are currently about 8 tall pines/bunya trees, which would be removed if the stage 5 is approved.
- insufficient visitor parking spots and narrow internal streets with difficulty for car maneuvering into the development, will strain further the capacity of the off-street parking on the nearby streets (Plucks road, leatherwood drive, Eveleigh street and tetragona drive) which are already strangled.
- insufficient parking spots in the grovely train station will be also further strained.
- Existing home rental/sale values will decrease as result of oversupply. Driving pass many of the townhouses development already completed in the nearby streets is easy to conclude that they have been bought mainly by investors as there are plenty of them still vacant and being advertised for rental or sale. Besides, the units being advertised for sale take an average of 9 months (or 263 days) before selling, while the ones available for rental have also been vacant for long periods.

Developers have failed to consult with the community on previous planning applications for Material Change of use of these two blocks of land, without properly addressing and mitigating the negative impact on the surrounding area.

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We believe that Council will represent its constituents and advocate for improving the livability of the Arana Hills area, which has been characterized by family friendly providing enough open green space for usage of the whole community.

For that, we propose the following improvements/mitigation measures to the developments that will contribute to reduce the negative impact on the livability of the area while giving back something positive to the Arana Hills community:

- Reject stage 5 in the plucks road front, and instead give to the Plucks Road/Arana hills community a recreational and green open space with sitting area and keeping the tall pine trees on the plucks road front.
- Connecting Plucks road with William Scott Park via leatherwood drive by a pedestrian/bicycle pathway across the area of the stage 5 and existing creek/overland flow path in the eastern border of the site; there is already a pedestrian pathway connecting leatherwood drive to the mentioned Park.
- Reduce the number of houses in both, 80 Plucks Road and 82 Plucks/35 Eveleigh street, by applying the current Moreton Bay Regional Planning scheme, which allows houses in traditional residential lots of minimum 400 m² and with density no greater than 15 dwelling per hectare, instead of deciding on the quality of life for years/decades to come, on the basis of an already superseded planning scheme; this will mitigate the excessive increase in traffic (and subsequent strain on infrastructures) and the risk of accidents in the corner of tetragona drive and plucks road. As the slope of this section of plucks road is quite considerable, cars tend to speed up in this area, and also for residents on plucks road it is already a challenge to come in/out from home due to high/speedy traffic on this sloping road. This mitigation measure also will reduce the excessive impact on the capacity of other nearby infrastructure facilities such as schools, parking spots in the grovely train station and other roads.
- We also support the proposal of Pascale Densten, other of the residents of the area, regarding a wide corridor with trees on 35 and 36 Eveleigh street to contribute to mitigate the negative impact on the family friendly, leafy character and livability of the Plucks Road/Eveleigh street and Arana Hills area.

It is worth to question/enquire if the existing development at 52 Plucks road followed a proper public consultation as it is not zoned as Residential B, and it is still zoned as Special Facilities zone (see second last paragraph in page 6 of attached document) as it used to accommodate a church, which were meant to be for service of the community. If that was the case, the existence of the development at 52 Plucks Road should not be taken in account for the assessment of the 80 and 82 Plucks road developments.

We believe that developers and decision makers will take into account the above mentioned matters in order to mitigate the excessive negative impact of the proposed developments at 80 and 82 Plucks Road sites, while taking this opportunity to give something positive to keep or lift up the family friendly profile of the Plucks Road and

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surrounding area instead of downgrade it.

Thanks & Regards

Ivan and Uliana Gordilova

99 Plucks Road, Arana Hills.

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From: Tim & Ruth Dean
To: [MBRC Incoming Mail](#)
Cc: [Matt Constance](#)
Subject: Re. DA/34700/2017/V32R (80 Plucks Road, Arana Hills)
Date: Saturday, 21 October 2017 10:43:14 PM

To the Planning Officer,

Re. DA/34700/2017/V32R (80 Plucks Road, Arana Hills)

I am writing to object to the proposed development at 80 Plucks Road for several reasons:

- The material change of use of low-density dwelling area to medium density will impact on the character and amenity of the neighbourhood. Just because a larger piece of land exists does not necessitate Council ignoring a planning scheme and the nature of the neighbourhood and surrounding areas.

Council has to date repeatedly ignored existing residents' (ie. rate payers and voters) objections to the unnecessary densification of the neighbourhood for no reason other than the fact larger parcels of land exist. Leatherwood Drive is a quiet, low density neighbourhood and there is no imperative for changing this that has been articulated in any way by Council to residents.

The Pine Rivers Plan 2006 includes that medium density residential uses are not developed in the Residential A zone, *except in limited appropriate locations*. There is no reasonable justification for the apparent intent by MBRC to consider the region around this site as an 'appropriate location' nor is the potential intent for multiple higher density developments adjacent 'limited'.

- The intent for all traffic from the development to be routed via Leatherwood Drive is not appropriate. According to the traffic report (TTM, 16BRT0776), this single development will more than double the peak volumes of traffic along Leatherwood Drive and particularly using the Tetragona/Plucks Road intersection. This is inappropriate given the development adjoins Plucks Road and could readily provide access to the site via this.

Of note, the Town Planning Report submitted by the Applicant refers to the development as the 'Plucks Road' development on several occasions, but then without any direct street connectivity to Plucks Road. The report attempts to use justification of other developments elsewhere, potentially fronting Plucks Road, as a justification for a development of this scale and density on Leatherwood Drive. These are quite different streets in character and use and this cross-application of what can then be developed is wrong.

Given the applicant is using assessment under the now superseded Pine Rivers Plan, the following are specific non-conformances with the Pine Rivers Plan (PR Plan) *Chapter 6, Part 1, Division 29 – Multiple Dwelling Units Code* that have been identified within the proposed design/scheme:

- SO3 - The design includes developments which are above the height limits of surrounding low-density housing. The surrounding neighbourhood is limited to 8.5m but this development seeks to exceed the height by over 35% in some areas via three storeys (or almost 3m as per section 9.2.4 of the Town Planning report). This is inappropriate and is also non-compliant with item PS3.2 of the Pine Rivers Plan which limits building height to two storeys (elsewhere defined as 8.5m) above natural ground surface. The Applicant's response to this issue in the Town Planning Report section 9.2 is poor and attempts to deflect attention to the 'freehold' lots instead of identifying why an above height development should be permissible. The building height is not just "a consequence of the sloping topography" but of the type and design of the buildings proposed. The height can readily be adjusted to comply ... and if this limits

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development then that is the purpose of the PR Plan!

- SO19 - The development does not comply with SO19 regarding orientation of units. All units in Stages 2 and 4 and part of Stage 3 are basically East-West facing, not oriented towards North as required by PS19.1 and 19.2. The response in the Town Planning Report presumes that non-compliance just doesn't matter if dual aspect is provided. The Plan doesn't state this as an option.

Further, comments in response to the Town Planning Report responses to the Urban Locality Code:

- SO4 - The application of 'close proximity' is applied as deemed necessary by the Applicants to justify the development as per SO4. None of the features identified are 'close' but are all 5-25 minutes' drive (noting that again an error in the Planning Report but it is not physically possible to drive from Leatherwood Drive to Arana Hills (ie. Arana Plaza) in 2 minutes legally...). On the basis of a 5-10 minute drive to nearby shops almost any site could be rezoned. The 'Major' activity centres are 15 minutes+ drive which cannot be considered 'close' by any reasonable definition.
- SO5 – doubling the volume of cars would in most considerations be 'significantly altering the existing residential amenity' of Leatherwood Drive. While the intersection may be deemed *capable* of handling this, it is blatantly incorrect to imply that twice as many residential dwellings using Leatherwood Drive for access would not have an impact on amenity.
- SO6 – the response indicates '*consistent with precedent medium density development within the area*'. This isn't the specific question in SO6, which seeks to address the entire general amenity of the area – ie. the Residential A housing. There is no medium development on Leatherwood Drive so there is no precedent for this type, nature or scale of development onto Leatherwood Drive.
- SO39 response identifies an interesting item, that this development will likely involve the use of Leatherwood Drive for major construction activity. This road is not appropriate for this – the construction of a house obviously, but the development of a large site such as this will impact during construction on the neighbourhood if all access is obtained via Leatherwood Drive. This further reinforces this as an inappropriate point of access for development and future use.
- SO40, which not a non-compliance (access from Brahms St?), the response provided highlights that 'the proposed development obtains access from Plucks Road'. The Applicant should confirm that this is correct as this statement is inconsistent with other documents submitted.

I have no objection to the development of housing at 80 Plucks Road that is in keeping with the planning scheme (Low Density Residential, compliant with the respective development codes and plans) and which appropriately deals with traffic associated with the site. I therefore request that you reject the current application and request the applicant to submit a scheme which is appropriate for the site and neighbourhood.

With thanks,

Tim Dean
13 Leatherwood Drive, Arana Hills

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From: craig morgan
To: [MBRC Incoming Mail](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Sunday, 22 October 2017 2:39:36 PM

Dear Assessment Manager,

This independent submission is purposed to outline my concerns regarding the 77 townhouse (and ensuing 174 unit) development of 80 & 82 Plucks Rd, Arana Hills - denoted by DA/34700/2017/V23R.

As a rate paying resident of Plucks Road, and living very near the proposed development, my family's lifestyle, safety and enjoyment of the area will be both broadly and acutely affected during and well after completion of the project(s).

While I fundamentally support & welcome the employment and lifestyle opportunities that are on offer, I feel that the proposed density of occupation poorly juxtaposes the sense of suburban space that underpins the suburbs' lifestyle benefits and attracted me & my family to the area in the first place.

The vehicular access & breakout points are also of major concern, with Plucks Rd being a 60 km/h sub-arterial thoroughfare, (an oft-ignored limitation by many). We are already forced to execute stopping & turning manoeuvres with increasingly extreme caution, and I feel the multitude of new vehicular (and pedestrian) traffic will only exacerbate this problem and the potential for harm - unless the speed limit is reduced along Plucks Rd and further controls are implemented beyond the proposed traffic engineers report outlined in the DA. (A traffic light at the Plucks Rd/Tetragona Rd intersection will be the only guarantee of balanced traffic feed during peak hours)

I trust my concerns will be included for consideration, and thank you in advance for your attention.

Craig Morgan
59 Plucks Rd
Arana Hills 4054

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From: Heather Clapperton
To: [MBRC Incoming Mail](#); [MBRC Incoming Mail](#)
Cc: [Matt Constance](#)
Subject: Objection to Development Application DA / 34700 / 2017 /V23R - 80 Plucks Road
Date: Sunday, 22 October 2017 11:06:30 PM

I wish to object to the granting of the proposed development at 80 Plucks Road. Below are my reasons for so doing.

1. Size of Proposed Complex

This proposal exceeds the allowable number of dwellings for the size of the land under current MRBC planning guidelines.

2. Access from Leatherwood Drive.

I strongly object to the main access point for this development being in Leatherwood Drive. This is a minor road with many cars already parking on this road. With a proposal for another 77 three and four bedroom dwellings, I believe that this will result in additional street parking on the relatively narrow Leatherwood Drive. The proposed entry on Leatherwood Drive is on a already hazardous bend where the road also narrows. When vehicles are parked on either side of the road, two way traffic is not possible. This congestion affects the entry for vehicles in our townhouse complex which is located at the end of the street at number 48.

An exponential growth in vehicles parked on the street will affect access by larger vehicles such as garbage trucks and emergency vehicles. The development plan indicates 50 visitor parking spaces in the complex but there are always additional vehicles parked in any street, so this must be taken into account, especially as these townhouses are all three or four bedroom units and it is very likely that there will be more than two vehicles per household on average.

2. The existing curve in Leatherwood Drive (in front of No.24)

The traffic engineering report by the developer misrepresents the proposed access point on to Leatherwood Drive as being a straight road. At this point, it is a narrow, sharp curve.

The existing radius on this curve is approximately 20m. In reference to AustroadsGuide to Road Design this equates to a design speed of less than 30km/h.

This is a residential street and it is obviously ideal to constrain the operating speed using the geometry of the road, however this curve geometry is not consistent with what should be expected by drivers in this environment. Due to this tight geometry we already see a number of vehicles cutting the corner producing a number of very close calls, by increasing the traffic volume on Leatherwood Drive the risk of a head on collision will be increased considerably.

During the construction of this large development, many trade and workers' vehicles will be parked on either side of the street, blocking two way traffic. This will result in local traffic being forced to reverse along the street, possibly for the whole length of the street, just to allow another vehicle to proceed along the street.

3. Plucks Road/Tetragona Drive Intersection

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The traffic engineering report misrepresents this intersection as being a perfect T intersection where in fact, it is a dangerous intersection almost being a blind corner for vehicles turning right on to Plucks Road from Tetragona Street. Currently this intersection is sub-standard in relation to safe intersection sight distance (SISD). According to Council's Planning Scheme Road Hierarchy, Plucks Road is classified as a sub-arterial road. In accordance with Council's Planning Scheme for Integrated Design the design speed for this classification of road is 60km/h. According to Austroads Guide to Road Design the required SISD for the normal design domain (NDD) is 123m using a 2 second reaction time. Under extended design domain (EDD) the required SISD is 97m. The existing SISD available at this intersection looking west is approximately 80-85m due to the horizontal curve to the west. The existing SISD is approximately 10-15m below the EDD requirements and approximately 40m below the NDD requirements. Based on the Queensland Government Road Crash Database there are already a number of reported accidents at this intersection, the increase in traffic flow proposed from this development will only exacerbate the existing problem. The traffic report fails to disclose the impact of additional vehicles turning right into Tetragona Drive from Plucks Road, particularly during peak traffic periods. There is no turning lane and vehicles will be banked up to turn right, forcing delays in the flow of traffic heading in a westerly direction on Plucks Road.

4. A further much larger development of 174 townhouses is planned with access from Leatherwood Drive

Consideration should also be given to the intention that a further, much larger development of 174 townhouses (DA/34775/2017) is also planned for the street with one entry point towards the end of Leatherwood Drive, where the road is at its most narrow in width.

Changes that I believe should be made in relation to this development.

For the above reasons, the developer should be required to reduce the number of dwellings on this site in line with current MBRC planning guidelines. The access point to this planned complex should be made on Plucks Road rather than Leatherwood Drive with an appropriate upgrade of the Plucks Road infrastructure to address the issues resulting from increased traffic.

Yours faithfully,

Heather Clapperton
9/48 Leatherwood Drive
Arana Hills, Qld 4054

Email: heatherclapperton@bigpond.com

Sent from my iPad

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From: Kirsty Moren
To: [MBRC Incoming Mail](#); [Matt Constance](#)
Cc: [Andrew Moren](#)
Subject: Public Notice Feedback Letter - DA/34700/2017/V23R 80 Plucks Road, Arana Hills QLD 4054
Date: Monday, 23 October 2017 8:06:19 AM
Attachments: [MBRC Letter RE Plucks Road Developments.pdf](#)

Good Morning,

Please find attached feedback letter in reference to the Public Notice Period for 80 Plucks Road, Arana Hills QLD 4054. In this letter, we have also address concerns regarding the proposed development at 82 Plucks Road, Arana Hills QLD 4054.

We look forward to continued community discussion and feedback regarding these developments.

Kind Regards,

Kirsty Moren
0437 567 494

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Andrew & Kirsty Moren
PO Box 6628
Mitchelton QLD 4053

Monday, 23rd October 2017

Moreton Bay Regional Council
PO Box 159
Caboolture QLD 4510

To whom it may concern,

Our reason for this letter is to outline our concerns and objections to the following proposed developments.

80 Plucks Road, Arana Hills QLD 4054
DA/34700/2017/V23R – 77 Townhouses

82 Plucks Road, Arana Hills QLD 4054
2017/33581/V9 – 170 to 174 Townhouses

In 2015, we purchased a large block of land in Arana Hills. Along with other residents in our street, we recently completed construction of our new home and have invested valuable time, effort, and financial costs towards complying with Moreton Bay Regional Council's planning scheme.

Part of these requirements included maintaining the biodiversity overlays and designing and implementing a **single residential dwelling** within the sloping nature of the site. The result being in keeping with the surrounding lots in the area and adhering to the MBRC Planning Scheme requirements.

We, along with many others in our community moved to the Arana Hills area for the following reasons:

- Generous single dwelling house lots
- Cul-de-sac living (often housing 20+ children each afternoon after school)
- Local community feel
- Quiet & family friendly neighborhood
- Bushland surrounds
- Environmentally conscious community

The proposed developments listed above will result in a large percentage of Arana Hills residents being housed in a small land area. There are many issues that are of concern to not only us but our surrounding community. Some of these include:

- Further transport issues and large traffic disturbance to existing, already over stretched infrastructure.
- Disturbance to existing suburban zoned neighborhood areas that have complied with single residential dwelling build requirements.
- Increased strain on outdated power and data network.
- Increased strain on water and sewage network.
- Disturbance to existing native flora and fauna habitat.

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It's obvious that the proposed developments at 80 & 82 Plucks Road will substantially increase the pockets of MBRC through development application fees and eventually through the proposed number of rate paying residents.

As recommended in the MBRC Planning Scheme and previously enforced upon us when we built, the biodiversity, landslip and other environmental overlays outline that development to this area should be in keeping with the nature of the existing suburb and natural lay of the land/environment. In the instance of 80 & 82 Plucks Road, we feel single residential house lots would be more appropriate. It's clear that there's an obvious disconnect between what has been enforced by MBRC in the past and what is being detailed in the proposed developments at 80 & 82 Plucks Road.

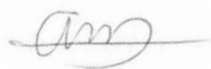
In addition to the above, we feel better design solutions to the access points should be enforced as part of both proposed developments. Should the developments proceed, the points below should be appropriately assessed and considered.

- Considering the Plucks Road frontage size of 80 Plucks Road, it seems surprising that an entry and exit point has not been designed to this location.
- Dedicated turning lanes on Plucks Road into both developments to ensure efficient and safe access of residents.
- Access via Eveleigh Street to the proposed development at 82 Plucks Road will cause the largest disturbance to existing residents as it is currently a cul-de-sac street. Visibility out of Eveleigh Street onto View Crescent (in both directions) is already limited. With potentially a further 300 cars being added to the roads in these two developments alone, it's only going to become busier and more difficult which is a safety concern.

In conclusion, we understand it is important for new developments to be considered to enable continued growth to Moreton Bay Regional Council area. We feel new developments should be in keeping with the nature of the area and in line with what types of dwellings are most sought after in the suburb. Moreton Bay Regional Council should demonstrate consistency in maintaining biodiversity, landslip and other environmental overlays as well as implementing design appropriate infrastructure regardless of the size of the development.

We look forward to continued discussion and adjustments to the proposed developments at 80 & 82 Plucks Road, Arana Hills to better suit our community.

Yours Faithfully,



Andrew Moren
0409 495 761



Kirsty Moren
0437 567 494

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From: Wayne Jacobsen Plumbing
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Electorate Office Ferny Grove](#); local.government@ministerial.qld.gov.au; [Peter Dutton MP](#); [Matt Constance](#); South.Brisbane@parliament.qld.gov.au
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Monday, 23 October 2017 2:55:01 PM

Hello

I can't attend this evening's meeting, however have concerns regarding the development at 80 Plucks Road, Arana Hills. I have lived at 102 Plucks Road for over 25 years. One of the attractions of this area is the green space. Plucks Road is horrible – fast, dangerous, busy traffic during peak times – it is zoned 60 km which I have had discussions with councillors about on several occasions. This development will remove the green space, which is the main reason I like living here and tolerate the Plucks Road traffic.

I was speaking to the local councillor last year, regarding the dangerous traffic on Plucks Road and one of his arguments for it to remain a feeder road and to not attempt to make any safety changes to the road was that there was no more development in the area that would affect Plucks Road. I pointed out the destruction of Bunya Road with multiple townhouses and he scoffed that it would not affect traffic in front of my home. I have given up complaining about the traffic, because I'm sure that I will be told that the traffic that would potentially come out of the new development proposed at 80 Plucks Road would turn left towards the city and not right. Also, the councillor looked like he had places he'd rather be and was not serious about the conversation we were having.

I have concerns for the green space and the wildlife that we have in this beautiful part of Brisbane. We already have a lot more turkeys and possums coming to the gully area between Plucks Road and Eveleigh for refuge because of other local developments removing their homes. There is a lot more wildlife that we don't see every day that will be affected. We have fewer native birds in the area than when I first moved here.

About 15 years ago there was a development proposed for the 80 Plucks Road area that was for housing and it never went ahead. That would be preferable to the dull grey monotony of the townhouses that are shooting up all over Brisbane. It's suffocating to look at them and I am sad for the area to think that this is possibly our future. It is greedy and short sighted.

There have been many puzzling decisions that have made traffic and parking difficult for the area, including Linkwood Road never linking to Samford Road, the Ferny Grove line not continuing to Samford and the Samford Road overpass that never was built over Wardell Street. It is really difficult to get out of this area at times to go to the city or western suburbs and until some improvements are made, I don't see how such developments can seriously be considered. Consider the people who have lived in this area and loved living here for so long and please **do not** approve the proposed 80 Plucks Road development.

Regards

Katie Jacobsen

102 Plucks Road, Arana Hills

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From: Marie Perkins
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Matt Constance](#); [Peter Dutton MP](#)
Subject: 80 Plucks Road DA/34700/2017/V23R Development Application
Date: Monday, 23 October 2017 12:56:04 PM

I understand the above proposed development will contain 77 townhouses each with a double garage. This introduces the potential for a further 154 vehicles into this area of Arana Hills. It does not sound like much of an increase, but it would add to the present total per day of the many thousands of vehicles past my home on South Pine Road. Certainly, from peak hour to peak hour, the flow is constant.

I do not believe Arana Hills is the suburb for high density living as it does contain some roads which do not have the capacity to cope with further peak hour traffic. It has been, and I trust will continue to be, a suburb for family homes containing children of all ages, as evidenced by all the community activities directed to them and the many schools and parks in close proximity.

To approve this development would open the gates to still more high density developments and to hundreds more vehicles in the immediate vicinity. For some years now our homes, between the traffic lights at the top of Dawson Parade and the traffic lights at Plucks Road, have been subject to "left in, left out" because of the traffic volume. While this safety measure is very much appreciated, it is an inconvenience with the time taken and extra kilometres to be driven by my section of the road when 90% of the time we wish to proceed right. With more traffic, the road between the lights would be blocked altogether at various times and especially in the late peak hours. I hereby wish to register my objection to the proposed development.

Sincerely

Marie T Perkins
1120 South Pine Road
Arana Hills Qld 4054

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From: Lucy Coyne
To: [MBRC Incoming Mail](#)
Subject: submission DA/34700/2017/V23R 80 Plucks Road
Date: Monday, 23 October 2017 12:55:49 PM
Attachments: [development.docx](#)

Please see attached submission.
Kind regards
Lucy Coyne

--

Dr Lucy Coyne
Clinical Psychologist
Discovery Psychology Services
7a/5 McLennan Crt
North Lakes Qld 4509
M. 0406 497 455
F. 07 3886 0896

In a gentle way you can shake the world - Mahatma Gandhi

PRIVILEGED/PRIVATE AND CONFIDENTIAL

This email and any files transmitted with it are intended solely for the use of addressee(s) and may contain information which is confidential or privileged. If you receive this email and you are not the addressee(s) (or responsible for delivery of the email to the addressee(s)), please disregard the contents of the email, delete the email and notify the author immediately.

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23rd October, 2017

Scott Hambleton

Moreton Bay Regional Council

mbrc@moretonbay.qld.gov.au

DA/34700/2017/V23R

Att: Scott Hambleton

I am writing to oppose the development of 80 Plucks Road for the following reasons

1. Community Safety

My main concern is the traffic volume that will increase exponentially with this new development as well as the proposed larger development at 82 Plucks Road. Plucks Road is already busy, and at time dangerous, as there are a number of blind turns which are difficult to negotiate in peak hours (particularly the turns from View Cres and from Tetragona Drive. The plan to have an entrance off Leatherwood drive would add to traffic congestion and impact on this quiet community in many ways including additional noise, additional traffic to a otherwise quiet street, and preventing children from playing on the street as it would be too dangerous. An entrance from Plucks Road would also be dangerous and I fail to see how there is room on this already narrow road for a turning lane? The impact of the increased traffic would be significant as most residents would have two cars and be in and out of the estate at least twice per day (probably more).

2. Density Issues

This type of development is not in line with what I believe the community of Arana Hills desires. People move to the Hills district because it is a suburban, family friendly, leafy, quiet area that has beautiful trees, wildlife and bushland. Have the council consulted the community of Arana Hills about whether they want this type of development in their community? I am not opposed to small unit complexes however the scale of these two developments is not in keeping with this community. The people who live on Eveleigh Street, Tetragona Drive and Leatherwood Street choose to live there because of the tranquillity of nearby bushland, trees and safety for their children to play. I suspect that this development would have a negative impact on property prices in this area and a negative impact on the community in general. In short, the development is too large for this area. If the development was in line with the new council plan of 15 dwellings per hectare people would be more willing to support the development

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Environmental Issues

It is my understanding that this development overlaps with an area that was previously labelled a biodiversity corridor. There are many native animals that reside in the adjacent bushland including Koala's, bandicoots, snakes and native birds. The corridor, which extends through Eveleigh Street, was marked as high value bushland for Koalas, but this is clearly not considered important by council as trees were cleared for 5 new residences in Eveleigh Street which are inside this designated area. What is the point of these guidelines if no one follows them? Or if they can be changed without community consultation?

Concerns regarding the adjoining development

In addition to this development a larger development is proposed for 82 Plucks road. It is unclear at the current time if this will adjoin the development at 80 Plucks road. Currently there are 30+ children in Eveleigh street which is a dead end street. It is one of the few remaining streets in the area in which all the children can play together on the street and remain safe. Also due to the older style home and lack of garages in the area cars are already lined up on both sides of the street and this is worse on weekends. If more cars and trucks were to use this street as access to the development it would have a significant and damaging impact on the residents including increased noise, lack of road safety, child safety issues and reducing property prices. Nobody moves to a dead end street with the expectation that they will lose all of the benefits of a safe and quiet community.

Kind regards
Lucy Coyne
30 Eveleigh Street
Arana Hills Q 4054

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Feedback to Councillor Matt Constance re DA/43700/2017/V23R

As our elected local MBRC representative, I expect you to support us in opposing this development application. There are no benefits in this development for our community and it contradicts your own planning rules for the number of dwellings on this size of land. Other developments in the area have had to comply with the MBRC rules, so why not this Mirvac deal?

1. Plucks Road/Tetragona Drive Intersection

The traffic engineering report misrepresents this intersection as being a perfect T intersection where in fact, it is a dangerous intersection almost being a blind corner for vehicles turning right on to Plucks Road from Tetragona Street.

Currently this intersection is sub-standard in relation to safe intersection sight distance (SISD). According to Council's Planning Scheme Road Hierarchy, Plucks Road is classified as a sub-arterial road. In accordance with Council's Planning Scheme for Integrated Design the design speed for this classification of road is 60km/h. According to Austroads Guide to Road Design the required SISD for the normal design domain (NDD) is 123m using a 2 second reaction time. Under extended design domain (EDD) the required SISD is 97m. The existing SISD available at this intersection looking west is approximately 80-85m due to the horizontal curve to the west. The existing SISD is approximately 10-15m below the EDD requirements and approximately 40m below the NDD requirements. Based on the Queensland Government Road Crash Database there are already a number of reported accidents at this intersection, the increase in traffic flow proposed from this development will only exacerbate the existing problem.

The traffic report fails to disclose the impact of additional vehicles turning right into Tetragona Drive from Plucks Road, particularly during peak traffic periods. There is no turning lane and vehicles will be banked up to turn right, forcing delays in the flow of traffic heading in a westerly direction on Plucks Road.

2. The existing horizontal curve in Leatherwood Drive (in front of No.24)

The traffic engineering report by the developer misrepresents the proposed access point on to Leatherwood Drive as being a straight road. At this point, it is a narrow, sharp curve.

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The existing radius on this curve is approximately 20m. In reference to Austroads Guide to Road Design this equates to a design speed of less than 30km/h. This is a residential street and it is obviously ideal to constrain the operating speed using the geometry of the road, however this curve geometry is not consistent with what should be expected by drivers in this environment. Due to this tight geometry we already see a number of vehicles cutting the corner producing a number of very close calls, by increasing the traffic volume on Leatherwood Drive the risk of a head on collision will be increased considerably.

Leatherwood Drive is a local road which narrows at the horizontal curve along it's length. When vehicles are parked on either side of the road, two way traffic is not possible. During the construction of this large development, many trade and workers' vehicles will be parked on either side of the street, blocking two way traffic. This will result in local traffic being forced to reverse along the street, possibly for the whole length of the street, just to allow another vehicle to proceed along the street.

The development plan indicates parking in the complex but there are always additional vehicles parked in any street, so this must be taken into account.

Consideration should be given to the intention that a further, much larger development of 174 townhouses (DA/34775/2017) is also planned for the street with one entry point towards the end of Leatherwood Drive, where the road is at it's most narrow in width.

It should be noted that I have previously lodged complaints with the Council about traffic congestion at the end of Leatherwood Drive due to a number of vehicles parked in the street. This congestion affects the entry for vehicles in our townhouse complex which is located at the end of the street at number 48. An exponential growth in vehicles parked on the street will affect access by larger vehicles such as garbage trucks and emergency vehicles.

An alternative or second access point to this planned complex should be made along Plucks Road.

Kind Regards,

Barbara Lawley
10/48 Leatherwood Drive
Arana Hills Qld 4054

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

From: [Matt Constance](#)
To: e_cusick@aapt.net.au; [MBRC Incoming Mail](#)
Subject: Objection to Development Application Enquiry: 2017 / 34700 / V23R
Date: Monday, 23 October 2017 3:57:49 PM
Attachments: [DA -making a submission.pdf](#)
[image001.jpg](#)

Hello Elaine,

Thank you for your submission attachment relating to the DA/34700/2017/V23R - 80 Plucks Road ARANA HILLS Development Application received by Council. I have included Council's records department into this email, as they will record receipt of your submission and send it to Council's Development Services Department.

As per my previous letters to nearby residents this application and the DA on the adjoining property have been received as Superseded Planning Scheme Applications.

The MBRC Planning Scheme (CURRENT) supersedes the Caboolture ShirePlan, PineRiversPlan and Redcliffe City Planning Scheme (PREVIOUS).

Following the commencement of the MBRC Planning Scheme on 1 February 2016 the Caboolture Shire Plan, PineRiversPlan and the Redcliffe City Planning Schemes are now superseded.

In accordance with the Planning Act 2016 (State Government Legislation) requests for a development proposal to be assessed under a superseded planning scheme (instead of the current at the time planning scheme) may be made to council within the first 12 months following the commencement of a new, or an amended version of, the planning scheme. As was the case with these two Development Applications.

I strongly encourage all residents to submit a properly made submissions to protect their appeal rights and raise their concerns.

Submissions should be addressed to:

The Chief Executive Officer
Moreton Bay Regional Council

I have attached the link to Council's website with information on making a submission and listed some information below:

Have your say on development applications

You can make a submission in support of or in objection to a publicly advertised development application. However, to ensure you secure appeal rights (i.e. rights to appeal to the Courts the decision that Council makes about the development application) you must make a "properly made" submission.

How do I ensure my submission is "properly made"?

A "properly made" submission is one that:

- Is in writing and received by mail, fax or email
- States the development address it relates to
- Is signed by each person who made it (unless it is made electronically)
- Is received during the notification period (ie during the days stipulated in the public notice)
- States clearly the name and address of each person making the submission; and
- States the grounds (reasons) for the submission

Additional information to assist Council in processing the submission is appreciated:

- Includes facts and circumstances supporting the grounds (reasons) for the submission
- Includes the Council file/reference number (if known); and
- Is addressed to Council's assessment manager (if known)

If you lodge a submission and it is considered NOT "properly made", the submission will still be considered by Council's Assessment Manager. However, you will not be permitted rights to appeal.

Submissions should include clear points of concern - I have attached a document that you can use as a guide to create your submission.

Your address should be included in the submission

Submitter Appeals

A submitter (those who have made submissions during the notification period) may only appeal against a decision by Council within the submitter appeal period. This begins once the submitter

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receives a copy of the Decision Notice or the Negotiated Decision Notice.

A submitter may only appeal against the part of the development approval relating to impact assessable development, or a variation approval in accordance with Section 51 of the Planning Act 2016.

Reasons for appeal by submitters can be against one or more of the following:

- granting of a development approval;
- the length of relevant period; and
- a condition of, or lack of conditions for a development approval;

I encourage all residents take the opportunity to review this Development Application & provide feedback by COB 26 October 2017.



From: e_cusick@aapt.net.au [mailto:e_cusick@aapt.net.au]

Sent: Sunday, 22 October 2017 5:20 PM

To: Matt Constance

Subject: Objection to Development Application Enquiry: 2017 / 34700 / V23R

As our elected local MBRC representative, I expect you to support us in opposing this development application. There are no benefits in this development for our community and it contradicts your own planning rules for the number of dwellings on land of this size. Other developments in the area have had to comply with the MBRC rules, so why not this MIRVAC deal?

Tetragona and more particularly Leatherwood Drive will be even more congested with vehicles. The Developer should be made to upgrade Plucks Road at their expense, for entry and exit to a much reduced development. It is your job, as our elected local council member to fight with us to oppose this development which will completely change the nature of our community. What have you done and what are you going to do to oppose this development and truly represent your constituents in this important matter?

Elaine Cusick (owner)
"Leatherwood Place" Unit 12,
48 Leatherwood Drive
Arana Hills. Q. 4054

Moreton Bay Regional Council

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From: [Matt Constance](#)
To: [Judy Wollenweber](#); [MBRC Incoming Mail](#)
Subject: Objection to Development Application Enquiry: 2017/34700/V23R
Date: Monday, 23 October 2017 4:15:22 PM

Hello Judy and Arthur,

Councillor Constance has asked me to thank you for your objection to application DA/34700/2017/V23R.

I have included Council's records department into this email, as they will record receipt of your objection and send it to Council's Development Services Department.

Kind regards

Polly Ward
PA to Cr Matt Constance - Division 10
Executive Services – Governance
Chief Executive Office
Moreton Bay Regional Council - Pine Rivers District
222 Gympie Road, Strathpine QLD 4500
T 07 3480 6383
E polly.ward@moretonbay.qld.gov.au

-----Original Message-----

From: Judy Wollenweber [<mailto:judenan@bigpond.com>]
Sent: Monday, 23 October 2017 4:09 PM
To: Matt Constance <Matt.Constance@moretonbay.qld.gov.au>
Cc: local.government@ministerial.qld.gov.au
Subject: Objection to Development Application Enquiry: 2017/34700/V23R

To Matthew Constance and MBRC

As our elected local MBRC representative, I would appreciate your support for us in opposing this development application. There are no benefits in this development for our community and it contradicts your own planning rules for the number of dwellings on this size of land.

Leatherwood and Tetragona Drive will constantly be congested with vehicles. The developer should be made to upgrade Plucks Road at their expense, for entry and exit to a much reduced development. It is your job as our local council member to fight with us to oppose this development which will completely change the nature of our community.

Thank you for your kind attention to this matter.

Yours Sincerely,
Judy and Arthur Wollenweber
22 Tetragona Drive, Arana Hills 4054

Moreton Bay Regional Council

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From: [Polly Ward](#)
To: [MBRC Incoming Mail; adellaca@hotmail.com](#)
Cc: [Matt Constance](#)
Subject: Amended Objection to DA 2017/34700/V23R 80 Plucks Road
Date: Tuesday, 24 October 2017 8:14:56 AM
Attachments: [Amended Objection to Matt Constance DA 2017-34700-V23R.docx](#)
[image001.jpg](#)

Hello Anne,

Councillor Constance has asked me to thank you for your submission to application DA/34700/2017/V23R.

I have included Council's records department into this email, as they will record receipt of your amended submission and send it to Council's Development Services Department.

Kind regards

Polly Ward

PA to Cr Matt Constance - Division 10

Executive Services – Governance

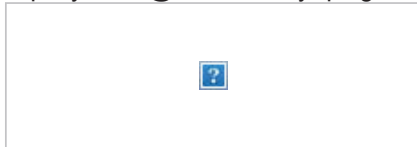
Chief Executive Office

Moreton Bay Regional Council - Pine Rivers District

222 Gympie Road, Strathpine QLD 4500

T 07 3480 6383

E polly.ward@moretonbay.qld.gov.au



From: Anne Dellaca [mailto:adellaca@hotmail.com]
Sent: Tuesday, 24 October 2017 8:04 AM
To: Matt Constance
Subject: Amended Objection to DA 2017/34700/V23R 80 Plucks Road

Hi Matt,

Please find attached my **amended** objection to DA 2017/34700/V23R 80 Plucks Road, Arana Hills.

Kind Regards,

Anne Dellaca

1/48 Leatherwood Drive

Arana Hills 4054

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

Objection to Development Application for 77 Townhouses at 80 Plucks Road, Arana Hills Feedback (DA/43700/2017/V23R) – Amended

As our elected local MBRC representative, I expect you to support us in opposing this development application. There are no benefits in this development for our community and it contradicts your own planning rules for the number of dwellings on this size of land. Other developments such as the one I live in on Leatherwood Drive, have had to comply with the MBRC rules, so why not this MIRVAC deal?

I object to the lack of conditions for this development approval including the entry and exit points being Leatherwood Drive/Tetragona Drive.

1. Plucks Road/Tetragona Drive Intersection

The traffic engineering report misrepresents this intersection as being a perfect T intersection where in fact, it is a dangerous intersection almost being a blind corner for vehicles turning right on to Plucks Road from Tetragona Street.

Currently this intersection is sub-standard in relation to safe intersection sight distance (SISD). According to Council's Planning Scheme Road Hierarchy, Plucks Road is classified as a sub-arterial road. In accordance with Council's Planning Scheme for Integrated Design the design speed for this classification of road is 60km/h. According to Austroads Guide to Road Design the required SISD for the normal design domain (NDD) is 123m using a 2 second reaction time. Under extended design domain (EDD) the required SISD is 97m. The existing SISD available at this intersection looking west is approximately 80-85m due to the horizontal curve to the west. The existing SISD is approximately 10-15m below the EDD requirements and approximately 40m below the NDD requirements. Based on the Queensland Government Road Crash Database there are already a number of reported accidents at this intersection, the increase in traffic flow proposed from this development will only exacerbate the existing problem.

The traffic report fails to disclose the impact of additional vehicles turning right into Tetragona Drive from Plucks Road, particularly during peak traffic periods. There is no turning lane and vehicles will be banked up to turn right, forcing delays in the flow of traffic heading in a westerly direction on Plucks Road.

2. The existing horizontal curve in Leatherwood Drive (in front of No.24)

The traffic engineering report by the developer misrepresents the proposed access point on to Leatherwood Drive as being a straight road. At this point, it is a narrow, sharp curve.

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The existing radius on this curve is approximately 20m. In reference to Austroads Guide to Road Design this equates to a design speed of less than 30km/h. This is a residential street and it is obviously ideal to constrain the operating speed using the geometry of the road, however this curve geometry is not consistent with what should be expected by drivers in this environment. Due to this tight geometry we already see a number of vehicles cutting the corner producing a number of very close calls, by increasing the traffic volume on Leatherwood Drive the risk of a head on collision will be increased considerably.

Other Issues:

Leatherwood Drive is a local road which narrows at the horizontal curve along it's length. When vehicles are parked on either side of the road, two way traffic is not possible. During the construction of this large development, many trade and workers' vehicles will be parked on either side of the street, blocking two way traffic. This will result in local traffic being forced to reverse along the street, possibly for the whole length of the street, just to allow another vehicle to proceed along the street.

The development plan indicates parking in the complex but there are always additional vehicles parked in any street, so this must be taken into account.

Consideration should be given to the intention that a further, much larger development of 174 townhouses (DA/34775/2017) is also planned for the street with one entry point towards the end of Leatherwood Drive, where the road is at it's most narrow in width.

It should be noted that I have previously lodged complaints with the Council about traffic congestion at the end of Leatherwood Drive due to a number of vehicles parked in the street. This congestion affects the entry for vehicles in our townhouse complex which is located at the end of the street at number 48. An exponential growth in vehicles parked on the street will affect access by larger vehicles such as garbage trucks and emergency vehicles.

The end of Leatherwood Drive is not a typically formed cul-de-sac. Vehicles cannot turn around in one move but are required to do a 3-point turn using a turning bay. Although there are yellow lines marked on this bay, flow-over vehicles from residents nearby are often parked in this turning bay. With increased congestion of vehicles in the street due to the huge proposed townhouse developments, there will be increased occurrences of vehicles parking in the turning bay thus making it very difficult to turn around at the end of Leatherwood Drive.

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Linked access should be available for people to enjoy the beautiful parkland that runs along Cabbage Tree Creek. The developer should include a public pedestrian walkway from Plucks Road to Leatherwood Drive, providing access to the walkway leading down to William Scott Park.

In summary, I expect the developer to:

1. Significantly reduce the number of dwellings on this site,
2. To change the entry and exit point to and from the dwellings to Plucks Road.
3. To upgrade the existing infrastructure on Plucks Road to accommodate the huge additional traffic.
4. To include a public pedestrian path from Plucks Road to Leatherwood Drive, providing linked access to William Scott Park.

It is your job, as our local council member, to fight with us to oppose this development which will completely change the nature of our community.

Kind Regards,

Anne Dellaca
1/48 Leatherwood Drive
Arana Hills Qld 4054

24 October 2017

Moreton Bay Regional Council

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From: Elvira
To: [MBRC Incoming Mail](#)
Cc: [Mayor; Matt Constance; Electorate Office Ferny Grove; local.government@ministerial.qld.gov.au; south.brisbane@parliament.qld.gov.au; Peter Dutton MP](#)
Subject: Submission against Development Approval: DA/34700/2017/V23R - 80 Plucks Road ARANA HILLS
Date: Monday, 23 October 2017 5:16:12 PM
Importance: High

Please find enclosed our submission **against** Development Approval: **DA/34700/2017/V23R** – 80 Plucks Road ARANA HILLS

Name: **Antonio Iacovella & Elvira Iacovella**

Address: 64 Plucks Road Arana Hills Qld 4054

We live at 64 Plucks Road Arana Hills. Together with my wife, we also own properties at number's: 60,66, 68,70 & 76 Plucks Road.

We have lived in the Arana Hills area since 1983. I am also a retired Builder.

My concerns with the Development are as follows:

Traffic Congestion:

- Plucks Road, during peak times is unbearable. The additional vehicles accessing Plucks Road, due to the proposed development will create even further frustrations and time delays.

Road Safety

- We have had several near miss accidents when turning from Plucks Road into our property at 64 Plucks Road. Increasing the number of cars on Plucks Road will increase the number of near misses. It will only be a matter of time when an accident will occur.
- The lane markings are narrow for turning into our property and together with a blind corner makes entering our property extremely dangerous. Again, more vehicles on the road will create more congestion and create a greater likelihood of an accident occurring.
- We use the footpaths in our daily walking, for exercise and for taking our grandchildren to the local park. We have major concerns will additional cars on the road and the increased hazard of crossing streets.

Parking on Plucks Road:

- Given the yellow road line on our side of the street, the only parking available for family and friends is across the road. The increase in dwellings will limit the number of available car parking spaces on Plucks Road.
- There are also additional risks in crossing Plucks Road, when visitors have to park across from our property. We are very concerned for pedestrian safety, as there are no signs, or safety provisions for pedestrians crossing the road.

Noise Pollution

- There will be noise pollution during the construction of this development.
- Being a retired builder, I am qualified in understanding the requirements in constructing the proposed buildings and landscapes. Start times for these project can vary, but usually commence around 7am and continue until 6pm during week days and from 7am until 12 Noon on Saturday's.
- Additional noise will continue, once development is completed due to numerous bin collections for the development.
- Once completed, there will be additional noise when cars leave and enter the development.
- The issues listed above are not in line with the existing peace and quiet of the area.
- In addition to this proposed development, we understand that no 62 Plucks Road development has been approved, with 40 units to be built. Our property is in front of no 62 Plucks Road with the driveway access next to our house. We cannot even start to

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imagine how much noise, dust and traffic will disrupt our current (peaceful) environment

Density

- I have been directly responsible for financing, building and constructing 8 residential houses on Plucks Road (numbers 60 – 78 Plucks Road).
- Too many townhouses and units will change the character and feel of our suburb.
- In my experience as a builder, large numbers of medium density townhouses and units will have a material impact on surrounding residential property values.
- The proposed development is more than likely going to have a direct negative impact on our existing property investments.
- This is not the outcome I had envisaged for me and my family. We have invested large amounts of capital, time and energy in building a residential housing precinct, which we believe, is more in line with the community needs and environmental values of the area.

Regards

Antonio & Elvira Iacovella



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From: Chris Iacovella
To: [MBRC Incoming Mail](#)
Cc: [Mayor; Matt Constance; Electorate Office Ferny Grove; local.government@ministerial.qld.gov.au; South.Brisbane@parliament.qld.gov.au; elizabeth.world@qld.greens.org.au](#)
Subject: : Submission : Against Development Approval : DA/34700/2017/V23R - 80 Plucks Road ARANA HILLS
Date: Tuesday, 24 October 2017 8:06:40 AM

Please find enclosed my submission, **against** Development Approval : **DA/34700/2017/V23R** - 80 Plucks Road ARANA HILLS

My details: Christopher Anthony Iacovella

Address: 70 Plucks Road Arana Hills Qld 4054

Submission:

I live at 70 Plucks Rd Arana Hills, with my daughter Siena Piper Iacovella. The house I live in, is owned by my father and mother, Antonio & Elvira Iacovella . I am also the owner of 74 Plucks Rd and part owner of 68 Plucks Rd and 78 Plucks Rd.

I have been living at Arana Hills for 31 years

My concerns with the Development at 80 Plucks Rd are as follows:

- The Density and Scale of the proposed development is out of character for the area.
- The additional vehicles on Plucks Rd will be dangerous, as the current design of the road is poor as there are many blind corners and narrow lanes, which add to the risk of accidents occurring.
- I have personally been affected by an accident which occurred on Plucks road, where a car jumped the footpath and crashed into my fence and property. I was lucky not be hit, as I was in the back of the property.
- A major concern is the Safety for my family and friends. As already stated, Plucks Road is a busy and congested main road. Speed limits are not always adhered to, which adds to potential for accidents. I have family and friends who visit, with their children and due to the yellow line on my side of the road, they are forced to park across the road. There have been several near misses when they tried crossing the road. This creates additional anxiety for me, my family and friends when they come to visit.
- I believe that council hasn't designed an adequate risk management plan to make it a **SAFE ENVIRONMENT** for our families. I have read about other local councils, who have engaged residents of proposed developments well in advance and have listened to feedback and taken action to make roads and infrastructure a lot safer for the community.
- The developer has had no consultation with the community and local council has provided limited information on the development. I question how the local council can accept this development in it's current form, as the character of the Neighbourhood includes many families and children. The neighbourhood is suburban and not some high density, inner city precinct with multi road and multi transport options.
- In relation to the stormwater management report, I believe that the report is very localised and doesn't take into consideration some of the other proposed developments in the area. The report assumptions look to be very general in nature and do not accurately assess the risk of flooding for surrounding properties. Given the proximity of my property to the development, flooding would directly affect my property.
- The development would directly impact flora and fauna in the area. Also, significant tree clearing would change the character of the area and would affect market valuations for my properties.

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- The Noise and Dust pollution during construction would directly impact me and my family.
- In conclusion, I believe in it's current form, this development is not suited to the area. In addition to the detrimental environmental impact, the existing infrastructure and roads cannot cope with such a high density proposal. I can understand how inviting this maybe for council, with the funds collected by way of upfront contributions and additional rates, but there is no benefit to the existing residents and community. Our roads will not be safer for me or our children.
- If no action is taken to reduce the dwelling density ,update roads or infrastructure and if my family suffers any physical /financial loss as a result of any traffic accident, then I will hold Moreton Bay Council negligent in their inactions.



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From: Marcaus Muller
To: [MBRC Incoming Mail](#)
Subject: Amendment to my original submission (not properly made) 2017 / 34700 / V23R
Date: Tuesday, 24 October 2017 12:58:44 PM

I am resident at 43 Tetragona Drive, Arana Hills, and I write to have voice my concerns regarding the proposed development at 80 Plucks Road, Arana Hills.

I submit the following concerns and associated questions as an amendment to my original submission.

Traffic Issues:

My principle concern is the increased traffic volume that will accompany the proposed development. By having the proposed properties use Tetragona and Leatherwood Drives for access, it will effectively double the number of residences using these streets. Roads that were intended as residential side streets will become main thoroughfares. The exit point out of Tetragona Drive onto Plucks Road is already an awkward intersection with poor visibility in both directions and difficult exit turning. Similarly, turning into Tetragona Drive across Plucks Road, with no present turning lane and poor visibility towards approaching traffic, is disruptive to traffic flow on Plucks Road. The impact of the increased traffic congestion on this intersection will be problematic.

A much more practical option would be to have the proposed development exit directly onto Plucks Road. Regardless of the final access point, Plucks Road is not suited for major influxes of additional traffic. Increased traffic flow along Plucks Road will still make exiting from Tetragona Drive more difficult.

Questions to be answered by the developer: what mitigation measures are being offered to compensate for the increased traffic flows the development will bring? Suggested actions would include upgrades to the Tetragona Drive/Plucks Road intersection to include a turning lane from Plucks Road when turning across oncoming traffic into Tetragona Drive; improved visibility at the intersection in both directions along Plucks Road for traffic exiting Tetragona Drive; and an exit lane that merges into Plucks Road for traffic exiting left out of Tetragona Drive.

Another traffic concern regarding the density of the development (and others surrounding it) is the eventual effect of up to 320 units worth of visiting cars. High density developments require surrounding local streets to accommodate visitor traffic for parking. **Question for the developer:** what communal/visitor parking provisions are being made, both within the development and within the local streets, to mitigate the impact of on street parking demands.

Infrastructure:

The local roads, public services, and shopping centres and their associated parking are already at capacity in the local suburbs. Another high density development (setting a precedent for more to come) is not going to help the situation. Public transport in the immediate streets (bus services) is minimal and will mean most new residents will add to the demand for already overstretched parking at local rail stations.

Question for the developer/council: What is being offered by way of investment in community/social needs to accommodate/compensate for the higher demand such a development will bring? What increase public parking or bus services are being advocated for/guaranteed?

Environmental Concerns

The Hills District is abundant in diverse wildlife, has dedicated green belts, and at its original development density exhibits a sound balance between residents and fauna and flora. High density developments disrupt this balance.

Question for the developer/council: How does the proposed development respect or contribute to the environmental balance already established? Can you display an acknowledgement of the environmental impact of such a high density residential footprint by offsetting it with green space, public walkways and nature strips to allow wildlife transit, as well as contributing to the natural experience of the residents?

Residential Density:

In addition to the practical concerns, the negative impact to be felt by existing residents should also be considered. Current property holders will not appreciate the additional disturbance created by increased traffic movement and increased noise. The overall result of the greater property density, and increased population and traffic movements, will be a decrease in the attraction of existing properties to future residents, and therefore a negative impact on future property values.

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Questions for developer/Council: What benefits to the local community are provided by being allowed to exceed the current residential density limits? Whilst recognising that the land has value for the owner in its potential development, what right does a financial gain for a developer have in overriding the current lifestyle of existing residents? Surely the planning density limits are the maximum, and any application should justify why it merits approval at the maximum, given the impact upon existing residents. For a developer to apply to exceed the limits to such a level is presumptuous, disrespectful of current homeowners, and does a disservice to the existing community on many levels - especially when the aggregated impact of many such developments is taken into account. For the council to approve the development application at its current density would also raise the question as to why our elected representatives would be so presumptuous, disrespectful, and seek to do such a disservice to the existing community whom they serve.

The development application should therefore only be considered with answers to the questions raised above, and with the following two conditions specifically enforced:

1. Residential limits be set at or below the current planning density limits, with justification/mitigation provided as to any anticipated impacts for existing residents; and
2. With traffic only accessing the development through Plucks Road, with upgrades and mitigation at the Tetragona Drive/ Plucks Road intersection to compensate for increased traffic flows.

Marcaus Muller
43 Tetragona Drive
Arana Hills

0419 676317

Moreton Bay Regional Council

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From: Paul Furness
To: elizabeth.world@qld.greens.org.au; South.Brisbane@parliament.qld.gov.au; [Matt Constance](#); [Peter Dutton MP](#); fernygrove@lnpg.org.au; local.government@ministerial.qld.gov.au; [Electorate Office Ferny Grove](#); [Mayor](#); [MBRC Incoming Mail](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Tuesday, 24 October 2017 1:59:52 PM

To the Assessment Manager,

I am writing to formally object to the development application at [80 Plucks Road, Arana Hills](#).

I am a resident on Patricks Road, Ferny Hills. My partner and I have lived in the area for 18 months now. We were first attracted to the area by the greenery and 'suburban' feel of the area. I fear that if this development were to go ahead, this would be greatly impacted.

The main concerns for me are environmental, traffic and safety. The area of the proposed development is extremely important to local wildlife in the form of corridors and parkland. The bandicoot is just one of the many rare and endangered species in the area. Destroying their habitat for this development is shocking and irreversible.

Traffic is already an issue along Plucks Road, Dawson Parade and Camelia Avenue and this will add even more cars on the road. The main entrance won't even be on Plucks Road, sending hordes of cars down Eveleigh Street and Leatherwood Drive which are not capable of such an increase in traffic. We have friends on Eveleigh Street who we visit regularly, and there are always children playing on the road in the nice quiet street. I fear their safety will be compromised with such a traffic increase.

The development planning has been shoddy and dodgy. There has been little discussion with the locals. Were it to go ahead I fear the entire area will be permanently and irreversibly tarnished. It is unnecessary and will greatly affect a plethora of beautiful wildlife. I beg this be reconsidered.

Thank you,
Paul Furness
207 Patricks Road, Ferny Hills

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From: Geoff Wyber
To: [MBRC Incoming Mail](#); [Matt Constance](#)
Subject: 80 Plucks Road - DA/34700/2017/V23R
Date: Wednesday, 25 October 2017 7:00:51 AM
Attachments: [80 Plucks Road Objection.docx](#)

Dear Councillors,
Please find attached my submission for **DA/34700/2017/V23R**.
Best regards,
Geoffrey Wyber

My image



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25 October 2017

Scott Hambleton

Moreton Bay Regional Council

mbrc@moretonbay.qld.gov.au

DA/34700/2017/V23R

Attention: Scott Hambleton

Firstly, I would like to take this opportunity to express my outright objection to the scale of the proposed medium-density development at 80 Plucks road.

As a resident/home-owner of Arana Hills, myself and my family highly values the natural beauty/ leafy surrounds and wildlife (such as: koalas, bandicoots, possums, king parrots, sulphur-crested cockatoos, pale-faced rosellas, carpet pythons and pheasant coucal), that the area currently has, but is sadly under threat due to a noticeable build-up of medium density dwellings. Although an Environmental Impact Report for the site has been completed, there seems to be a distinct lack of an Ecological Impact Study, especially on local fauna.

I am not against progress/ development, however, this proposed large scale development is not compatible with the predominantly existing unattached homes and natural environment surroundings that coexist in a more ecological sustainable way. It also does not satisfy the SEQ Regional Plan 2017, as it doesn't include a necessary wildlife corridor that, as stated in the Planning framework, *seeks to protect and enhance the natural environment that nurtures and supports life*.

Although my wife and I both work in the city, we chose to live in Arana Hills and raise our family here due to the separation it offers from the busyness and high density living of city life. The character and lifestyle of this area is being eroded away as more and more of these medium density developments are constructed. The Hills District is renowned for being part of the Mountains to Mangroves corridor, including a tributary to Cabbage Tree Creek and this connection with nature is a major drawcard for those wanting to live in the area.

Within the immediate area of the large scale proposed development, the current road infrastructure is already under pressure and is barely coping as it is, especially along Plucks road. Vehicles on Plucks Road must navigate its numerous bends, some of which have very dangerous blind areas, in particular, at the insufficient intersection with Tetragona Drive. The safety of motorists exiting Tetragona Drive at this intersection is already compromised from the East-bound traffic emerging at speed from a blind bend (concrete wall in line of sight) along Plucks Road. This is one very important aspect the Traffic Engineering Report seems to fail to take into consideration and significantly increases the possibility of serious accidents occurring.

As there is going to be 3 adjoining medium-density developments within close proximity to nearby parks, a public pedestrian bikeway should be considered from Plucks Road through to Leatherwood Drive to allow families to move safely to and from the park entrances along Leatherwood Drive.

Thank you for taking these points into consideration upon your assessment of this proposed development.

Your sincerely,

Geoffrey Wyber

22 Eveleigh Street, Arana Hills.

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From: Kerrie Donaldson
To: [MBRC Incoming Mail](#)
Cc: [Electorate Office Ferny Grove](#); [Matt Constance](#); [Mayor](#)
Subject: Submission: 80 Plucks Rd DA/34700/2017/V23R
Date: Wednesday, 25 October 2017 7:16:06 AM
Attachments: [Submission--Kerrie Donaldson.pdf](#)

To the Assessment Manager

Please find attached my submission opposing the development at 80 Plucks Road, Arana Hills—DA/34700/2017/V23R.

Regards
Kerrie Donaldson
4 Leatherwood Drive
Arana Hills 4054

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Kerrie Donaldson
4 Leatherwood Drive
Arana Hills QLD 4054

Moreton Bay Regional Council
Attention: the Assessment Manager (DA/34700/2017/V32R – 80 Plucks Road)
P O Box 159
Caboolture QLD 4510

24 October 2017

To the Assessment Manager

Please accept my submission for the Development Application DA/34700/2017/V32R for 80 Plucks Road, Arana Hills. I have lived in the Hills District ever since I moved to Brisbane in March 1997. I lived in rental houses in View Crescent and Yathong Court before I purchased my home at 4 Leatherwood Drive in April 2002. I love living in the Hills District for the beautiful green spaces and being able to live alongside the Mountains to Mangroves corridor. There is an abundance of wildlife in the area, including Sulphur-crested Cockatoos, Bush Turkeys, King Parrots, Rainbow Lorikeets, Bush Stone Curlews, Possums, Koalas and Kookaburras—just to name a few. It's a lovely peaceful and green area of Brisbane.

The Development Application (DA) at 80 Plucks Road (and 82 Plucks Road—though I am aware that this development is not the subject of this consultation period) will significantly and negatively impact on the biodiversity in the area and the safety of residents. I therefore object to the proposed DA and provide further information below for your consideration.

Increased risk of traffic accidents at intersection of Plucks Road and Tetragona Drive

I have previously contacted Moreton Bay Regional Council (MBRC) with safety concerns relating to the intersection of Plucks Road and Tetragona Drive (customer request number 1798583). On 4 August 2015, I wrote to MBRC:

Could council please review the safety of the access into and out of Tetragona Drive from Plucks Road?

The concerns I have is that cars frequently speed along Plucks Road and turning out of Tetragona, cars heading east on Plucks Road can appear quite quickly. A mirror on the opposite side of the road looking west on Plucks Road would help drivers see what's around the corner and turn out more safely.

Making a right hand turn into Tetragona Drive can be quite dangerous as cars are often parked on Plucks Rd. I often find that I have to overshoot the turn by a few metres and then swing back in to prevent vehicles rear-ending me and to ensure a smoother flow of traffic. A yellow line preventing parking opposite the T intersection would make this safer.

Andy Garcia, Technical Officer, Traffic Network Management, MBRC discussed my concerns with me. He investigated some options to improve the safety of this intersection, including my request for a dedicated right hand turning lane from Plucks Road into Tetragona Drive (when heading West). Andy advised that the road was not wide enough to accommodate a right hand turning lane, as it would require removing car parking spaces opposite the intersection, which would then not allow those residents on Plucks Road the ability to safely enter and exit their premises.

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MBRC put a sign a few hundred metres each side of the intersection to indicate there was an intersection and have taken no other remedial action to reduce the risk at this intersection. MBRC must undertake further analysis of this intersection for traffic safety and distance visibility.

This intersection remains unsafe, both with entering and exiting Tetragona Drive. The slight incline when exiting from Tetragona Drive, combined with the speed of vehicles on Plucks Road (and sometimes wet roads), contributes to frequent near misses. Likewise, when entering Tetragona Drive travelling East on Plucks Road, there are often cars clustered together due to the traffic lights a few hundred metres up the road at the intersection of South Pine Road and Plucks Road. Residents often have to overshoot the intersection to allow the cars behind us to safely pass and to minimise the risk of being rear-ended. Near misses continue to be a common occurrence at this intersection.

The development at 80 Plucks Road should not use Leatherwood Drive as its access and must change it's main access to Plucks Road.

Given there are 77 townhouses currently planned for this development and the area is under-serviced by public transport, it is reasonable to calculate an average of 1.5 cars per townhouse. I therefore disagree with the calculations in the developer's Traffic Engineering report of 0.6 journeys per dwelling for peak hour traffic generation—the developer states this is based on the Department of Transport and Main Roads 'Road Planning and Design Manual', however it does not take into consideration the lack of public transport options in the area, which means more residents will drive cars. I do not know of any residents who do not drive and most premises have two or more cars. I therefore believe the impact of the additional vehicles from the development at 80 Plucks Road is under-represented, as it does not reflect the actual situation—it applies a simple formula that does not take into account individual circumstances.

If the more reasonable calculation of 1.5 cars per townhouse is applied, this equates to an extra 115 vehicles per day trying to enter and exit an intersection that existing residents have identified as unsafe. This is roughly a doubling of traffic using this intersection daily, so there would be significant impact on residents of Leatherwood Drive and Tetragona Drive from this development if the access was not relocated to Plucks Road.

I have reviewed a majority of the submissions made to date for this DA and it is clear residents have significant safety concerns with this intersection. As a regular user of this intersection, I agree with my fellow residents and the concerns I voiced to MBRC two years ago regarding the risk of this intersection remain.

The DA must also be considered in context with the planned development at 82 Plucks Road, which has 174 townhouses planned with three streets having entry points into this development (Plucks Road, Leatherwood Drive (then Tetragona Drive) and Eveleigh Street). Again, averaging 1.5 cars per townhouse, 82 Plucks Road will add 261 cars to the road infrastructure in the area. Combined, these two developments will add between 180 and 376 cars (depending on the access point used) to an intersection that has already had safety concerns identified by residents who frequently use the intersection. These traffic numbers are conservative as they do not take into account visitors or service vehicles (such as waste and recycling trucks and tradespeople).

The developer's Traffic Engineering report considered traffic volume, however did not provide any details on traffic safety and the increased risk to road users of adding an extra 115 cars to an intersection that is considered high risk by its regular users. The report does not consider the impact of the proposed development at 82 Plucks Road, which provides a more accurate medium to long term perspective (particularly relevant to the ten-year forecasting).

An independent Traffic Engineering report should be obtained that fairly and impartially assesses the impact on traffic of the proposed developments at 80 Plucks Road and 82 Plucks Road and provides data based on different dwellings per hectare scenarios and different access points to both developments. This independent assessment should include consultation with residents for qualitative data and installing traffic monitoring equipment for a reasonable time period (I observed

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the traffic monitoring equipment in Leatherwood Drive and Tetragona Drive for a day or two around 20 April 2017 and enquired with MBRC what the purpose was (customer request number 2121539)).

Additional impact of vehicles

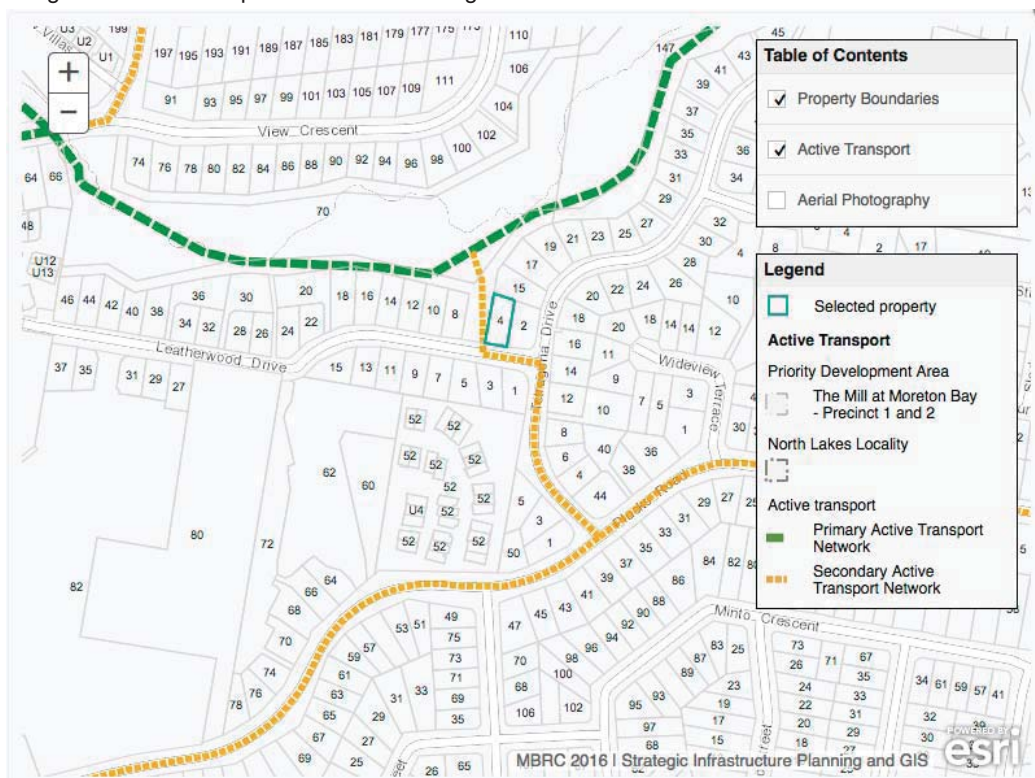
The car parking ratios, including for visitors and service vehicles, must be reviewed to ensure vehicles do not park on either Leatherwood Drive or Plucks Road. The safety of residents in Leatherwood Drive would be compromised by additional parked cars near the proposed entry point for the development, which is near a corner in the road.

MBRC must impose a Traffic Management Report condition before any site works start. The management of the large number of contractors on site is critical to effective site management and its impact on the surrounding streets, such as with debris on roads, litter and access to street parking for residents and their visitors.

Increased risk to safety of pedestrian traffic in Leatherwood Drive

Image 1 is a screen shot from the MBRC website and identifies Tetragona Drive and Leatherwood Drive as Secondary Active Transport Networks.

Image 1. Active Transport Network in Tetragona Drive and Leatherwood Drive



source: <https://www.moretonbay.qld.gov.au/mplu.aspx?property=515247>

My home at 4 Leatherwood Drive is adjacent to the easement into the Mountains to Mangroves corridor which forms part of the Secondary Active Transport Network and joins the Primary Active Transport Network. I see many residents walking or riding alone, or in the company of other residents, dogs and/or children. The Mountains to Mangroves corridor is valued by residents as a safe and welcoming green space. If the access to 80 Plucks Road is not relocated from Leatherwood Drive, the increased traffic will pose an increased risk to residents using the Secondary Active Transport Network due to increased vehicle traffic. This risk can be mitigated by relocating the access to 80 Plucks Road from Leatherwood Drive to Plucks Road.

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Destruction of vegetation

The *South East Queensland Koala Population Modelling Study*¹ report prepared for the Queensland Department of Environment and Heritage Protection in 2015 sadly confirms koala numbers have decreased by 50–80% in key habit areas over the last 20 years. The Department of Environment and Heritage Protection identify 80 Plucks Road as a Priority Koala Assessable Development Area in accordance with Koala Conservation in South East Queensland State Planning Regulatory Provisions. Conservation of koala habitat in MBRC should be a priority in urban planning decisions.

The proposed development removes the connections between areas identified as wildlife corridors and koala habitat, effectively isolating koalas and other wildlife. The development should be amended so that vegetation which forms part of the wildlife corridor is retained.

The development at 80 Plucks Road (and 82 Plucks Road) is in very close proximity to bushland (Lot: 73 Plan: RP91437) at the end of Eveleigh St and behind Leatherwood Drive. The Queensland Department of Environment and Heritage Protection identifies there are Matters of State Environmental Significance in this bushland (85.9%) and also 82 Plucks Road (17.2%) due to threatened species and iconic species. The habitat of the threatened wildlife is located up to the boundary between 82 Plucks Rd and 80 Plucks Road. Therefore any development at 80 Plucks Road must take into consideration our duty to preserve habitat, maintain wildlife corridors and value the native wildlife.

Stormwater and overland flow

I am concerned about stormwater, overland flow and flooding. The Water Management Plan (WMP) was commissioned by the developer and therefore is not impartial or independent. The WMP was also based on outdated information—a 30 year old rainfall guide was used in the stormwater and flood mitigation plans, instead of the current guides.

The WMP does not take into account the proposed development at 82 Plucks Road, which must be considered as part of the ultimate development scenario. The impacts of increasing flow volume down the local creek have not been considered. The locations of the inflows from the stormwater system are not well defined.

It is clear from Image 2 that an Overland Flow Path affects the proposed development. The impact of stormwater, overland flow and flooding upstream and downstream for the ultimate development scenario must be undertaken independently of the developers to ensure the impact of stormwater, overland flow and flooding are accurately identified and can be effectively mitigated.

¹ <https://www.ehp.qld.gov.au/wildlife/koalas/pdf/seq-koala-population-modelling-study.pdf> accessed on 22 October 2017

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Image 2. Overland Flow Path



source: <https://www.moretonbay.qld.gov.au/mplu.aspx?property=515247>

Scale of development not consistent or complementary to existing development

The scale of the proposed development at 80 Plucks Road is out of character with the area. It is not consistent or complementary to the existing development.

In MBRCs Place Type Information Sheet for Division 10², 80 Plucks Road is considered to be part of a 'suburban neighbourhood'. The information sheet clearly recognises that, 'Leafy neighbourhoods surrounded by natural bushland will continue to be a characteristic of Division 10'. The classification of 80 Plucks Road as being within a 'suburban neighbourhood' means that the scale of proposed development does not meet the definition of a 'suburban neighbourhood'.

The MBRC Planning Scheme website³ defines a 'suburban neighbourhood' precinct as:

- houses on traditional residential lots as well as houses on narrow lots subject to locational and design requirements
- dual occupancies (traditional)
- density no greater than 15 dwellings per hectare
- building height up to 8.5 metres.

² www.moretonbay.qld.gov.au/uploadedFiles/moretonbay/development/planning/Place-type-division-10.pdf accessed on 22 October 2017

³ <https://www.moretonbay.qld.gov.au/mbrc-planning-scheme/info-sheets/general-residential/> accessed on 22 October 2017

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The examples of intended residential development are:

- dwelling house
- dual occupancy
- dwelling unit
- home based business
- relocatable home park
- residential care facility (if within 800m walking distance of a higher order or district centre precinct)
- retirement facility (if within 800m walking distance of a higher order or district centre precinct)
- rooming accommodation (if within 800m walking distance of a higher order or district centre precinct).

According to the minutes from the Prelodgement Meeting on 31 May 2017 between MBRC and the applicants, the proposed development has a net residential density of 39 dwellings per hectare, which significantly exceeds the density for a 'suburban neighbourhood' precinct of no greater than 15 dwellings per hectare.

This development is not consistent with the existing or intended development in a 'suburban neighbourhood' precinct as defined by MBRC. The development should be scaled back to meet the requirements of the 'suburban neighbourhood', including having a density of no greater than 15 dwellings per hectare.

Public transport infrastructure

The area of the proposed development is under-serviced by public transport for residents without vehicles. A lot of the residents I know (including me) that work in the city drive to train stations on the Ferny Grove line, usually Ferny Grove or Grovely stations. The commuter car parks provided at these train stations fill up quickly and commuters are required to park in nearby residential streets.

The strain these commuter car parks are already under is recognised by residents in the community and is the subject of a current petition by Councillor Andrew Wines, Enoggera Ward, Brisbane City Council (BCC). Councillor Wines is petitioning BCC to, 'assist in implementing an on-street parking scheme as a result of the increase in on-street park demand surrounding train stations along the Ferny Grove train line'⁴.

Whilst I personally don't believe this petition will be successful in implementing an on-street parking scheme around train stations on the Ferny Grove line, it demonstrates the local councillor is fully aware of the stress these commuter car parks are experiencing. These are the commuter car parks that would likely be used by residents from 80 Plucks Road (and 82 Plucks Road) if residents were catching the train to the city—and these commuter car parks are clearly already over capacity.

The public transport infrastructure is therefore unlikely to support the number of proposed residents at 80 Plucks Road (and 82 Plucks Road) and this must be factored into MBRC decision-making. I reiterate my awareness that the only application formally in public consultation is for 80 Plucks Road, though I do not believe it is smart or sensible for MBRC to consider this application in isolation as the premises will not exist in isolation—the ultimate development scenario must be considered.

DA not consistent with MBRCs Corporate Plan 2017-22

As detailed in Table 1, this application is not aligned to MBRCs Corporate Plan 2017-22, which describes its plan for the region over the next five years.

⁴ <http://www.petitions.brisbane.qld.gov.au/petition/view/pid/469> accessed on 22 October 2017

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Table 1. Alignment with MBRC strategic priorities

| MBRC strategic priorities | Proposed development's alignment with MBRC strategic priorities |
|--|---|
| Well-planned growth; our residents will live in places that maintain the balance between a sense of community, growth, environment and lifestyle | <p>The proposed development does not facilitate well-planned growth or retain the region's unique environment and lifestyle choices.</p> <p>If the development is proposed in a 'suburban neighbourhood' precinct which has a maximum of 15 dwellings per hectare and the proposed development has 39 dwellings per hectare, then the development cannot align with MBRCs strategic priorities of achieving a balance between the sense of community, growth, environment and lifestyle.</p> <p>Growth is clearly disproportionately being favoured by MBRC at the expense of the sense of community, environment and lifestyle.</p> |
| | <p>The development does not achieve the strategic action of, 'Deliver people-friendly places through urban renewal and place-making projects'.</p> <p>The addition of an extra 376 cars (115 cars from 80 Plucks Road and 261 from 82 Plucks Road on the calculation of 1.5 cars per dwelling) on a Secondary Active Transport Network does not create a people-friendly place.</p> |
| | <p>The development does not contribute to the strategy of, 'Facilitate growth while retaining the region's unique environment and lifestyle choices'.</p> <p>The development is totally inconsistent with the environment and the existing developments in its immediate surroundings. It will significantly impact the streetscape through it's removal of vegetation and the excessive number of dwellings per hectare.</p> <p>The additional traffic to/from the development will negatively impact on the lifestyle choices of Leatherwood Drive and Tetragona Drive residents who chose to live in a quiet and leafy street.</p> |
| Strong local governance: our residents' values and ideas are echoed through the actions of our civic leaders | <p>The actions of our civic leaders and whether they represent the values and ideas of residents in relation to this development is yet to be determined.</p> <p>As at 2.00pm on Tuesday 24 October 2017, I note that there were 50 submissions on MBRCs website for this proposed development. There is unanimous opposition to the development. It is clear that MBRC does not have the mandate of residents to approve the DA in its current form.</p> <p>If MBRC intend to work towards achieving their strategic</p> |

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| | |
|--|---|
| | <p>priorities as identified in their Corporate Plan 2017-22, then MBRC must enforce a reduction of dwellings back to 15 dwellings per hectare and relocate the entry point to Plucks Road. A strong theme across all submissions is the safety of residents at the intersection of Plucks Road and Tetragona Drive.</p> |
| <p>Healthy natural environment: our residents will collectively contribute to creating a cleaner and healthier environment for future generations.</p> | <p>Through our submissions opposing the DA in its current form, residents are seeking to collectively contribute to creating a cleaner and healthier environment for future generations— however we need our elected representatives to support us in achieving this strategic priority by not approving the DA in its current form.</p> |
| | <p>The proposed development does not contribute to the strategic action of, 'Deliver innovative projects, programs and partnerships that protect and enhance the region's natural environment and biodiversity'.</p> <p>Given the wildlife corridor on 80 Plucks Road between bushland that is a Matter of State Environmental Significance and the Mountains to Mangroves Corridor, this development in its current form does not enhance the region's natural environment and biodiversity due to the excessive density of housing and failure of the developers to retain existing vegetation.</p> |
| | <p>The proposed development may impact on MBRCs ability to implement the strategic action of, 'Deliver an efficient and reliable stormwater network'.</p> <p>Independent analysis of the stormwater, overland flow and flooding risks must be undertaken to ensure an efficient and reliable stormwater network in and around the proposed development is maintained.</p> |

Summary

I am not opposed to well-planned development that is consistent and complementary to existing development and the environment. This proposed development is totally out of character for the Hills District, which can be evidenced solely on the significant increase in density of no more than 15 dwellings per hectare to 39 dwellings per hectare.

The development compromises the safety and increases the risks to residents if the entry remains on Leatherwood Drive due to the intersection of Tetragona Drive and Plucks Road. The additional traffic increases the risk to pedestrians and cyclists using the Secondary Active Transport Network. The risk could be significantly decreased if the access for the development was moved to Plucks Road.

The Hills District is a lovely green part of outer Brisbane and I have enjoyed living here for over 20 years. It would be very disappointing if MBRC focused too narrowly on making money because they are being paid on a per-dwelling basis and disregarded its duty to residents to maintain the sense of community, environment and lifestyle in the Hills District.

Yours sincerely
Kerrie Donaldson

Moreton Bay Regional Council

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From: [Polly Ward](#)
To: [Paul Messenger](#); [MBRC Incoming Mail](#)
Cc: [Matt Constance](#); [Mayor](#)
Subject: DA 34700/2017/V23R - 80 Plucks Road
Date: Wednesday, 25 October 2017 10:51:17 AM
Attachments: [image001.jpg](#)

Hello Paul and Rana,
Councillor Constance has asked me to thank you for your submission to application DA/34700/2017/V23R.
Thank you for including Council's records department into your email, as they will record receipt of your submission and send it to Council's Development Services Department.
Kind regards
Polly Ward
PA to Cr Matt Constance - Division 10
Executive Services – Governance
Chief Executive Office
Moreton Bay Regional Council - Pine Rivers District
222 Gympie Road, Strathpine QLD 4500
T 07 3480 6383
E polly.ward@moretonbay.qld.gov.au



From: Paul Messenger [mailto:paul@beneaththesurface.com.au]
Sent: Wednesday, 25 October 2017 10:19 AM
To: Mayor ; MBRC Incoming Mail
Cc: Matt Constance ; Electorate Office Ferny Grove ; local.government@ministerial.qld.gov.au; south.brisbane@parliament.qld.gov.au; Peter Dutton MP
Subject: DA 34700/2017/V23R - 80 Plucks Road
Dear Mayor Sutherland and local, state and federal members – If this development goes ahead it would require upgrade of all roads around it to a minimum of 2 roads in each direction, ie four lane road systems – which would require resumption of existing homes which seems contradictory to the purpose of the development.
We already have four lanes on old northern road and it is a car park at peak times as well as school times. Dawson Parade, Patrick's road, Francis Road, and Collins Road equally are car parks at these same peak times.
I live in Park Road Ferny Hills and this already is filled with constant noisy traffic including many accidents at the Patrick's Road end – further traffic would devalue our quality of life as long term residents of this suburb. Plus in our own street often we can't get a car park out the front of our house because of the number of cars owned by residents and renters in this street, ie without further population growth.
Please do not approve this or any further developments in our suburb and surrounding suburbs without major infrastructure improvements to adequately cope with the increased volume of traffic and parking requirements.
Regards,
Paul Messenger and Rana Jewell, 13 Park Road, Ferny Hills Qld 4055
T: 07 3351 4689
F: 07 3056 3355
If you have received this transmission in error please notify us immediately by return e-mail and

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From: tonyrach
To: [MBRC Incoming Mail](#)
Cc: [Matt Constance](#)
Subject: Development Objection DA/34700/2017/V23R
Date: Wednesday, 25 October 2017 10:38:11 AM
Attachments: [Objection to Development letter.docx](#)

Dear Assessment Manager

Please find attached my objection letter in regards to the above development application.

Regards
Rachael Croft
Ph: 0412 811 190

Sent from my Samsung GALAXY S5

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25th October 2017

Mr Matt Constance
Councillor – Division 10
Morton Bay Regional Council

Re DA/34700/2017/V23R

Dear Sir

In relation to the above application, I wish to submit my opposition to the application due to the greater volumes of traffic that will use Tetragona Drive and Leatherwood Drive Arana Hills. As a resident on the corner of these streets, I am concerned that the increased traffic volume will create a dangerous issue for me and any persons visiting me. Although it has not been mentioned, if traffic lights were to be installed at either or both intersections this will impact heavily on many existing residents for them to access the roads due to huge volumes of traffic at peak times.

Both Tetragona Drive and Leatherwood Drive were originally designed and constructed to cater for a limited traffic flow and with the projected increase of over 300 traffic movements per day, this will create a potential accident risk. Surely if the developers wish to build this type of residential project then they should be made to use Plucks Road as their access as all the traffic will eventually end on Plucks Road.

With this amount of traffic movements on Leatherwood Drive, I am afraid that the valuation of my property will decrease therefore have a negative result on my investment. Should this happen, will the developers compensate residents in this area or will they just say too bad so sad.

Rachael Croft
2 Leatherwood Drive
Arana Hills Qld 4054

Ph 07 3351135
M 0412 811 190

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From: Geoff McKay
To: [MBRC Incoming Mail](#)
Subject: Objection to development application, 80 Plucks Road, Arana Hills DA/34700/2017/V23R
Date: Wednesday, 25 October 2017 2:17:15 PM

Assessment Manager
Moreton Bay Regional Council

We object to the proposed development at 80 Plucks Road, Arana Hills on the following grounds:

- We have lived in the Hills District for 32 years including 12 years at our current address in Blackwood Drive and 12 years on View Crescent and have noticed with considerable unease in the past 5 years the increased levels of traffic and congestion in the general area brought about by firstly the development of new areas adjoining the District both in Moreton Bay and Brisbane City Council, and now infill developments in both municipal areas.
- You can't consider the impact of growth in the Hills District area in isolation without also factoring in new BCC developments and infill in areas like Upper Kedron, Ferny Grove, Mitchelton and Keperra
- The proposal to develop low/medium density multiple dwelling units contrary to the Residential A Zone classification applying to the land under the PineRiversPlan, and the General Residential Zone – Suburban neighbourhood precinct under the MBRC Planning Scheme effective 1 February 2016, will only exacerbate the situation.
- The housing around the planned development is predominantly traditional detached housing meaning the medium density housing planned for the site will not be sympathetic to and consistent with the surrounding area.
- The pleasant views that predominate in that area of the Hills District will be further blighted by the cluttered look that additional medium density development in that area would create. An example of the unsightly cluttered vista that might occur can be readily found at the recent developments installed on Bunya Road adjacent to the Pine Hills Community School. No one in their right mind would say that that hitherto leafy environment has been improved by those developments.
- The planned 77 townhouses for the site will significantly increase the number of people living in the immediate vicinity with 174 townhouses units already approved to be built on the directly neighbouring land at 82 Plucks Road.
- If 80 Plucks Rd is also approved for medium density housing this will add up to 200 new residents on top of the potential 400 that 82 Plucks Rd will bring, inevitably leading to additional stress on the existing local road and public transport networks. Plucks Rd is rapidly nearing full capacity at morning and afternoon peak hours, and the Tetragona Drive/Plucks Rd intersection is not all that safe at the best of times.
- Further it is submitted that increased traffic to Plucks Rd via Leatherwood/Tetragona Drives is not desirable due to the unwanted intrusion this will bring to the quiet family feeling that currently exists on those streets.
- It will also certainly put an additional strain on the Arana Hills District Centre already suffering noticeable increased congestion from the previously mentioned infill developments that have occurred in the Hills District and adjoining BCC suburbs in the past few years.
- We well understand that the proposed development is consistent with the state government and council's planning policies to infill areas using existing urban infrastructure on cost and efficacy grounds, and the proposal would be acceptable to us if the planned development was consistent with its past and current zoning, i.e., detached

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housing on traditional lots. But it's not.

- It will bring an influx of people and associated road and public transport traffic way over and above what was originally expected, exacerbating not only the existing pressure on local infrastructure but putting additional strain on the local green environment especially the fauna and flora in areas bounding Cabbage Tree Creek.
- On our frequent walks around the area we regularly come across bush turkeys, ducks, curlews and other birdlife, plus from formerly living on View Crescent backing onto Cabbage Tree Creek we know that bandicoots are prevalent, plus the area is host to frilly necked and water dragon lizards.
- Our flood experiences from living directly adjacent to Cabbage Creek when on View Crescent remind us of how the amount of water flowing down the creek was dramatically increased by new developments in Arana and Ferny Hills, and cause us to have serious concerns that the additional water flowing off a 77 unit development will be far greater than the flow off from the 35 or so traditional residences that would apply if the Suburban neighbourhood zoning precinct was complied with.
- The flooding that occurs during peak flood times across the bridge on Bunya Road near Arlington Drive following extended rainy periods will certainly get worse with the runoff from extra housing in the immediate water catchment area.
- We note that while medium density developments have already been allowed to occur on neighbouring land at 52 and 62 Plucks Road, but feel these should not be used as precedents to justify the material change of use proposed by the developers of 80 Plucks Road.
- There is a tipping point where an urban area goes from comfortable living and amenity in terms of traffic and people using local facilities like shopping centres, schools, medical centres, libraries, parks, etc. to becoming overcrowded and uncomfortable.
- The Hills District is rapidly approaching if not already at this tipping point, and we firmly believe the population increase that would result from medium density housing at 80 Plucks Rd, combined with the expected population increases from 82 Plucks Rd and current and future developments in the Next Generation zoned areas on Francis and Bunya/South Pine Roads, Everton Hills will not help the situation.

Geoffrey & Judith McKay
25 Blackwood Drive
Arana hills Qld 4054

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From: tmpuplett@tpg.com.au
To: [MBRC Incoming Mail](#)
Subject: Against Development Approval 80 Plucks Rd DA/34700/2017/V23R
Date: Wednesday, 25 October 2017 1:06:37 PM

Re: Against Development Approval 80 Plucks Rd DA/34700/2017/V23R

We are against granting development approval due to a lack of consultation, not enough public notice period time to get appropriate feedback from residents and lack information provided to all of the residents of Arana Hills.

This proposed development affects all the residents of The Hills District.

I have lived on Plucks Road for over 20 years, over that time the traffic has just got worse and now this proposed development on 80 Plucks road with five stages with hundreds of cars which will be catastrophic.

The exit points proposed onto to Plucks rd are dangerous and are a risk to the residents and the wider community who use these roads including Ferny Hills and Samford. The measures the developers are suggesting by widening roads won't provide more visibility onto Plucks Road from these exit point streets.

Linkwood Drive was on Council Plans 10 years ago, identified as a traffic calming solution which would have taken residents inflowing traffic from Samford Valley avoiding Plucks Road and other roads in the area that were never designed to take the level of traffic they take today. This plan fell through much to the disappointment of the area that this development wishes to impact further.

Mirvac's Traffic Report underestimates the number of trips per unit per day in section 5.2.2. This report's Proposed Traffic Volume allows for 0.6 trips per unit per day. Allowances in this development are for two cars x 77 units leaving and returning from home, the peak hour traffic reporting should allow a minimum of 4 trips per unit leaving the premises equalling 308vph (in + out) per day. The above Proposed Traffic volumes they have modelled negates the rest of the report's wait times, number of cars entering and leaving the development due to 5.2.2. trip allowances.

Both Local and State government are responsible for Ensuring land use and infrastructure planning is integrated (SEQ 2017 Regional Plan Shaping SEQ Approach).

Public Transport system is not adequate: **"Outcome q of the General Residential Zone (Suburban Neighbourhood Precinct) states that Development in the Suburban neighbourhood precinct does not include... Multiple dwellings if not within 400m of a higher order centre or district centre or a train station"**. It is 2.3km to the nearest train station (Grovely) and could be considered walkable if Plucks road wasn't on such a steep incline. Therefore there is no public transport system to support this development under the MBRC or Queensland Government Planning Schemes.

An independent Public Transport and Traffic Assessment needs to be carried out as part of the future planning for the Hills District.

The 80 Plucks Road Development is not in keeping with the local area and is far from retaining the character of Arana Hills. Arana Hills is low density, with yards, open spaces and tall trees.

Mirvac have failed to consult with the community or address the needs of the area.

Arana Hills has unique area of family homes and wildlife with lots of trees will destroy the area and the habitat of the wildlife. Under the Pine River Plan, Desired Environmental Outcomes, it states "The distinct character and identity of the communities in the Shire is maintained". This Development breaks from retaining the character of area.

A Significant Environmental Nature Corridor would be destroyed: This development is highlighted on The Queensland Government Koala Habitat SEQ Map 20171018224059545000. **It is Local and State Government's responsibility in "valuing and protecting our natural environment, productive land, resources, landscapes and cultural heritage."** SEQ Regional Plan 2017. Both Local and State Governments mapping indicate this environmental area as being important to the local biodiversity, and habit of the region. This development land touches on the Cabbage Tree Creek Catchment, part of the Mountains to Mangroves Corridor. **"The Mangroves to Mountains corridor will be retained and enhanced to assist in the long-term protection of biodiversity values in the area."** Pg 24 of the SEQ Regional Plan 2009 to 2031. A

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proper independent Environmental Assessment needs to be carried out to identify trees of significance, wildlife, offsets, protection of habitat, catchments and the nature corridor.

The developer's Stormwater and Overflow Report models a 30year Rainfall Guide (Australian Rainfall & Runoff (1987)). The current Australian Rainfall Guide would show modelling of significant rainfall events including the 2010/2011 floods. Therefore an independent Stormwater and Overflow Report should be undertaken with current 2016 Australian Rainfall Guide modelling.

Pedestrian and bike paths need to be included as part of the development that link in with other nature corridors and paths in the area.

This development if approved will have big effect on the infrastructure and safety of the community.

We opposed this development being granted approval and hope that Local Government will represent its constituents and reject this development application in Arana Hills.

Edward and Margret Puplett
112 Plucks Rd, Arana Hills, Qld, 4054

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From: Heather Rose
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Electorate Office Ferny Grove](#); local.government@ministerial.qld.gov.au; [Matt Constance](#); South.Brisbane@parliament.qld.gov.au; [Peter Dutton MP](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Wednesday, 25 October 2017 1:21:13 PM

Hello

RE: Against development approval 80 Plucks Rd DA/34700/2017/V23R. We are strongly opposed to the townhouse development at 80 Plucks Road Arana Hills. We are opposed to developers putting forward projects that are not in keeping with the suburb, not considering what the suburb needs or what the suburb's infrastructure can cope with. Our public transport system is not adequate to cope with the community we have now. Some of our traffic lights take so long to turn green that one would think they are broken. We are also plagued with the rat-runners from further north using our local roads to avoid the daily huge delays caused at the Stafford Road/Old Northern Road intersection. Plucks Road and the feeder roads of this development will not be able to cope during peak periods with potentially over 300 residents (close to 5% of the current population of Arana Hills) leaving and returning from their dwellings on Plucks Road.

Heather and Shane Rose
30 Plucks Road
Arana Hills 4054

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From: Joe Coyne
To: [MBRC Incoming Mail](#)
Subject: re proposed development at 80 plucks Road
Date: Wednesday, 25 October 2017 1:40:43 PM
Attachments: [development.docx](#)

See attached my submission on this proposed development.
Joe Coyne

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25th October, 2017

Scott Hambleton

Moreton Bay Regional Council

mbrc@moretonbay.qld.gov.au

DA/34700/2017/V23R

Att: Scott Hambleton

I am writing to oppose the development of 80 Plucks Road for the following reasons

1. Community Safety

This development will add significantly to traffic volume, particularly if the proposed larger development at 82 Plucks Road. Plucks Road continues. There are a number of turns that are difficult to negotiate in peak hours (particularly the turns from View Cres and from Tetragona Drive). The plan to have an entrance off Leatherwood drive would add to traffic congestion and impact on this quiet community in many ways including additional noise, additional traffic to a otherwise quiet street, and preventing children from playing on the street as it would be too dangerous. An entrance from Plucks Road would also be dangerous unless significant upgrades are made to the road. The impact of the increased traffic would be significant as most residents would have two cars and be in and out of the estate at least twice per day.

2. Density Issues

This type of development is not in line with what I believe the community of Arana Hills desires. People move to the Hills district because it is a suburban, family friendly, leafy, quiet area that has beautiful trees, wildlife and bushland. Have the council consulted the community of Arana Hills about whether they want this type of development in their community? I am not opposed to small unit complexes however the scale of these two developments is not in keeping with this community. The people who live on Eveleigh Street, Tetragona Drive and Leatherwood Street choose to live there because of the tranquillity of nearby bushland, trees and safety for their children to play. I suspect that this development would have a negative impact on property prices in this area and a negative impact on the community in general. In short, the development is too large for this area. If the development was in line with the new council plan of 15 dwellings per hectare people would be more willing to support the development

3. Environmental Issues

It is my understanding that this development overlaps with an area that was previously labelled a biodiversity corridor. There are many native animals that reside in the adjacent bushland including koala's, bandicoots, snakes and native birds. The corridor, which extends

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through Eveleigh Street, was marked as high value bushland for Koalas, but this is clearly not considered important by council as trees were cleared for 5 new residences in Eveleigh Street which are inside this designated area. To maintain the quality and character of the local area these environmental corridors should be protected more diligently or we risk losing the appeal of the area and the richness of the environment we enjoy.

4. Concerns regarding the adjoining development

In addition to this development a larger development is proposed for 82 Plucks road. It is unclear at the current time if this will adjoin the development at 80 Plucks road. Currently there are 30+ children in Eveleigh street which is a dead end street. It is one of the few remaining streets in the area in which all the children can play together on the street and remain safe. Also due to the older style home and lack of garages in the area cars are already lined up on both sides of the street and this is worse on weekends. If more cars and trucks were to use this street as access to the development it would have a significant and damaging impact on the residents including increased noise, lack of road safety, child safety issues and reducing property prices. Nobody moves to a dead end street with the expectation that they will lose all of the benefits of a safe and quiet community. This street would also need significant investment in upgrades, including traffic calming and safety measures to minimise the impact of the development and ideally should be left unchanged with no access permitted from this point.

Kind regards
Joe Coyne
30 Eveleigh Street
Arana Hills Q 4054

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From: Terence Nichol
To: [MBRC Incoming Mail](#); [Matt Constance](#)
Cc: [Electorate Office Ferny Grove](#); [local.government@ministerial.qld.gov.au](#);
[South.Brisbane@parliament.qld.gov.au](#); [elizabeth.world@qld.greens.org.au](#); [fernygrove@lnp.org.au](#);
[peter.dutton@aph.gov.au](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Wednesday, 25 October 2017 3:51:30 PM
Attachments: [Submission.pdf](#)

Please find attached my submission for the proposed development at 80 Plucks Road Arana Hills (DA/34700/2017/V23R)

Would you kindly confirm receipt of this transmission by return Email. Thank you

Regards

Terence Nichol

Mob: 0413 151 866

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25 October 2017

To: Moreton Bay Regional Council
Attention: Assessment Manager
PO Box 159
Caboolture Q 4510

Re: DA/34700/2017/V32R – 80 Plucks Road Arana Hills

From: Terence Nichol
30 Leatherwood Drive
Arana Hills Q 4054

Email: tzted@bigpond.com
Tel: 0413 151 866

Dear Sir

I forward my submission for the proposed development at 80 Plucks Road.

My family and I moved to the Hills district in 1996 and we have lived at our current home in Leatherwood Drive for over 17 years.

We chose to live here for the safe and peaceful amenity of a cul-de-sac street complemented by the abundant nature and wildlife supported by the Mountains to Mangroves corridor which is at our back door.

In this submission I will contend that this proposed development and others proposed nearby are out of step with community expectations and will significantly and detrimentally impact the quality of life and safety of residents, their families, visitors and pets, as well as the area's biodiversity.

I object to the proposed development on the following points which are valid and significant for me:

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Stormwater Run-Off and Flooding

I am concerned about flooding of the road and adjacent properties at the lowest level of Leatherwood Drive.

There is a drainage easement located between properties at 24&26 Leatherwood Drive.

The attached FIG. 1 identifies these points as prone to overflow flooding.



source: <https://www.moretonbay.qld.gov.au/mplu.aspx?property=515247>

FIG.1

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There is an existing underground trunk line located under the easement that connects the entire street kerbing and existing upstream properties on Leatherwood Drive with Cabbage Tree Creek.

The creek runs at capacity during any significant rain event and often bursts its banks thus stopping the effective flow of the trunk line entering it.

I am fearful that run-off water from the hardstand/vegetation surfaces combined with contained run-off from roofed areas of the upstream development will add to this already overstrained storm water network and may cause catastrophic flooding.

Currently during heavy rain events the surface of the easement quite quickly runs to a depth of 200mm and up to 300mm in torrential downpours. When this happens my property is subject to significant surface run off. On several occasions this storm water run-off has lapped up to and sometimes over the weep holes of my house and only 7cms below the house floor level.

The Water Management Plan (WMP) used in the DA is based on a 30 year old rainfall guide using outdated information. Further the WMP has been commissioned by the developer and as such is not impartial or independent. I demand that current rainfall and hydraulic data be conspicuously incorporated into a revised and impartial report.

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TRAFFIC and ROAD SAFETY

The intersection of Plucks Road and Tetragona Drive

At all times this intersection is problematic in terms of safety and accessibility, and is exacerbated during peak traffic times in terms of entering and exiting Tetragona Drive onto Plucks Road. Visibility to the East and West along Plucks Road when exiting Tetragona Drive is compromised by the bend in Plucks Rd at that point and the high brick fence of the property on the corner to the West. Combined with the speed of vehicles travelling along Plucks Road one is never sure that encroaching vehicles will be suddenly and unexpectedly be "on top" of your turning vehicle. It's a game of chance. I have experienced a great number of near misses at this intersection. Likewise, when travelling East on Plucks Road and entering Tetragona Drive, one regularly has to stop completely in the single lane of a two way road to give way to oncoming traffic, running the risk of a rear end shunt from traffic travelling from behind around a blind bend. Once starting to turn into Tetragona Drive one travels over the oncoming traffic lane whilst facing a blind approach corner.

If the development proceeds as designed and the primary access point for the development uses Leatherwood Drive the problems of traffic safety and flow at this intersection will be exacerbated. I demand an impartial TE report be commissioned with data collected during consecutive days of a normal working week when schools are open to gain a realistic picture of traffic volumes.

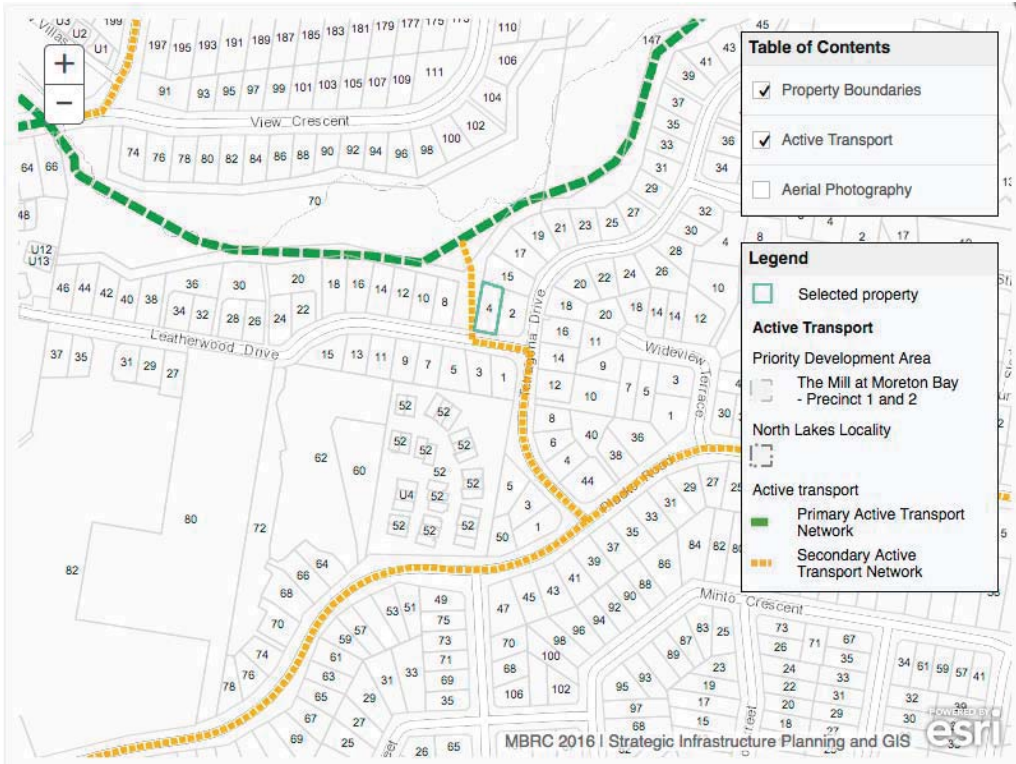
I disagree with the calculations in the developer's Traffic Engineering report of 0.6 journeys per dwelling for peak hour traffic generation. The development has 195 car parking spaces allotted. It is not unreasonable to anticipate an average of 1.5 vehicle movements per dwelling both morning and evening. Additional traffic flow of this volume will overload an already busy and dangerous intersection.

For these reasons the development should not use Leatherwood Drive as its primary access and should instead have its sole access point on Plucks Road.

Increased safety risks to pedestrian traffic using Leatherwood Drive

As identified in FIG. 2 Tetragona Drive and Leatherwood Drive are secondary active transport networks.

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source: <https://www.moretonbay.qld.gov.au/mplu.aspx?property=515247>

FIG.2

The nearby walking tracks and recreational facilities along the Primary Active Transport Network which follows the Mountains to Mangroves corridor are extremely popular, with high volumes of pedestrians and cyclists using the facilities every day of the week, as encouraged by all forms of health advisory and government campaigns promoting health, fitness and quality family time. For the majority of residents living in Leatherwood Drive and those who may reside in the proposed development the only means of access to these popular facilities is by way of two easements running off Leatherwood Drive.

These people, including children and pets will be exposed to a higher risk of collision or accident because the high volumes of vehicular traffic posed by the proposed development access driveway onto Leatherwood Drive is located diagonally opposite the access easement. This risk would be negated by locating the access to the development off 80 Plucks Road not Leatherwood Drive.

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Scale and density of the development.

The scale of the proposed development is out of character with the area and is not consistent or complementary with the existing or adjacent development.

In accordance with MBRCs Place Type Information Sheet for Division 10¹, 80 Plucks Road is considered to be part of a 'suburban neighbourhood'. This information sheet clearly recognises that, 'Leafy neighbourhoods surrounded by natural bushland will continue to be a characteristic of Division 10'. Whilst the information sheet does state, 'Some neighbourhoods will experience moderate growth and see different types of housing developed...', the classification of 80 Plucks Road as being within a 'suburban neighbourhood' means that the scale of proposed development does not meet the definition of a 'suburban neighbourhood'.

According to the minutes from the Prelodgement Meeting on 31 May 2017 between MBRC and the applicants, the proposed development has a net residential density of 39 dwellings per hectare, which significantly exceeds the density for the suburban neighbourhood precinct of no greater than 15 dwellings per hectare.

This development is not consistent with the existing or intended development in a 'suburban neighbourhood' precinct as defined by MBRC. The development should be scaled back to meet the requirements of the 'suburban neighbourhood', including having a density of no greater than 15 dwellings per hectare.

¹ www.moretonbay.qld.gov.au/uploadedFiles/moretonbay/development/planning/Place-type-division-10.pdf
accessed on 22 October 2017

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I do not oppose well planned developments that are consistent and complementary with neighbouring developments and the environment. I am a reasonable person and realise that the development of additional residences and infrastructure in growing cities are necessary and inevitable. However I find this development inconsistent to the surrounding area by way of the proposal to significantly increase density from no more than 15 dwellings per hectare to 39 dwellings per hectare.

The development compromises the safety of and poses increased risks to residents, pedestrians and cyclists if the scale of the development is retained and the proposed access point is located on Leatherwood Drive. In my view this is due to the unsuitability of the intersection of Tetragona Drive and Plucks Road to safely handle increase traffic volume and exposure of pedestrians, including children and pets and cyclists accessing the Secondary Active Transport Network. The risk would be significantly decreased if the access for the development was moved to Plucks Road.

I have resided on Leatherwood Drive for over 17 years and chose to live here for the quiet, peaceful and safe convenience of the cul-de-sac design. The whole amenity of the street will be severely impacted if the development proposal, in its current form is adopted.

I implore Council and Counsellors to adopt a balanced approach to mine and my neighbour's submissions and arrive at an outcome that holds our expectations in equal regards to those of the developers.

Yours sincerely

Terence Nichol

Moreton Bay Regional Council

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From: [Polly Ward](#)
To: [MBRC Incoming Mail; stockroom@fashionallied.com.au](#)
Cc: [Matt Constance](#)
Subject: Project Leatherwood Drive
Date: Thursday, 26 October 2017 8:24:31 AM
Attachments: [image001.jpg](#)
[David.pdf](#)
[image002.jpg](#)

Hello David and Noela,

Councillor Constance has asked me to thank you for your submission to application DA/34700/2017/V23R.

I have included Council's records department into this email, as they will record receipt of your submission and send it to Council's Development Services Department.

Kind regards

Polly Ward

PA to Cr Matt Constance - Division 10

Executive Services – Governance

Chief Executive Office

Moreton Bay Regional Council - Pine Rivers District

222 Gympie Road, Strathpine QLD 4500

T 07 3480 6383

E polly.ward@moretonbay.qld.gov.au



From: Stockroom [<mailto:stockroom@fashionallied.com.au>]

Sent: Wednesday, 25 October 2017 5:25 PM

To: Matt Constance

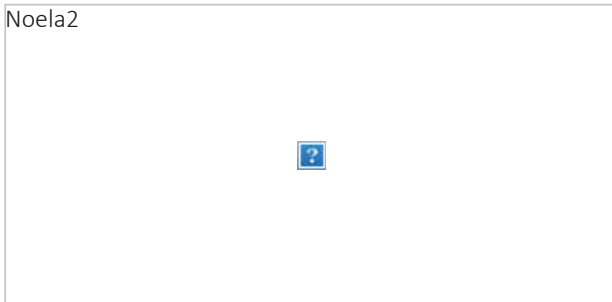
Subject: Project Leatherwood Drive

Hi Matt,

Please see attached Letter

Kind Regards,

Noela2



Don't forget to follow us on Instagram and Facebook!

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David & Noela Murray

16 Leatherwood Drive

Arana Hills...4054

Att: Matt Constance

Re: 2017/34700/V23R

Hi Matt,

We would like to object to the entry for this development in Leatherwood Drive.

Our main concern is the influx of cars that would be taxing on streets not really geared up for more traffic.

The intersection of Tetragona Drive and Plucks Road, is already dangerous to maneuver, especially turning right, cars are normally travelling fast along Plucks Road, and that corner requires quick thinking as the view of oncoming traffic is quite restricted, with the addition of extra cars we feel sure this would create more of a traffic hazard.

We are not objecting to the development just to the entrance, we don't see why the entrance can't be made on Plucks Road, which is already capable of handling the addition of extra cars, after all it is a main road, and not cul-de-sack.

We hope that you can appreciate our concern, and are able to work with us to work out a solution for all concerned.

Thank you,

Noela & David Murray

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From: Peter O'Hare
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Matt Constance](#); [Electorate Office Ferny Grove](#); [local.government@ministerial.qld.gov.au](#); [fernycastle@inpg.org.au](#); [Peter Dutton MP](#); [south.brisbane@parliament.qld.gov.au](#); [elizabeth.world@qld.greens.org.au](#)
Subject: Objection to Development Application Enquiry 2017/34700/V23R
Date: Wednesday, 25 October 2017 11:35:07 PM
Attachments: [Submission.docx](#)
[ATT00001.htm](#)

Good evening

Please see the attached objection to the proposed development application.

Sent from my iPad

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Peter O'Hare
5 Leatherwood Drive
Arana Hills QLD 4054

Moreton Bay Regional Council
Attention: the Assessment Manager (DA/34700/2017/V32R – 80 Plucks Road)
P O Box 159
Caboolture QLD 4510
24 October 2017

To the Assessment Manager

Please find my submission for the Development Application DA/34700/2017/V32R for 80 Plucks Road, Arana Hills. I object to the proposed DA for the following reasons.

Increased risk of traffic accidents at intersection of Plucks Road and Tetragona Drive

The intersection is currently unsafe for traffic entering and exiting Tetragona Drive. The incline when exiting from Tetragona Drive, combined with the speed of vehicles on Plucks Road contributes to frequent near misses. Similarly, when entering Tetragona Drive travelling East on Plucks Road, there are often cars stopped at a halt because of the traffic lights a few hundred metres up the road at the intersection of South Pine Road and Plucks Road. Local Residents often have to overshoot the intersection to allow the cars behind to safely pass and to minimise the risk of being rear-ended. Near misses continue to be a common occurrence at this intersection. The development at 80 Plucks Road cannot use Leatherwood Drive as its access and must change its main access to Plucks Road. There are 77 townhouses currently planned for this development and the area is underserved by public transport, it is reasonable to calculate an average of 1.5 cars per townhouse rather than the calculations in the developer's Traffic Engineering report of 0.6 journeys per dwelling for peak hour traffic generation. The developer states this is based on the Department of Transport and Main Roads 'Road Planning and Design Manual', however it does not take into consideration the lack of public transport options in the area, which means more residents will drive cars. In our area the majority of residents drive and the majority of residences have two or more cars. The impact of the additional vehicles from the development at 80 Plucks Road is therefore under-represented, as it does not reflect the actual situation—it applies a simple formula that does not take into account individual circumstances. If the more reasonable and accurate calculation of 1.5 cars per townhouse is applied, this would equate to an extra 115 vehicles per day trying to enter and exit an intersection that existing residents have identified as unsafe. This is roughly a doubling of traffic using this intersection daily, so there would be significant impact on residents of Leatherwood Drive and Tetragona Drive from this development if the access was not relocated to Plucks Road.

The planned development at 82 Plucks Road, which has 174 townhouses with three streets having entry points into this development (Plucks Road, Leatherwood Drive (then Tetragona Drive) and Eveleigh Street). Again, averaging 1.5 cars per townhouse, 82 Plucks Road will add 261 cars to the road infrastructure in the area. Combined, these two developments will add between 180 and 376 cars (depending on the access point used) to an intersection that has already had safety concerns identified by residents who frequently use the intersection. NB These traffic numbers are conservative as they do not take into account visitors or service vehicles The developer's Traffic Engineering report considered traffic volume,

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however did not provide any details on traffic safety and the increased risk to road users of adding an extra 115 cars to an intersection that is considered high risk by its regular users. The report does not consider the impact of the proposed development at 82 Plucks Road. An independent Traffic Engineering report should be obtained that will more fairly assess the impact on traffic of the proposed developments at 80 Plucks Road and 82 Plucks Road and provide data based on different dwellings per hectare scenarios and different access points to both developments. This independent assessment should include consultation with residents for qualitative data and installing traffic monitoring equipment for a reasonable time period. I understand that the traffic monitoring equipment was only in place for 1 or 2 days in April 2017, possibly during Easter holidays.

Increased risk to safety of pedestrian traffic in Leatherwood Drive

Leatherwood Drive is an access point to the bike tracks and parks in the area. Many people, including families and young children walk or ride along Leatherwood Drive. The proposed traffic access will pose a serious risk to residents and reduce the lifestyle benefits of the "mountains to mangroves" for the district. This risk can be mitigated by relocating the access from Leatherwood Drive to Plucks Road

Additional impact of vehicles

The car parking ratios, including for visitors and service vehicles, must be reviewed to ensure vehicles do not park on either Leatherwood Drive or Plucks Road. The safety of residents in Leatherwood Drive would be compromised by additional parked cars near the proposed entry point for the development, which is close to the corner in the road.

MBRC must impose a Traffic Management Report condition before any site works start. The management of the large number of contractors on site is critical to effective site management and its impact on the surrounding streets, such as with debris on roads, litter and access to street parking for residents and their visitors.

Destruction of vegetation

The *South East Queensland Koala Population Modelling Study*¹ report prepared for the Queensland Department of Environment and Heritage Protection in 2015 sadly confirms koala numbers have decreased by 50–80% in key habit areas over the last 20 years. The Department of Environment and Heritage Protection identify 80 Plucks Road as a Priority Koala Assessable Development Area in accordance with Koala Conservation in South East Queensland State Planning Regulatory Provisions. Conservation of koala habitat in MBRC should be a priority in urban planning decisions.

The proposed development removes the connections between areas identified as wildlife corridors and koala habitat, effectively isolating koalas and other wildlife. The development should be amended so that vegetation which forms part of the wildlife corridor is retained. The development at 80 Plucks Road (and 82 Plucks Road) is in very close proximity to bushland (Lot: 73 Plan: RP91437) at the end of Eveleigh St and behind Leatherwood Drive. The Queensland Department of Environment and Heritage Protection identifies there are Matters of State Environmental Significance in this bushland (85.9%) and also 82 Plucks Road (17.2%) due to threatened species and iconic species. The habitat of the threatened wildlife is located up to the boundary between 82 Plucks Rd and 80 Plucks Road. Therefore any development at 80 Plucks Road must take into consideration our responsibility to preserve habitat, maintain wildlife corridors and value the native wildlife.

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Stormwater and overland flow

I have major concerns about stormwater, overland flow and flooding. The Water Management Plan (WMP) was commissioned by the developer and therefore is not impartial or independent. The WMP was also based on out dated information—a 30 year old rainfall guide was used in the stormwater and flood mitigation plans, instead of the current guides. The WMP does not take into account the proposed development at 82 Plucks Road, which must be considered as part of the ultimate development scenario. The impacts of increasing flow volume down the local creek have not been considered. The locations of the inflows from the stormwater system are not well defined.

Scale of development not consistent or complementary to existing development

The scale of the proposed development at 80 Plucks Road is out of character with the area. It is not consistent or complementary to the existing development. In MBRCs Place Type Information Sheet for Division 10₂, 80 Plucks Road is considered to be part of a 'suburban neighbourhood'. The information sheet clearly recognises that, 'Leafy neighbourhoods surrounded by natural bushland will continue to be a characteristic of Division 10'. The classification of 80 Plucks Road as being within a 'suburban neighbourhood' means that the scale of proposed development does not meet the definition of a 'suburban neighbourhood'. The MBRC Planning Scheme website₃ defines a 'suburban neighbourhood' precinct as:

- houses on traditional residential lots as well as houses on narrow lots subject to locational and design requirements
- dual occupancies (traditional)
- density no greater than 15 dwellings per hectare
- building height up to 8.5 metres.

This development is not consistent with the existing or intended development in a 'suburban neighbourhood' precinct as defined by MBRC. The development should be scaled back to meet the requirements of the 'suburban neighbourhood', including having a density of no greater than 15 dwellings per hectare.

The public transport infrastructure is therefore unlikely to support the number of proposed residents at 80 Plucks Road (and 82 Plucks Road) and this must be factored into MBRC decision-making. NB I am aware that the only application formally in public consultation is for 80 Plucks Road, however it is only practical and sensible for MBRC to consider this DA with the ultimate development scenario in mind.

Development Approval not consistent with MBRCs Corporate Plan 2017-22

The DA is clearly not aligned to MBRCs Corporate Plan 2017-22, which describes its plan for the region over the next five years. The proposed development does not facilitate well-planned growth or retain the region's unique environment and lifestyle choices.

If the development is proposed in a 'suburban neighbourhood' precinct which has a maximum of 15 dwellings per hectare and the proposed development has 39 dwellings per hectare, then the development cannot align with MBRCs strategic priorities of achieving a balance between the sense of community, growth, environment and lifestyle. Growth is clearly disproportionately being favoured by MBRC at the expense of the sense of community, environment and lifestyle and the wishes of the residents.

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The significant increase in vehicle traffic in streets such as Leatherwood Drive and Tetragona Drive does not create a people-friendly community and will destroy the area's environment and lifestyle. Residents have lived in these quiet streets for a number of years and deliberately chose the area because of its sense of community and quiet location.

Summary

I have lived in Leatherwood Drive since 1991. I love the quiet area with trees, parkland and wildlife such as possums, cockatoos, kookaburras, parrots and bandicoots. The DA will seriously impact upon the biodiversity of our neighbourhood. The proposed development presents significant safety risks if the entry remains on Leatherwood Drive because of the increased danger at the intersection of Tetragona Drive and Plucks Road. The additional traffic increases the risk to pedestrians and cyclists using this area. The risk would be significantly decreased if the access for the development was moved to Plucks Road.

I am not against development or progress, however, this proposed development is totally out of character for the area with a significant increase in density from 15 dwellings per hectare to 39 dwellings per hectare. The local community has rallied in opposition to this proposed development and the Council does not have a mandate from residents to approve this DA in its current form.

Yours sincerely

Peter O'Hare
Ph 0419 726 485

peterjohare@outlook.com

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From: Elizabeth World
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Electorate Office Ferny Grove](#); local.government@ministerial.qld.gov.au; [Peter Dutton MP](#); [Matt Constance](#); South.Brisbane@parliament.qld.gov.au
Subject: Objection submission for 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 7:39:47 AM
Attachments: [Submission against 80 Plucks Rd Elizabeth World.pdf](#)

To the relevant officer,

Please find attached my submission to object to the proposed development at 80 Plucks Road, Arana Hills, DA/34700/2017/V23R

Regards,

Elizabeth World

Moreton Bay Regional Council

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Elizabeth World
14 Blackwood Drive
Arana Hills QLD 4054
0412 760 738
elizabethworld97@gmail.com

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture QLD 4510
mbrc@moretonbay.gov.au

26 October 2017

To the relevant planning officer,

RE: 80 Plucks Road DA/34700/2017/V23R

I am a resident of Arana Hills who travels Plucks Road frequently and wish to make a submission to oppose the proposed development at 80 Plucks Road, Arana Hills for the following reasons:

Traffic congestion

Residents of Arana Hills currently experience significant traffic congestion along Plucks Road and the proximal roads of Dawson Parade, Francis Road, Caesar Road, Patricks Road and Camelia Avenue. The Mirvac Traffic Engineering Report section 5.2.2 estimates that an additional 49vph will be generated at peak times. Though this may align with recommendations from The Department of Transport and Main Roads Road Planning and Design Manual and the RTA's Guide to Traffic Generating Developments, it is unrealistic that less than one trip per dwelling will occur at peak times given the inadequate public transport available. An additional 49 or 77 vehicles entering and exiting the development complex at peak times significantly increases the congestion on Plucks Road. Furthermore, the report does not consider traffic generated by delivery drivers and visitors, increasing congestion.

Road safety

The proposed entry site on Leatherwood Drive presents multiple safety issues. Leatherwood Drive has a pathway connecting to William Scott Park and thus is a popular location for neighbourhood children to ride their bikes and engage in active, healthy play. Currently this is a safe as the road has a low traffic volume and a speed limit of 50kph. Doubling the traffic volume from servicing ~50 homes to service an additional 77 significantly increases the risk of road accidents involving vehicles, cyclists and pedestrians. Pedestrian and cyclist safety could be improved by building a pathway link between Plucks Road and Leatherwood Drive. The existing green link that runs between the two streets should be avoided to preserve the local environment (a key characteristic of the suburb). This would improve safety of pedestrians and cyclists and could encourage use of public transport to reduce dependence on cars. Leatherwood Drive is a no-through road accessible by vehicle only via Tetragona Drive. Tetragona Drive can only be accessed via Plucks Road. The low visibility at the T-intersection of Plucks Road and Tetragona Drive is already concerning for local residents. Adding traffic for 77 homes will increase the risk of traffic accidents due to this low visibility.

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Public transport

Mirvac's Traffic Engineering Report section 2.3 inaccurately states the frequency of bus services. Translink bus route 397 operates near-hourly on weekdays with a break in services travelling the entire inbound route between 1:46pm and 5:46pm. Services run only between 6:46am and 6:31pm. Similarly, outbound services travelling the entire route run only from 7:13am to 6:59pm and are separated by greater than 60 minutes between the first and second services, and final two services on weekdays. The current frequency and time of last service of public transport is insufficient for current residents. Infrequent peak hour services and a limited service period are unlikely to meet the needs of residents of the proposed development, thus putting extra strain on traffic congestion. If the development is to proceed as proposed or with alterations, public transport infrastructure including frequency of services and daily period of service provision (e.g. 5am to 10pm rather than ~7am to ~7pm), and parking availability at Grovely Train Station must be improved to encourage use of public transport and limit the impact on road congestion.

Environment

Arana Hills is a suburb characterised by lush greenery and presence of wildlife. The development site interrupts corridors highlighted on The Queensland Government Koala Habitat SEQ Map (Lot 1, Plan RP205708) that allow wildlife (brush turkeys, possums, birds, wallabies and bandicoots) to travel safely through the area. The health of the Cabbage Tree Creek that nourishes this wildlife could be compromised by the development. Building a development of this scale is not consistent with Local and State Government responsibilities to value and protect our natural environment. Run-off risks associated with earth-moving, sediment control and construction equipment during construction, and general domestic pollutants after construction need to be more carefully assessed by the developer before progressing to the build stage. Monitoring of pollution-reduction during construction is important to maintain the health of our environment.

Water

Mirvac's Stormwater Management and Overland Flow Report used a 30-year old rainfall guide rather than the current Australian Rainfall and Runoff guide. Any estimates based on out-of-date figures are obsolete and should not be considered as the developer giving due consideration to water management. Furthermore, the larger scale of the development including 82 Plucks Road has not been considered in the report. The larger scale of the development in the current proposal will have a great impact on increased flow volume to the local creek, a factor that has not been considered in Mirvac's submission. The Stormwater Management and Overland Flow report was prepared by Eneqny based on information provided by Mirvac and thus is not a fully independent report. Flooding and creek overflow effects of the proposed development must be fully and independently assessed and concerns addressed before proceeding with the development.

Housing density

Arana Hills is mostly low density single- or double-storey homes with yards and public green spaces. Introduction of three-storey townhouses with minimal green space and small boundary setbacks is not consistent with the character of the suburb. Numerous residential developments are under proposal, under construction or newly opened in surrounding areas. The Bunya Road, Eveleigh Street and Queens Road developments are all in close proximity to 80 Plucks Road and will place further strain on the current infrastructure.

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Current zoning

The current zoning of 80 Plucks Road (Lot: 1, Plan: RP205708) under the Moreton Bay Regional Council Planning Scheme is Suburban Neighbourhood, allowing 33 dwellings on the lot. Though the Mirvac development application was submitted under the Pine Rivers Shire Plan, the allowance of 33 dwellings under the new planning scheme is more appropriate for surrounding residential areas.

Consultation

Consultation with current residents has been severely insufficient. The current practice of developers not being required to notify local council that the consultation process until five days after the sign has gone up is highly illogical and favours developer rights over community rights. This practice needs to be reformed by the Local and State Governments to put people before developer profits.

In conclusion, in its current form, the proposed Mirvac development on 80 Plucks Road is inappropriate for the neighbourhood due to the detrimental impacts on the environment, road safety, traffic congestion, flood risk and neighbourhood character, and insufficient public infrastructure to support the increase in population.

Yours sincerely,

Elizabeth World

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From: Paul Kingsnorth
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Electorate Office Ferny Grove](#); local.government@ministerial.qld.gov.au; fernygrove@lnpq.org.au; [Peter Dutton MP](#); [Matt Constance](#); South.Brisbane@parliament.qld.gov.au; elizabeth.world@qld.greens.org.au
Subject: DA Reference - 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 3:19:05 AM
Attachments: [Kingsnorth-80 Plucks Rd DA347002017V23R.docx](#)

To the relevant officer,
Please find attached submission for the subject development application.
Kind Regard,
Paul Kingsnorth

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The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture QLD 4510
mbrc@moretonbay.gov.au

26 October 2017

To the relevant planning officer,

Re: 80 Plucks Road DA/34700/2017/V23R

My name is Paul Kingsnorth, I reside at 152 Plucks Road, Arana Hills and I wish to submit an objection to the proposed development at 80 Plucks Road, Arana Hills due in main to its scale and intensity but also how it will impact the local community. I have outlined my main concerns below:

Child Friendly Neighbourhood

We have two young children and part of the reason we moved to the area was due to its low-density feel. We made a choice to live less centrally to the city as we didn't want to feel cramped in and we made the sacrifice of not being near frequent public transport or amenities for this. It seems crazy that this application is being put forward without the appropriate services and at the distance it is to local amenities.

Traffic

Plucks Road is a winding and undulating road that narrows in various sections like the intersection between Plucks and South Pine Road. It was built in the 1950s and as such wasn't intended for large traffic volumes. Plucks Road is already servicing a larger area than would have been intended and with potentially over 154 resident cars (on this development alone) plus visitors feeding directly onto this road, it is very concerning.

The traffic report taken on Thursday 20th of April has clearly been done between two long weekends and in the school holidays which is obviously not reflective of usual traffic at all. This report needs to be done at an appropriate date.

The report also needs to look at the intersection between Plucks Road and South Pine Road as well as Yanderra Avenue as these would be its nearest bottle necks.

As per the report, .6 vehicles per hour for peak hour per townhouse is not appropriate. The model this was taken from is based on being in an inner city suburb with frequent close transport links and amenities. The chosen model should be based on the location and transport links not the house type as this is irrelevant if there is no supporting infrastructure. The 397 bus would not account for any reduction compared to low density housing (which is set at 1vph

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in the study) and therefore should be set at this level also or a suitable model should be found.

Bus Routes and Access

Developments of this scale and type should be near main transport hubs like railway stations or main bus routes. The 397 bus route that goes past is not direct as it winds through housing estates. Residents are unlikely to use it for their daily commute, as it's just not a quick or frequent enough service to be an alternative to using their car. In the report it also states that the bus stop is located 350m / 400m (inbound/outbound) from the Plucks road frontage. This is however misleading, as it is only the single dwelling property that is located at this distance. For all the townhouses they would have to walk an extra 70m minimum through a narrow passageway, which would be very unappealing for most people let alone a female late at night. It also means the real distances would be a minimum of 420m/470m (inbound/outbound) which is quite a distance. **This pathway is also not adequate to be used and would need to be widened and well lit as to not attract antisocial behaviour to the area.**

Train Stations

Ferny Grove and Grovely train station car parks are already at capacity in peak times. How does this development compensate for this? What has the consideration been for this?

Environment

I have concerns that the density of this development will completely remove wildlife corridors and habitats within this area. As a society we should be doing more to protect native flora and fauna. I don't see any real thought put into the plans that will help maintain any area or even sympathy to the current environment. Their needs to be more open areas and habitat maintained in its current form, including at least some of its mature native trees kept and connections to Corridors like Cabbage tree creek.

The amount and types of plants and vegetation in the plans are also very unrealistic. The chosen trees are too large for the spaces in the designs and would likely end up being cut down or replaced with less leafy alternatives. This would then reduce the development's visual appeal as well as reducing the already limited areas for flora and fauna within its spaces.

Housing Density

The area is zoned as low density and although there may be some merit in a small portion being of a higher density, the size and number within this application is way too high for this area. There needs to be an appropriate balance on a planning level and this development massively shifts the balance away from the current neighbourhood look and feel

The cumulative impact of this with past and other proposed developments (82 Plucks Road and 62 Plucks Road) therefore completely shifts the dynamic of the neighbourhood. This shift in density at a location like this is not reflective of any planning scheme that I have seen with regards to location to main transport hubs, distance to local amenities, centres and so on. It's just not appropriate.

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As stated in SO4 of the Urban Locality Code the site should be in close proximity to centres and community facilities but it is over 1.2km (from the first townhouse to the edge of Arana Hills Centre) with an extra 300m or more to the nearest Supermarket (Coles). This is not a walking distance anyone would realistically do and not what the MBRC planning schemes intended of this type of density.

Economic

There is little demand for medium density housing in this area. The value of units and medium density houses is stagnant and has hardly changed in the past 10 years. The greatest demand is for low density houses (as per <https://www.realestate.com.au/neighbourhoods/arana%20hills-4054-qld> and other sources). There is therefore no reason for changing the density type in this area. We should be building the type of houses people want to buy and live in not to fill the pockets of developers and land owners.

Social Licence

As a community there needs to be agreement for this size and type of development along with future and other proposed developments. Government/industry/developers should not be able to impose their will for profit without the agreement and understanding of the local community. The scale and number of these developments in our area is not appropriate and needs to be re-thought.

Conclusion

When looking at the different aspects of this application it doesn't appear to meet the requirements or intention of either the superseded Pine Rivers Plan or the current MBRC planning scheme for this area. Although perhaps some aspects of the superseded planning scheme may be down to opinion the intention is clear that this type and size of development is not what was intended or appropriate for this area.

The application is also flawed in its provided information, especially from what I can see with regards to the Traffic Engineering report and I have not looked into detail all the documents of this application.

That aside, it is not what the local community want anyway, nor what the expectation for a development would be, so this should also be taken into consideration and the best solution for current and future residents be the priority.

Kind Regards,

Paul Graham Kingsnorth

152 Plucks Road, Arana Hills, 4054

Email: pgkingsnorth@gmail.com

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From: Edmond and May Jabbour
To: [MBRC Incoming Mail](#)
Subject: Objection to Development Application Enquiry:2017 /34700 /V23R
Date: Thursday, 26 October 2017 8:04:09 AM
Attachments: [Email 1.docx](#)

kind regards
Edmond & May Jabbour

Moreton Bay Regional Council

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We, Edmond & May Jabbour, of 14 Leatherwood Drive, Arana Hills, wish to submit a formal objection to Development Application Enquiry: 2017 / 34700 / V23R.

- We object to granting the development proposed at 80 Plucks Rd. It far exceeds the allowable number of swellings for the size of the land under current MBRC planning.
- We object to the lack of conditions for this development approval including the entry and exit points for this development being Leatherwood/Tetragona Drive.
- We expect the developer to significantly reduce the number of dwellings on this site, to change the entry and exit point to and from the dwellings to Plucks Road and to upgrade the existing infrastructure on Plucks Road and to accommodate the huge additional traffic.

Please do not hesitate to contact us via phone; 0431689994 (Edmond) or 0434433600 (May), or this email.

We look forward to your response regarding this important matter.

Kind regards,

Edmond Jabbour

May Jabbour

Moreton Bay Regional Council

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From: Jose Luis Torres
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Matt Constance](#); [Electorate Office Ferny Grove](#); local.government@ministerial.qld.gov.au; South.Brisbane@parliament.qld.gov.au; [Peter Dutton MP](#)
Subject: Torres JL submission for DA347002017V23R
Date: Wednesday, 25 October 2017 11:36:39 PM
Attachments: [TorresJL_80_Plucks_Rd_DA347002017V23R.pdf](#)

Please find attached my submission for DA347002017V23R.

Thank you.

José Torres.

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José Luis Torres Submission
DA/34700/2017/V23R

José Luis Torres
30 Yanderra Ave
Arana Hills Q 4054
joelustoto@yahoo.com.au

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture, Qld 4510
mbrc@moretonbay.qld.gov.au

25 October 2017

To the relevant officer

Re: 80 Plucks Rd DA/34700/2017/V23R

Please find as follows my submission to the 80 Plucks Rd Development Application DA/34700/2017/V23R

I have lived in the Hills District for nearly eleven years and value its leafy, green aspect and quiet streets as well as its good ratio of green space to population. I come from a country of congested and poorly planned cities, where the provision of infrastructure has been ad hoc and reactive, rather than properly planned. I appreciate the dedication to consultative town planning in Brisbane City, and have been surprised by the absence of a consultative approach to town planning in MBRC.

While increased density is a change many people resist, properly planned and implemented Community Engagement around such change at least provides residents with an avenue to be well informed, have their say, raise issues that need addressing and engage in solution finding. The rapid change in the Hills District as old farmland is sold to make way for medium density housing has been occurring without this type of consultation platform. It brings a sudden cultural change together with environmental and infrastructural impacts that do not sit well with the existing community here.

The numerous medium density developments in Arana Hills and Everton Hills have been approved/ or submitted for approval without consideration of the overall effect, and without the provision of adequate infrastructure. What was a very liveable district is fast becoming a disorganised and congested place, without the evidence of proper planning.

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José Luis Torres Submission
DA/34700/2017/V23R

The proposed developments at 80 Plucks Rd (and the joint effect of the associated developments on the neighbouring sites) raise many concerns for me. I strongly object to the current proposal for a number of reasons:

1. **Loss of biodiversity and damage to ecological corridors.** The current application and forthcoming development applications for this site damage the wildlife corridors connecting with Cabbage Tree Creek. This is part of the Mountains to Mangroves Corridor and Council should be working to protect and enhance remaining habitat and connecting vegetation instead of downgrading it and reducing its viability. The proposed development breaks the connections between areas identified as wildlife corridors and koala habitat, isolating small pockets and making them unviable. Impacted species include koalas, brush turkeys, northern brown bandicoots, possums, birds, wallabies and diverse species of frogs, reptiles and insects.

2. **Lack of infrastructure.**

The proposed development should not be considered in isolation. The joint impact of 251 multiple storied and double garaged townhouses will bring approximately 500 additional cars to roads that are poorly designed for that traffic. Plucks Rd is dangerous at the best of times, with its hills, bends, and almost concealed T-intersections – of which Tetragona/Plucks is a very serious example.

The pitiful lack of transport, with an infrequent and circuitous bus service to Mitchelton and Ferny Grove Stations is not adequate for current residents, let alone for another 500-800 additional residents.

The area is not walkable with respect to the two nearest train stations, Grovely and Ferny Grove, which are over 2km and 3km away from the site respectively, and both routes feature steep hills.

Similarly, local shopping and service precincts are too far away to be classed as walkable. This renders the proposed town house development completely car-dependent. This is a negative outcome for the residents and the local neighbourhood, adding congestion and worsening road risks in the area.

3. **Road Safety.** A large number of pedestrians and children use Tetragona Drive and Leatherwood Drive as part of their social, play and exercise routes, due to the quiet nature of these cul-de-sac streets with access to 'William Scott Park' and Cabbage Tree Creek. I often use these streets to gain access to William Scott Park and the creek, and can attest that there are always pedestrians and children and their pets around. Adding an additional 154 cars to the equation will endanger all of these users and destroy the currently friendly and safe character of Leatherwood Drive.

The t-junction of Tetragona Drive and Plucks is already very dangerous without adding significant extra traffic. Any mitigations to improve the safety of

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José Luis Torres Submission
DA/34700/2017/V23R

this t-junction are limited by the bends and hills on Plucks Rd. Plucks Rd is geographically unfit to carry the extra traffic that the proposed development would feed onto the road.

4. **Destroying a child-friendly neighbourhood** – Residents confirm that their children currently feel safe to interact and play in these neighbourhood streets that will become connector streets and rat runs for this proposed development. Currently safe streets, Leatherwood and Tetragona Dr will be made dangerous. A child-friendly neighbourhood is a precious and sought-after ideal in the current age. At a time when children are anxiously watched over and their play is increasingly sedentary, places that encourage interaction and outdoor play should be protected and enhanced. Turning Leatherwood Drive into a busy driveway is a very poor community outcome.

5. **Traffic** –The traffic study for this proposed development was completed during an unusually quiet week between Easter Monday and Anzac Day. The modelling for the traffic study was also inappropriate for this area and suited to an inner city suburb with regular public transport services and excellent walkability. The traffic study that supports this application does not stand up to scrutiny at all and undermines the community's confidence in all other aspects of the Development Application.

The public transport that is available in the district is presently very poor and grossly inadequate for a development of this scale. This will create a completely car-dependant community in the proposed development. This will lead to increased traffic congestion, increased short cutting through suburban streets and increased hazards. Congestion is already bad at peak times, both on local Council-managed roads and State arterial roads. Council cannot entirely shift the responsibility of this to the State Government when it packs so many residents into a poorly serviced area. The gamble that the public transport will eventually come is a dangerous gamble and exposes the community to risk and places every member of the community under strain.

6. **Connectivity.** When the site is developed, the area will needs enhanced pedestrian connectivity to partially offset car dependency and the development should be reduced in scale to allow for pedestrian access from Plucks Rd to Leatherwood Drive. This would be a positive outcome for the local community.

7. **Water concerns.** Again the studies supporting the application have failed to address the total development of the site (80 and 82 Plucks Rd, and associated smaller developments) and have used outdated measures. The Stormwater management plan and overland flow report is compromised by the fact that it was commissioned by Mirvac and is based on previous studies by Mirvac.

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José Luis Torres Submission
DA/34700/2017/V23R

Larger scale impacts to flooding have not been considered downstream and upstream for the ultimate development scenario. The impacts of increasing flow volume down the local creek have also not been considered. The locations of the inflows from the stormwater system are not well defined.

The Australian Rainfall and Runoff guide that was used for the study is 30 years old and shows negligence when there are current guides available.

8. **Water quality and Cabbage Tree Creek.** Cabbage Tree Creek is an important part of the Mountains to Mangroves (M2M) Corridor, recognised in the SEQ Regional Plan. It supports a diversity of flora and fauna and there has been much work over the past 20 years to secure regional recognition and protection of the M2M Corridor.

I am not convinced by the casual assurances that this development proposal will use best practice Water Sensitive Urban Design. There is no detail nor demonstration of it except for a mention of filters to minimise pollutants in run-off. Over time, a development of this scale will inevitably create polluted run-off. Furthermore, based on what I have observed downstream in Everton Hills, I have little faith in Council's ability to control and monitor construction sites to ensure sediment control and the prevention of polluted run-off.

Council must demand higher levels of compliance and best practice Water Sensitive Urban Design. We have much to protect in this catchment, and much to lose if we don't protect it.

9. **Noise and inconvenience.** The noise disturbance to existing residents during construction and afterwards will be an ongoing problem for the neighbourhood. Service trucks and bulk bin collections, together with the noise from the increased population and their vehicles will permanently ruin the peaceful aspect of the area.
10. **Suburban Neighbourhood Zoning.** The DA has been submitted under the Superseded Pine Rivers Planning Scheme and yet sits at odds with the local Suburban Neighbourhood Zoning. MBRC should consider the current intent for the area as follows:
The current zoning of Lot: 1 Plan: RP205708 (80 Plucks Road) is Suburban Neighbourhood that would allow for a total of 33 dwellings on the property and is more in line with current surrounding residential areas.
11. **Lack of consultation.** As mentioned in my introductory note, Council should be engaging meaningfully with the community on this and associated developments. The developments are of such a scale and number that the community should be engaged in a systematic and holistic process of neighbourhood planning. Council's failure to engage our community has undermined trust in Council and created suspicion and ill feeling.

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José Luis Torres Submission
DA/34700/2017/V23R

Overall the development application shows some serious defects in its modelling and has failed to take into account the cumulative effects of this and the neighbouring developments. The development proposal is too large for this area and should be substantially scaled down to meet the true infrastructure, community, social and environmental conditions.

Yours sincerely

José Luis Torres

Moreton Bay Regional Council

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From: Jodie Davis
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Matt Constance](#); [Electorate Office Ferny Grove](#); [local.government@ministerial.qld.gov.au](#); [south.brisbane@parliament.qld.gov.au](#); [fernvgrove@lnpq.org.au](#); [elizabeth.world@qld.greens.org.au](#); [minister@border.gov.au](#); [Peter Dutton MP](#)
Subject: Submission - Proposed Development Application - 80 Plucks Road, Arana Hills - DA/34700/2017/V23R
Date: Wednesday, 25 October 2017 11:38:44 PM
Attachments: [Objection to development - Jodie Davis.docx](#)

Dear Sir/Madam

Please find attached my objection and concerns regarding the proposed development application of 80 Plucks Road, Arana Hills - DA/34700/2017/V23R.

Regards

Jodie Davis
1 Leatherwood Drive
Arana Hills

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

Jodie Davis
1 Leatherwood Drive
ARANA HILLS 4054

25 October 2017

Dear Council Planning Team

RE: OBJECTION TO DEVELOPMENT APPLICATION ENQUIRY: 2017/34700/V23R

I am writing to you to express my objection to granting the development that has been proposed at 80 Plucks Road.

I am a local rate paying resident and this development will have a significant impact on my lifestyle, my property value, my safety and that of my family and visitors and most importantly this will have a negative impact on the community as a whole.

I have been a resident of the Hills district since 1970. Over time I have seen this community grow from dirt roads to main roads. I've seen new developments created and new families move to this beautiful community. But all of this progress and all of these developments were always in keeping with the philosophy of the Hills district and the then Pine Rivers Shire Council. People moved to this area to enjoy the open green spaces, the trees, the wildlife, the large family size blocks, the safety, the community spirit and sense of neighbourhood. This is how the district was marketed to new residents. It remained this way for most of my life. So much so that when it came time to buy my own house it really wasn't a difficult decision as to where I wanted to live. So I bought a block of land in the new 'Timbertop' estate on the corner of Leatherwood and Tetragona Drive. A lovely quiet street that backed onto land owned by the church at the time. Little did I know that I would end up surrounded by high density housing to the back and now once again faced with a further threat of high density housing which is set to have a major impact on the safety of myself, my family and all local residents.

I have a number of concerns regarding this development and want to present my objection on the following grounds:

- **The capacity of local road infrastructure:**

Firstly I have concerns regarding the accuracy of the anticipated vehicle volumes. I believe that the current assessment of 0.6 cars per dwelling is unrealistic and misleading. By basing any decisions on this underestimate, all traffic modelling based on this figure is incorrect and is not a clear representation of the actual impact and projected congestion that will result.

By directing traffic via Leatherwood Drive and Tetragona Drive in an effort to avoid direct vehicle access to Plucks Road, it will be inevitable that these local streets will have a sudden rise in traffic which imposes an unfair change to traffic conditions for existing long term local residents in these streets.

- **Tetragona Drive and Plucks Road intersection:**

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The proposal for the entry and exit point to be from Tetragona Drive is extremely concerning due to the dangers already associated with this intersection and I am outraged that this could even be a suggestion. Clearly this decision has been made by people who do not negotiate the dangers of pulling out onto Plucks Road as regularly as the existing residents do, otherwise I'm confident that it would not even be a consideration.

The intersection has very limited visibility and is on a blind corner. Cars regularly travel along Plucks Road above the speed limit as they come around the corner and then incur a slight down hill. This is extremely difficult to negotiate and to judge when to pull out and residents take their lives in their hands every time they do it. I believe that it is only a matter of time before someone is killed there and I believe that it is negligent of council and developers to propose this intersection as an option.

I strongly urge you to re-evaluate the proposed entry and exit points at the very least and consider the possibility of lost lives if this intersection is not addressed as a matter of urgency.

- **Safety of residents**

First and foremost my objections sit with the safety of residents. I believe that this development places a significant level of risk to all residents in the local area. My point above demonstrates the existing dangers with the Tetragona Drive/Plucks Road intersection. Should this proposal be successful, this will only exacerbate the situation and place more people in danger. I have addressed above the dangers associated with exiting Tetragona Drive, but entering the street is equally as dangerous. As you approach the street to make a right hand turn, cars behind come flying around the corner and regularly almost run up the back of the turning vehicle. In addition to this, residents on Plucks Road park their cars on the side of the road, so often vehicles cannot go around while you are turning, causing congestion along Plucks Road. By adding such a significant number of dwellings and increasing the number of vehicles that would enter and exit this street, the situation is only going to get worse and put more people in danger of collision.

In addition to this, Leatherwood Drive and Tetragona Drive are family oriented streets. Children regularly walk to their friends' houses in the street or cross the road to enjoy the parklands and local residents walk their dogs on their way to the dog park. The increased traffic poses a significant hazard to children and other residents as they negotiate crossing roads to continue to enjoy the lifestyle they have bought into when purchasing their properties. Why should this freedom be taken away from them? They paid maximum price for their properties to live in a quiet suburban street, not a main thoroughfare.

Residents will also have significant difficulty entering and exiting their driveways. Again, something that will have an impact on their current lifestyle.

The current traffic management assessment lacks detail on what measures will be taken to mitigate increased risk posed to residents and drivers by directing a significant volume of traffic down local roads.

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- **Inconsistency with the character and philosophy of the area**

As a long term resident I believe that the proposed development is inconsistent with the character of the local area and that it conflicts with all of the reasons why existing residents bought property in the area in the first place. I feel that there is a complete disregard for existing residents and the existing local community way of life when residents are constantly being inundated with the development of more and more high density housing, many of which remain vacant. Residents made an informed decision to live in this quiet area in single dwelling homes, not complexes.

The Hills district has had a long term reputation for leafy streets, a safe environment for children to play and grow and has always been a destination to raise families and enjoy the tranquil surrounds of bushland.

With all of this considered, the density and scale of this proposed development along with other developments proposed for the area is in total opposition of the philosophy and character of the area. The once beautiful and peaceful surroundings where residents paid good money to live is at significant risk of being taken away and replaced with a concrete jungle of high density housing that destroys the very reason people want to live here.

I am confident that if you were to ask any long term residents why they moved to the Hills District that they would confirm the character of the area and I would challenge you to find one person who had been drawn to the district because of high density housing and eye sore buildings.

I urge the developer to significantly reduce the number of dwellings on this site, to change the entry and exit point to and from the dwellings to Plucks Road and to upgrade the existing infrastructure on Plucks Road to accommodate the huge additional traffic.

Regards

Jodie Davis

Moreton Bay Regional Council

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From: Cynthia Moss
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Electorate Office Ferny Grove](#); local.government@ministerial.qld.gov.au; fernygrove@lnpq.org.au; [Peter Dutton MP](#); [Matt Constance](#); South.Brisbane@parliament.qld.gov.au; elizabeth.world@qld.greens.org.au
Subject: Submission for Proposed Development at 80 Plucks Road, Arana Hills - Development Application 2017 / 34700 / V23R
Date: Thursday, 26 October 2017 3:31:55 AM
Attachments: [Moss Submission 80 Plucks Road DA34700-2017-V23R.docx](#)

To the relevant officer,

Please find attached a submission for the subject development application.

Yours sincerely,

Cynthia Moss

152 Plucks Road, Arana Hills QLD 4054

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The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture QLD 4510
mbrc@moretonbay.gov.au

26 October 2017

To the relevant planning officer,

Re: 80 Plucks Road DA/34700/2017/V23R

My name is Cynthia Moss and I reside at 152 Plucks Road, Arana Hills and I wish to make a submission to present my objection to the proposed development at 80 Plucks Road, Arana Hills due to its scale and intensity, and therefore, overdevelopment of the site, for the following reasons:

Inconsistency with Overall Outcomes of Pine Rivers Plan

The proposed development is inconsistent with the zoning of the superseded planning scheme (Pine Rivers Plan Residential A – Low density). The development is proposing medium density Residential B.

The overall outcomes for the Residential A zone are the following:-

- (1) **Low density** residential uses are established, predominantly in the form of a single house on each lot with other forms of residential development interspersed within the area;
- (2) **Medium density** residential uses are not developed in the Residential A zone, except in limited appropriate locations.

The intent of the superseded planning scheme and current planning scheme are actually the same in that the site is located within low density residential and any higher densities would only be considered in appropriate locations where the development is supported by other infrastructure, such as transport, community facilities and shopping precincts. There is no change in the intent of what would be considered appropriate development for this site.

Therefore, either way, the development proposal is not consistent with the Overall Outcomes of either the superseded plan (Residential A - Urban locality) or the current MBRC planning scheme (General Residential Zone - Suburban Neighbourhood Precinct). This development proposal in its current form does not meet the Desired Environmental Outcome 2.4 *Urban Residential and Ancillary Development and Land Use* under the superseded planning scheme.

Town Planning Report

The planning report (Urbis, July 2017) repeatedly refers to the proposal supporting the State's existing and proposed regional intents for "infill development".

The definition of Infill housing under the superseded planning scheme is:

"The use of premises for two detached houses on single existing allotments within defined areas shown on the planning scheme maps."

The proposal area does not fit the definition of infill housing as the proposal is not a use of a premises for two detached houses on a single existing allotment.

The planning report also states the one of the key objectives of the report is to present the advantages of the site being appropriated located to a well-established network of centres, community facilities, open space networks and "high-frequency public transport". This is not correct as the single bus route (397) is not a high-frequency bus route and further, the site is more than 400 metres from the nearest bus stop (including the need to walk out of the site's gates to the bus stop, not from the

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edge of the development as has been calculated in the proposal). The site is also not located to a "well-established network of centres", as the closest centre is Arana Hills Plaza at a distance of at least 1.2 kilometres if you use footpaths or roads, not "as the crow flies".

Infrastructure

The site is not supported by high-frequency public transport nor is the site well serviced for active transport (cycleways and pedestrian access). The site is serviced by one bus route (397), with the closest bus stop being more than 400 metres away on Plucks Road. This bus service does not provide frequent services either during peak or off-peak times and does not run from approximately 7.00pm during the week and extremely limited services over the weekend. This is not the type of public transport service that would be expected to service medium density development. This type of bus service will require most residents to use a private vehicle to get to work, school shopping centres or other facilities, such as libraries or sporting facilities. I am quite familiar with the patronage of the 397 bus service as I use this service at least three or four times per week.

Additionally, there is very limited safe access for pedestrians to traverse Plucks Road in order to access public transport and other facilities, such as the Arana Hills Library and Arana Hills Plaza. It is currently quite dangerous to cross Plucks Road and this will only become more difficult as more traffic from the proposed development and proposed future developments use the road as there is almost no alternative but to use a car in this location.

There are also very limited cycle paths for cyclists to safely use within the local area. There is one bike symbol painted on the road in the vicinity of 52 Plucks Road, however, this does not lead to a path that safely accommodates cyclists and pedestrians, so the only real option for cyclists is to use Plucks Road, which will become more dangerous as more cars use the intersections of View Crescent and Plucks Road and Tetragona Street and Plucks Road.

The question I have is how are the cumulative impacts of surrounding developments being considered or are developments only considered in isolation? If other surrounding developments are used as a precedent, then equally, such surrounding developments must also be considered as part of a cumulative impact on traffic, infrastructure, amenity, environmental, and community issues.

Overall, the development in its current form does not meet the Desired Environmental Outcome 4.3 *Transport Infrastructure* under the superseded planning scheme.

Traffic Management and Impacts

The adequacy of the traffic report is questionable as the report is very limited in scope and time period over which the traffic study was conducted. The traffic study was conducted over a period of time that would not be representative of normal, everyday traffic generation (that is, it was conducted over a holiday period between two long weekends). The report does not appear to consider other intersections, such as View Crescent and Plucks Road and South Pine Road and Plucks Road (traffic lights). The Tetragona and Plucks Road intersection is considered by council to only meet current traffic standards. If the intersection only just passes council standards **prior** to any of these developments, Plucks Road would not be at a standard to safely accommodate such levels of development and traffic generation, either in isolation of the proposed 80 Plucks Road development or cumulatively, with the potential for future development proposals being 82 Plucks Road and 62 Plucks Road.

Plucks Road is a curving, undulating road with limited sight lines along the length of the road at various intersections with local streets. As a resident of Plucks Road, it is already difficult to safely enter and exit the driveway. The scale and intensity of the proposed development will exacerbate safely accessing driveways along Plucks Road as the assumption would be that most residents within the new development will use a private vehicle as the area is poorly serviced by other modes of transport. Overall, the development in its current form does not meet the Desired Environmental Outcome 4.3 *Transport Infrastructure* under the superseded planning scheme

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Biodiversity Corridors and Koala Habitat

According to the Pine Rivers Plan, 80 and 82 Plucks Road contain Class 4 remnant vegetation; 23 Eveleigh Street contains Class 4 remnant vegetation; and neighbouring 23 Eveleigh Street is identified as a biodiversity corridor.

The area is within close proximity to William Scott Park and the wider Cabbage Tree Creek system. MBRC has a biodiversity strategy which identifies biodiversity corridor and linkages and the proposal is uniquely positioned to provide biodiversity linkages in an increasingly limited environment for such opportunities.

The adjacent property at 82 Plucks Road and the neighbouring property at 23 Eveleigh Street are mapped as Medium Value Bushland under the State Planning Policy and *Planning Regulation 2017* koala habitat values mapping.

Wildnet database searches indicate that echidnas have been sighted in the area.

Given the above, has an ecological assessment been undertaken as part of the supporting documentation for the development application? If not, why not? The development proposal is not providing any biodiversity corridor linkages as none of the vegetation is proposed to be retained. The development proposal also does not propose any enhancement of biodiversity corridor linkages. This does not meet the Desired Environmental Outcome 3.1 *Terrestrial Ecosystems* under the superseded planning scheme.

Landscape Design

The Landscape Design report, Part Two, section 2.2 Design Drivers, page 13 claims that the development will have a "green core with fingers of green". However, under section 3.1 Overall Landscape Masterplan of the same report, the "green core" is in fact a swimming pool with surrounding paving, BBQ area and pool storage and shelter. This is clearly not a "green core with green fingers", so the landscape masterplan is deceiving.

Moreover, the development, according to the Structure Diagrams on page 31 of the Landscape Design report will be dominated by 1.8 metre timber fencing and 1.2 metre aluminium fencing.

In section 1.3, Survey and Tree Identification, the report states that "trees in adjacent creek to be retained and protected". The reference to the retention and protection of trees on the eastern boundary of the site is irrelevant as this vegetation does not form part of the property. The vegetation is part of Lot 10 on SP170626 and is identified as Reserve and mapped as part of the SEQ regional greenspace network according to State Assessment and Referral Agency mapping. This is deceiving to state that vegetation will be retained and protected when the Bushfire Hazard Statement, page 2 states that "all vegetation within the subject site will be removed as a consequence of the development".

The proposed planting palette in section 4.4, page 37 is questionable as some of the trees when they reach maturity will no doubt potentially raise some issues with residents, such as the Ivory curl and the Blue quandong, to name just a couple. These types of trees are generally not considered suitable for small spaces and as most of the development will be dominated by building footprint and underlying drainage lines, such vegetation may become troublesome and will possibly end up being removed.

Stormwater and Overland Flow

Why has the Stormwater Management Plan and Overland Flow Report (July 2017) been prepared using superseded Australian Rainfall and Runoff (ARR) data and Intensity-Frequency-Duration (IFD) information, that is, the ARR 1987? The Australian Bureau of Meteorology (Bureau) states that the 2016 IFD information replaces both the ARR87 IFDs and the interim 2013 IFDs. As the report was prepared in 2017, the ARR2016 should have been used.

The Bureau advises that "by combining contemporary statistical analyses and techniques with an expanded database, the new 2016 IFDs provide more accurate design rainfall estimates for Australia.

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In addition, the 2016 IFDs provide better estimates of the 2% and 1% annual exceedance probability (AEP) IFDs than the interim 2013 IFDs".

Why has the report used climate data from the Dayboro Post Office Station for the period between 1980 and 1989 to get mean annual rainfall rather than from a more recent period?

Desired Environmental Outcomes of the Planning Scheme

In conclusion, based on the issues raised in this submission, the proposed development in its current form does not meet the following key desired environmental outcomes of the superseded planning scheme:

2.4 Urban Residential and Ancillary Development and Land Use

Residential development and land use provides housing choices that match the housing needs of the community and maintain high quality living environments.

3.1 Terrestrial Ecosystems

The biodiversity of terrestrial ecosystems and the landscape that incorporates these ecosystems are substantially retained as far as practicable.

4.3 Transport Infrastructure

Land use and development is undertaken in a manner that provides for safe and convenient pedestrian and cyclist mobility, encourages use of public transport, supports the provision of a transport system that provides appropriate levels of service, maximises the potential economic benefit of the transport system and maintains and protects existing and future transport corridors and linkages.

Thank you for your time in considering and addressing the above submission.

Yours sincerely,

Cynthia Moss
152 Plucks Road
Arana Hills QLD 4054

Email: cynthiamoss@gmail.com

Moreton Bay Regional Council

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From: Jamie and Rachel Youngson
To: [MBRC Incoming Mail](#)
Subject: 80 Plucks Road DA/34700/2017/V23R
Date: Wednesday, 25 October 2017 10:31:24 PM
Attachments: [Rachel Youngson submission.docx](#)

To the Assessment Manager,

Please accept my submission regarding the development proposed at 80 Plucks Road, Arana Hills,

Rachel Youngson
32 Leatherwood Drive
Arana Hills

Moreton Bay Regional Council

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Rachel Youngson
32 Leatherwood Drive
Arana Hills, 4054
Qld

Moreton Bay Regional Council
Attention: the Assessment Manager (DA/34700/2017/V32R – 80 Plucks Road)
P O Box 159
Caboolture QLD 4510

25 October 2017

Dear Assessment Manager,

I am writing regarding the proposed development application for 80 Plucks Road, Arana Hills, Qld. My husband and I bought 32 Leatherwood Drive four months ago. To be honest we are petrified at the ramifications that the proposed development would have on our quality of life on this street and the district in general. We purchased this home knowing that the land opposite would be developed at some point, but the scale at which has been proposed will markedly change everything about this area. It will no longer be a quiet and safe environment to raise our four young children, and current road infrastructure will be unable to sustain the increased traffic.

We question whether the proposed development is being considered in conjunction with the neighbouring 82 Plucks Road development. We have immense concern about the impact that both developments will have on the Hills district.

High Density Living Ramifications

The developments of 80 and 82 Plucks road **WILL** introduce high density living to this area. These developments are completely out of character with the area. According to the minutes from the Prelodgement Meeting (31/5/17) between MBRC and the applicants, the net residential density of the development is 39 dwellings/hectare, which **significantly exceeds** the density for the suburban neighbourhood precinct of 15 dwellings/ hectare or less. This development is inconsistent with the existing or intended development in a 'suburban neighbourhood' precinct as defined by MBRC. We would like to see the development be scaled back to meet the requirements of the 'suburban neighbourhood', including having a density of no greater than 15 dwellings/hectare.

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The development does not see the addition of any more shops to service the massive increase of population to the area. We also question why a pedestrian footpath has not been included within the development, to link Plucks Road and Leatherwood Drive. Additional upgrades would also be necessary such as dedicated cycleways, pedestrian paths all along Leatherwood Drive, improvements to public transport and a pedestrian link across Plucks Road. Without such improvements, transport will be limited to private car use only and lead to traffic congestion.

Direct impact on the safety of our children

The proposed access to the new development will be directly opposite our driveway. One of our cars needs to be permanently parked on the street as it does not fit in our driveway. If these two developments were to go ahead with the amount of homes suggested, we will effectively be living on a major road. Every time I would bring my 4 young children out to the car they would be at risk given the high volume of traffic coming and going from this access point. I would no longer let them play on the street and would question their ability to ride their bikes given that there is no pedestrian footpath leaving our house. The access point is at the most narrow part of Leatherwood Drive, which heightens this risk. Considering the increased traffic flow (ca. 200 - 400 trips per day) along Leatherwood Drive, it would affect the safety of pedestrians, cyclists, and cars at junctions (Leatherwood-Tetragona and Tetragona-Plucks Rd) leading to and from Plucks Road.

ENVIRONMENTAL IMPACT (Including Flooding)

We strongly urge developers to retain as many mature trees as possible within the development. We also do not believe that enough green space has been allocated to the proposal. The impact of covering the majority of the side with concrete will affect the natural drainage of the area and pose an increased risk of flooding within the area.

As stated earlier, we understand that this space will be developed, but the proposed application is inconsistent with the local planning framework (recommend 15 dwellings/ hectare as opposed to 39 dwellings/ hectare) and is completely out of character with the surrounding neighbourhood. There will certainly be an increased risk to safety – pedestrians, cyclists, cars, wildlife, and environmental. I object to this development.

Kind Regards,
Rachel Youngson

Moreton Bay Regional Council

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From: Jamie and Rachel Youngson
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Matt Constance](#); [Electorate Office Ferny Grove](#); [local.government@ministerial.qld.gov.au](#); [South.Brisbane@parliament.qld.gov.au](#); [elizabeth.world@qld.greens.org.au](#); [fernygrove@lnpq.org.au](#); [Peter Dutton MP](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Wednesday, 25 October 2017 9:19:56 PM
Attachments: [80 Plucks Rd DA_34700_2017_V23R Submission James Youngson_32 Leatherwood Dr Arana Hills.docx](#)

Dear Assessment Manager,

Please accept my submission for the planning application stated above.

Kind regards,

James Youngson

Moreton Bay Regional Council

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James Youngson
32 Leatherwood Drive
Arana Hills, 4054
Qld

Moreton Bay Regional Council
Attention: the Assessment Manager (DA/34700/2017/V32R – 80 Plucks Road)
P O Box 159
Caboolture QLD 4510

25 October 2017

Dear Assessment Manager,

I am writing regarding the proposed development application for 80 Plucks Road, Arana Hills, Qld.

My wife, four young children and I have recently bought and moved into our home on Leatherwood Drive (no. 32). A key attraction of the area was its natural beauty, quiet streets and safe environment for our children to grow up in. I feel the proposed development will have a significant impact on all three factors if it were to go ahead as planned.

Upon reviewing the plans for this block I would like to express great concern regarding its viability for the area on the following grounds:

CHILD-FRIENDLY NEIGHBOURHOOD

As highlighted, a major reason for moving into the area was to provide a safe and friendly environment for our children to grow up in. Introducing high-density living (considering both 80 and 82 Plucks road) into the area places this at risk, as we would feel less confident allowing our children to play freely in the street and surrounding area. Once construction gets underway, with many vehicles driving up and down what is a narrow road at the point of site access, we feel it would restrict our children's ability to roam safely and play with other children on the street.

INFRASTRUCTURE

The density and scale of the development is completely out of character with the area. According to the minutes from the Prelodgement Meeting (31/5/17) between MBRC and the applicants, the net residential density of the development is 39 dwellings/hectare, which significantly exceeds the density for the

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suburban neighbourhood precinct of 15 dwellings/ hectare or less. The original submission was for 23 dwellings; now it has risen to 77, which is a significant increase. This development is inconsistent with the existing or intended development in a 'suburban neighbourhood' precinct as defined by MBRC. The development should be scaled back to meet the requirements of the 'suburban neighbourhood', including having a density of no greater than 15 dwellings/hectare.

There has been no provision for adding shops, which would help improve road safety and reduce traffic congestion to Leatherwood Drive and Tetragona Drive respectively. Similarly, it would be advantageous if there was a pedestrian footpath through 80 Plucks road, as it would connect the community and help with pedestrian traffic flow through to Plucks Rd.

ROAD SAFETY

The proposed access to the new development will be directly opposite our driveway. Increased traffic flow would pose risk to my family, particularly my children, as they play in the area and ride to school on their bicycles. Having no pedestrian footpaths or cycle lanes on the upper half of Leatherwood Dr, which is already quite narrow at the point of entry to the site in question, I believe heightens this risk.

Considering the increased traffic flow (ca. 200 - 400 trips per day) along Leatherwood Drive, it would affect the safety of pedestrians, cyclists, and cars at junctions (Leatherwood-Tetragona and Tetragona-Plucks Rd) leading to and from Plucks Road.

The previous councillor for Division 10, Brian Battersby, noted at the recent residents' meeting (23/10/17) at Bunya Sports Club regarding 80 Plucks Road, that the junction between Tetragona Drive and Plucks Road to be hazardous. My Battersby highlighted that past reviews found this junction only just passed safety regulations. Many other residents supported the view that the Tetragona Dr and Plucks Rd junction to be unsafe. Significant increases in traffic exiting and entering this junction will impose an increased risk. Therefore, it is strongly suggested that a secondary entry access route from Plucks Road is needed for this development.

TRAFFIC

Although TTM's Traffic Engineering Report states that traffic flow will not be a problem, I don't see this being a realistic assessment. TTM's assessment reports that there will be 0.6 cars/ household. However, according to the Australian Bureau of Statistics in 2016 [1], the average household has 0.9 cars per household (1.9 families with children). It is suggested that many of households in the Tetragona Dr and Leatherwood Dr precinct are made up of families. There appears to be more than one car per household. Arguably, this will see a significant increase in traffic movement along Leatherwood Drive in any given day, exiting and re-entering through Tetragona Drive from Plucks Road. Considering this point, it will impact on my drive-time to work, transporting my children to school, and our quality of life, as traffic congestion will

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become a problem. TTM's mission is to facilitate the best possible outcome for the architect and development (TTM's website 21/10/17), and not to consider the impact on the existing residents in the area.

PUBLIC TRANSPORT

Although there is bus services available to and from Brookside, buses only operate at peak times, and a frequency of every 30 minutes. There is no mention of increasing the number of buses, which would make the bus service incapable of managing the increase of residents (ca. 500-750, including 82 Plucks Road) to the area.

Trains - already there is not enough parking spaces at Grovely and Ferny Hills' Train stations. Therefore, driving to and parking at these train stations would become problematic, and a less attractive option. Without an effective public transport system, residents will be forced into their cars, which will lead to congestion on local roads.

1. http://www.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/POA4061?opendocument

ENVIRONMENTAL IMPACT (Including Flooding)

The Arana Hills area plays host to a vast array of wildlife and is recognised as a corridor of biodiversity. Clearing the site at 80 Plucks Road would significantly harm what is an important part of the natural vegetation, including mature trees, and upsetting the natural habitats for many of the wildlife species in the area. Mature trees are part of our view from our home, and we consider them to be an important part of the natural beauty of the area. Cutting them down would be a scar on the landscape, and it is unlikely that replacing them with young trees would return the area to its original splendour. Managing stormwater run-off would also affect the quality of vegetation, where the risk of flooding and erosion to the land is a real possibility.

Although a report has been conducted for 80 Plucks Road, it appears not to have considered the combined effects of each sub-development, including 82 Plucks Road - once development commences. Our property sits just above the flood zone risk level. Covering the majority of the site with concrete and asphalt will affect the natural drainage and raise the water table for the surrounding area. This poses a significant risk to our property and surrounding residents. In addition, stormwater run-off to Cabbage Tree Creek has not been considered downstream and upstream; the Water Management plan is focussed on the site only. The locations of the inflows from the stormwater system are not well defined in the plans.

In addition, the assessment does not consider the impact of the development at 82 Plucks Road, which is essential to the long-term sustainability of the area. An out of date, 30-year-old rainfall guide was used in

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the stormwater and flood mitigations plan, instead of the current guides set out by the Bureau of Meteorology.

Interestingly, while the report was compiled by Engeny on behalf of Mirvac, it was noted in the report that Mirvac provided information based on prior studies to Engeny, and was accompanied by a disclaimer stating as such. This seems to suggest a lack of impartiality needed on such matters and is concerning to us and our other local residents.

SUMMARY

While I appreciate that government and local councils have to meet the demand of a growing populations and provide appropriate accommodation, I strongly urge the MBRC to reconsider this current planning application. The proposed application is inconsistent with the local planning framework (recommend 15 dwellings/ hectare as opposed to 39 dwellings/ hectare) and is completely out of character with the surrounding neighbourhood.

Should the development go ahead under the current proposal, I am certain there will be an increased risk to safety – pedestrians, cyclists, cars, wildlife, and environmental. MBRC and its councillors need to consider their obligation to the communities they were elected to serve. Until I see evidence of the concerns raised in this letter and those of fellow residence have been addressed satisfactorily, I object to this development.

Yours faithfully,

James Youngson

Moreton Bay Regional Council

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From: markhanifin@optusnet.com.au
To: [MBRC Incoming Mail](#)
Cc: South.Brisbane@parliament.qld.gov.au; fernygrove@lnpq.org.au
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Wednesday, 25 October 2017 11:24:11 PM
Attachments: [Hanifin Submission 80 Plucks Road DA347002017V23R.docx](#)

To the Assessment Manager
Please find attached my submission regarding 80 Plucks Rd DA/34700/2017/V23R.
Yours faithfully
Mark Hanifin
Resident 16 Tetragona Drive, Arana Hills

Email sent using Optus Webmail

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Mr Mark Hanifin
16 Tetragona Drive
Arana Hills QLD 4054

Moreton Bay Regional Council
Attention: the Assessment Manager (DA/34700/2017/V32R – 80 Plucks Road)
P O Box 159
Caboolture, QLD 4510

25 October 2017

To the Assessment Manager

My name is Mark Hanifin and I have resided in Arana Hills for 30 years and have lived at my current address, 16 Tetragona Drive, Arana Hills with my wife, Pamela since 2008. I am lodging a submission that includes my objections as a concerned resident relating to the Development Application DA/34700/2017/V32R for 80 Plucks Road for your consideration.

My main concerns are that the above named Development Application (DA) at 80 Plucks Road will have significant and negative impacts on local residents and users of Leatherwood Drive and Tetragona Drive, in terms of issues of **road safety** and **increased traffic**. I am also concerned about the **limited infrastructure in place for the use of public transport**, particularly rail travel, the environmental impact of the proposed development in relation to **Vegetation and Animal Habitats** and the minimal and **limited consultation** process with residents, particularly those who would be negatively affected by this proposed development.

Issue 1: Road Safety

The design of Leatherwood Drive and the Tetragona Drive and Plucks Road intersection indicate that an increased volume of traffic would propose a greater safety risk to the residents and others accessing and using these roads.

Road Safety - Leatherwood Drive

- The width of Leatherwood Drive is not appropriate as a high traffic street, as it has been designed and constructed as a residential side street. Leatherwood Drive has two access pathways to the Mountains to Mangroves corridor walkway/ bikeway, one of which leads directly to a children's playground.
- These Mountains to Mangroves corridor pathways are used by many and varied people who live locally or come from further afield, e.g. families including young children, walkers, runners, cyclists, children on scooters, people walking dogs and using the Council's dog park. Some make their way to the Mountains to Mangroves corridor pathways, via a route of Plucks Road, Tetragona Drive and Leatherwood Drive.
- The increased traffic (well over double the number of residents currently living in Leatherwood Drive), generated by the high number of residents of the proposed development, would have no option under the proposed plan, but to exit via Leatherwood Drive. This would impose a far greater safety risk to what now exists to those people who access the pathways via Leatherwood Drive.
- The residents of houses on both sides of Leatherwood Drive have a right to keep on-street parking. The increased volume of traffic would be problematic due to the width of the street if the proposed development plan remains as it is and could potentially pose significant safety issues in terms of visibility for pedestrians, including children

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trying to cross Leatherwood Drive or to access the Mountains to Mangroves corridor pathway and also motorists.

Road Safety - Intersection Plucks Road and Tetragona Drive

- A large increase in motorists potentially using the Tetragona Drive and Plucks Road intersection due to this development causes serious safety concerns relating to increased risk of accidents as this is presently a dangerous intersection. This intersection presents the motorist with further safety risks, both when entering and exiting Tetragona Drive.
- It is obvious that the Plucks Road / Tetragona Drive intersection was not planned or designed for high volume traffic. Traffic is usually travelling quite quickly in both directions along Plucks Road. When departing Tetragona Drive, the cars coming from the west (right) cannot be seen due to blind road bend until they are almost on the intersection. The traffic on Plucks Road often needs to slow significantly behind a vehicle that has just turned left from Tetragona Drive onto Plucks Road.
- Moreover, when travelling along Pluck's Road from the Everton Hills direction, a right hand turn into Tetragona Drive needs to be made fairly quickly, due to traffic moving quickly from the other direction.
- As Plucks Road is only a two lane road, turning right from Plucks Road into Tetragona Drive often slows or stops the flow of traffic, particularly if there are parked cars on Plucks Road near the Tetragona Drive intersection. As increased traffic generated by the proposed development poses a greater potential risk of accidents, the road needs to be truncated at the intersection.
- School students and other residents living in Leatherwood Drive, Tetragona Drive, or Plucks Road wanting to use bus public transport on Plucks Road would need to be considered in terms of risk assessment for safe accessibility.

Issue 2: Increased Volume of Traffic

- Under the new plan, all vehicles of residents from the proposed unit development would need to enter and exit Plucks Road via Leatherwood Drive, Tetragona Drive. I strongly believe that the developer/Moreton Bay Council need to instigate a traffic management plan when building the complex to ensure safety and easy traffic flow.
- I strongly object to the proposed development using Leatherwood Drive as its access. It makes more sense in terms of traffic and safety that the main access be changed to Plucks Road. Given that there are 77 units currently planned for this development with two car garages, it is feasible to estimate that there would be at least an average of 1.5 cars per unit/townhouse. I totally disagree with the calculations in the developer's Traffic Engineering report of 0.6 journeys per dwelling for peak hour traffic generation. If the more feasible calculation of 1.5 cars per unit is applied, this equates to about an extra 115 vehicles per day trying to enter and exit an intersection that existing residents have identified as unsafe
- The developer's Traffic Engineering report relevant to this proposed development that considered traffic volume did not provide any details on traffic safety and the increased risk to road users of adding over a hundred extra cars to an intersection that is considered dangerous by its regular users.
- If the entry and exit points to the proposed unit complex was changed to Plucks Road, it would be much safer and far more convenient for all – both existing residents, new

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residents to the proposed complex and users of the Mountains to Mangroves corridor walkways (e.g. cyclists, walkers, runners, children, families, dog walkers).

Issue 3: Public Transport/ Infrastructure

- I believe that the current infrastructure in the area is insufficient to cope with such a high density population development. Problematic issues include access to public transport, peak hour traffic congestion to and from railway stations on the Ferny Grove line and very limited commuter parking, which is currently above capacity. The railway stations are not within reasonable walking distance from the proposed development site. Unless extra commuter parking is made available, the situation of being able to access and use rail travel will become more of a problematic issue for residents in the Hills area if this development moves forward.
- As discussed previously, with the proposed development as it is, the sheer increase in the volume of cars using the exit to Plucks Road from Tetragona Drive accessing bus stops along Plucks Road, particularly those close to Tetragona Drive could pose a significant safety risk to pedestrians and motorists. This situation does not support the Moreton Bay Council's current "active travel "promotion.

Issue 4: Destruction of Vegetation/ Habitat

- The proposed development at 80 Plucks Road is in very close proximity to bushland (Lot 73 on RP91437), at the end of Eveleigh St and behind Leatherwood Drive. The Queensland Department of Environment and Heritage Protection noted that there are matters of State environmental significance in this bushland, due to threatened and iconic species. The threatened wildlife is located up to the border of 80 Plucks Road. Therefore, any development needs to consider preservation of habitat, endeavour to maintain wildlife corridors and to value the native wildlife.
- I believe that it would be important to protect the wildlife corridor connections and enhance pedestrian connections to counterbalance the car dependency that would exist in the area.
- Should the proposed development go ahead, I would strongly argue that a pedestrian linkage from Plucks Road to Leatherwood drive needs to be included. The landscaping of this walkway would need to preserve existing trees and as much vegetation as possible and enhance native vegetation in order to enable the best outcome for local fauna, including koalas, bandicoots, wallabies and other native animals using that corridor.

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Issue 5: Prior Consultation with Residents

- I wish to express my disappointment and regret that there has not been appropriate or timely consultation with the residents in Leatherwood Drive, Tetragona Drive or Plucks Road and surrounding areas and the general community in the Hills District in relation to the new plan of this proposed development. It is an issue that can and will affect the lifestyle, feel of the area, safety and wildlife and vegetation.
- I do recognize that these types of multi living developments are the modern trend in urban development. However, I do believe that they need to be planned with due consideration for the existing residents of the area (ratepayers) and the wider community and be complementary to existing development and vegetation and wildlife.
- I am concerned that the Developer and Moreton Bay Council, whilst following planning guidelines, failed to act in a dutiful way that respected and was fair to residents. I feel that there was inadequate consultation with residents and interested parties and that real safety issues relating to increased traffic were not adequately considered.

Summary

In summary, this submission provides argumentative details relating to my objection of the new proposed plan for 80 Plucks Road Arana Hills. My objections relate mainly to the following issues:

1. Road Safety
2. Increased Traffic
3. Public Transport/Infrastructure
4. Vegetation and Wildlife
5. Minimal /Ineffective Consultation with Residents

Yours faithfully



Mark Hanifin

Moreton Bay Regional Council

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From: David and Barbara Wood
To: [MBRC Incoming Mail](#)
Subject: 80 Plucks Road DA/34700/2017/V23R
Date: Thursday, 26 October 2017 12:27:43 AM

Assessment Manager

We are David and Barbara Wood of 20 Leatherwood Drive Arana Hills

We are submitting this submission to OBJECT to the development Application for **80 Plucks Road DA/34700/2017/V23R.**

We moved into this area 41 years ago first property in Yakki Court then moved to our current Leatherwood Drive address where we have lived for 26 years bringing up our family and now Grandchildren enjoying the safety of peace and quite of a dead end street and green space surroundings. Knowing that over time there would be further development in the area but not to the density outlined in the DA.

Our Objections are:

1 ROAD SAFETY Issues - This is very worrying knowing the number of Children, Walkers and Cyclist who use Leatherwood Drive to get to William Scott Park bike/walkway along the creek for their enjoyment maybe injured as a result of the stated approx. 194 extra cars (In what era did these people work out .6 of a car per Unit) using Leatherwood Drive as the main entry and exit of the proposed development. As Leatherwood Drive is not wide enough to carry this load, you will see many cars parked in the street and not in the double garages which come with each unit due to using these garages for storage or extra room, and motorist will not see children run out from behind all these parked cars and injuries will happen. Also if cars are parked on both sides of the road what vision and towing recreational vehicles (Caravans and Boats) accessibility will existing home owners have when they drive out of their driveways (none) BANG. Especially when the development has access to Plucks Road which is already a main road and would be a far better and safer option then bringing it down Tetronga and into Leatherwood Drive.

2 TRAFFIC - Inadequate Infrastructure for the scale of the proposed development. Entry and Exit from Leatherwood Drive - these Units are on a Plucks Road address not Leatherwood Drive. - Imagine the extra amount of cars going to and from work/school morning and evening, it will only take one collision and the whole estate will be in lock down as no one will be able to enter or exit the intersection of Tetronga Drive and Plucks Road as this is the only entry/exit to this estate. Not to mention the blind corner there, and the times when cars are accelerating at speed along Plucks Road either rear ending cars waiting to turn into Tetronga or head on when existing onto Plucks. Very dangerous for pedestrians too crossing the road to the (very limited buses) Bus Stop (especially one elderly woman who walks very slowly across that road every week). Traffic Management

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Plan to be considered for Heavy Vehicles and Dirt on roads from Construction site

3 RISK - Due to these possible accidents I hope Council and Developers are ready to be sued as they will be the ones responsible for these accidents on this blind spot intersection

4 GREEN SPACE - Due to the development, no longer will there be Green Space where the wildlife is currently living - Bandicoots, Possums, Bush Turkeys, Birds such as Kingfisher, **Tawny Frog Mouth Owl**, King Parrots, Cockatoos, Curlews, Kookaburras, Ducks and Ducklings and many more. Many species of Lizards and snakes. Green Corridors and Koala habitats will be isolated with the destruction of native fauna.

5 TRANSPORT - Public Transport is very limited in this area and car parking at the nearby stations are already stretched to over capacity now

6 CHILD FRIENDLY NEIGHBOURHOOD - This will place a significant impact on the children who are living active healthy lives with playing together outside in the fresh air, football, cricket, going to the playground using the footpaths, walkways/parklands and going to each other's houses. Not to mention added concerns for their safety while construction is ongoing

7 ENVIRONMENT - Impact on extra water runoff into Cabbage Tree Creek due to the removal of vegetation and replacing with hard surfaces. During the Construction period the DUST, NOISE, and Impact from the heavy equipment, delivery and tradie vehicles damaging roads and holding up movement of existing residents are very much a concern - I am an Asmathic. Sewerage is also a big concern as we have the sewer man hole in the corner of our yard and worried that it will clog and overflow causing health and environmental issues.

8 WATER - Concerns for Stormwater and flooding in natural drainage areas with build up of sediment created from clearing of vegetation. William Scott Park sees flooding when there are heavy downfalls of rain and this will only make it worse and will see possible damage to properties at this level. Overland flow path currently impacts on neighbouring properties will this increase with the development? Also is water pressure adequate to operate hydrants in case of Bushfires.

9 NEIGHBOURHOOD - Changes to the quiet character and feel of the lifestyle of the

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existing neighbourhood, due to these Units being purchased as Investment Rentals and the possible eco-social environment, created by this type of development. Not to mention bulk bin removal during construction and the number of waste bins weekly and fortnightly lining the streets at collection time when Units are occupied.

10 LACK of CONSULTATION - At no time has the Developer or Local Council called a meeting for the existing residents to discuss this development further before the small DA sign appeared in Leatherwood Drive where only a handful of residents pass by.

11 ECONOMIC - This development will have a negative effect on valuations on neighbouring properties due to the size of medium density housing and also future development on No. 82 of Plucks Road.

12 WALKWAY - Has a walkway access been considered for pedestrians and cyclist from Leatherwood Drive through to Plucks Road

We are not opposed to development but within reasonable density of no more than 15 dwellings per hectare not the 39 dwellings per hectare

Hope you take this objection into account when assessing the DA for approval.

With kind regards

David and Barbara Wood
25th October 2017

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From: Adams, Dale
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Electorate Office Ferny Grove](#); "fernygrove@Inpg.org.au"; "matt.constance@moretonbat.qld.gov.au"
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 8:22:40 AM

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
CABOOLTURE QLD 4510
mbrc@moretonbay.qld.gov.au

To the relevant officer,

80 Plucks Rd DA/34700/2017/V23R

I am an owner occupier at the above address in Arana Hills. I moved into this complex in June 2013 after family recommended the suburb and all that it offers. Although I work full-time I am also a grandmother to six grandchildren and part of the appeal of purchasing my generous sized townhouse and green space in and around my complex, was the availability of the local park behind my townhouse. The park is an area that that I enjoy taking the grandchildren to when they visit.

I personally have several concerns about the above DA Application which I hope I can express adequately below.

Road Safety:

- The number of dwellings proposed would have significant impact on road safety in Leatherwood Drive, Tetragona Drive and Plucks Road.
- With current work and school commitments of existing residents in the area, the proposed 1.6 cars per unit (401 vehicles minimum) would have a devastating flow on effect in the area.
- Access to the beautiful park where families go to play, ride, walk their dogs or engage in their exercise routine would be compromised. I shudder to think of children accessing this area and navigating the proposed volume of vehicles using Leatherwood Drive and Tetragona Drive.
- As a resident that uses Plucks Road to enter and exit my home, there has already been a steady increase over the last few years of traffic 'speeding' along Plucks Road particularly at peak times and it is not unusual to have to wait some time before it is safe to exit our complex. The extra volume of traffic that would need to flow along Plucks Road with this development, raises serious safety concerns for me and other residents.
- I believe the traffic report given by Mirvac is seriously flawed having been conducted during an atypical week between two long weekends.

Public Transport Impact:

- Both State and local Governments should consider the impact of increased residents on existing public services in the area. More discussion is needed.
- If all developments currently under consideration are approved as per the applications, then I believe public transport in the area, which is already struggling, would be well and truly overloaded and would encourage more people to use their cars when the push by Government and Councils is for fewer cars on the road.

Vegetation & Fauna:

- I am concerned that all the mature trees and native vegetation will be removed from the proposed development site.
- The townhouse complex that I live in, was required by Council to keep numerous established trees and had strict Council guidelines to follow. Why is this development allowed to remove all the established trees and fauna?
- The removal of trees and vegetation will have considerable impact on native wildlife and fauna, including Koalas (seen in the area), possums, bush turkeys and a huge variety of birds.
- I would like to see consideration be given to the developer including a public pedestrian walkway from Plucks Road to Leatherwood Drive, which would provide access to the walkway leading down to William Scott Park. This could include an area of land on either side of the walkway in which trees and vegetation is retained.

Property Prices:

- Such a large increase in dwellings as proposed and subsequent traffic entering and exiting Leatherwood

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Drive and Tetragon Drive, would indeed have an impact on these peaceful, quiet streets and certainly in turn decrease property prices in the area. I am currently fortunate to be able to look out onto the leafy quiet area and enjoy 'mother nature' and it is sad to think that due to lack of consultation and time for appropriate feedback from residents, this could change.

Although I understand that development needs to happen, I would like to appeal to a commonsense balanced approach that is in keeping with the local area's requirements and that respects existing owners, flora and fauna.

Yours sincerely

Dale Adams (Ms)

Dale Adams

13/52 Plucks road

Arana Hills Qld 4054

0400 040 719

dadams@seven.com.au

Cc: Mayor Alan Sutherland Mayor@moretonbay.qld.gov.au

Councillor Matt Constance matt.constance@moretonbay.qld.gov.au

Mark Furner – Minister for Local Government Ferny.Grove@parliament.qld.gov.au

Nick Elston – LNP Candidate for Ferny Grove fernygrove@lnpq.org.au

Dale Adams

Technical/Operations Co-Ordinator



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Moreton Bay Regional Council

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From: Clar Hoiberg
To: [MBRC Incoming Mail](#); [Mayor](#); [Matt Constance](#); [Electorate Office Ferny Grove](#); [local.government@ministerial.qld.gov.au](#); [fernygrove@lnpg.org.au](#)
Subject: Objection to Development at 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 9:05:22 AM
Attachments: [13329327_10156869248675214_3273982713808378537_o.jpg](#)

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture, Qld 4510
mbrc@moretonbay.qld.gov.au

To The Chief Executive Officer and relevant officers of Moreton Bay Council

As the owner and residents of 27 Leatherwood Drive, Arana Hills, we are writing to oppose the development proposed for the property immediately adjacent our house at 80 Plucks Road, Arana Hills.

This proposed development will adversely affect the amenity and value of all properties within the vicinity and more importantly, our safety.

As rate-paying and actively contributing members of our community, we are outraged that such a monstrous development of high-density living has been proposed and even passed its first round of Council considerations as it is most certainly not in the best interest of this area and its people. The issues surrounding this proposed development are listed as follows:

1. Access points to the proposed development is indicated to be from Leatherwood Drive. Leatherwood Drive is a street that is family friendly, with a pathway at the bottom of the street that leads commuters to walk/bike tracks, children's playground and dog park- all of which are accessed frequently by families. Local councils and indeed the Australian Government continually promote healthy living and physical exercise...adding an entry point for an additional (potential) 200 commuters impedes and contradicts this message. **Put simply – it is not safe.** The bend in the road just before the designated area of development is already delicate to manoeuvre with a potential blind spot (especially at certain times of the day when the sun hits your eyes) - add three times more traffic and three times more parked cars in the street and it will be a nightmare. We regularly go for a walk with my 20 month old son and small 3 year old dog down the road and through to the park – **there is no footpath along Leatherwood Drive and we have to walk on the road.** A road that often already has cars parked on either side. I have grave fears for the safety of all the children that walk along and play on our street, the beloved pets that roam, and the beautiful wildlife should a driveway be opened up to triple the amount of cars already frequenting Leatherwood Drive.

2. Constructing **three-storey townhouses**, particularly along the east side, neighbouring my property would mean a **loss of privacy** for my family and I. I am most

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certainly NOT COMFORTABLE with the fact that there is a proposal for several THREE STOREY townhouses to be right up along the border of our fence and would overshadow our back yard, greatly reducing the amount of sun and breeze to our house and more importantly, completely exposing my son and our family to the eyes of many. My sons bedroom and my main bedroom (of which I have a large almost floor to ceiling window) is facing the property and by allowing three-storey townhouses to be built close up to the boundary, you allow for our safety and privacy to be taken away from us. One residential home on the property of a reasonable distance away, with one family occupying it as our neighbour is understandable, welcomed even, but to feel like we would have MULTIPLE HOUSES with A WHOLE LOT OF TENANTS and their eyes on us is unnerving and deeply upsetting.

3. There are blind spots along Plucks Road coming out of Tetragona Drive and it is already a difficult task to safely turn onto Plucks Road with the traffic as it is already. I kid you not, it is a daily fear making that turn when you often go to turn but stop just in time to miss a car speeding past or make it and in a split second, notice there's already a car right up your tail. A massive traffic increase that would come with this proposed development would leave the roads at a stand still, worse yet, **could lead to fatalities**. **I question the validity of any Traffic Reports and Test that have been conducted by the council as any proper investigations would not lead to any favourable outcomes to add an absurd number of dwellings in the area.**

4. I cannot see the logic in allowing an additional 154 garbage bins (on a recycling day) to line up on Leatherwood Drive along the short width of where I'd image the driveway to be. The sight of it would be appalling let alone the **HYGENE ISSUES** that it would bring on a weekly basis. This would again, add to an already rising amount of safety concerns as well.

5. The development is certainly not sustainable as current public infrastructure and services available to our area will simply not be able to cater for the massive increase of population the development would bring. We have one infrequent bus up along Plucks Road that does not even go into the CBD and a train station with limited parking spaces. There are little to no considerations for commuters on foot or bikes. This poses a danger if you double the amount of traffic this proposal would bring.

6. It is evident from the MBRC Planning Scheme that the **current** zoning of 80 Plucks Road is Suburban Neighbourhood and thus restrictions should be placed on the amount of Townhouses allowed within the proposed property. Even a reduction of townhouses by 50% is still too many dwellings. I have an understanding that the **proposed plans were considered against an old planning scheme and should therefore be called in for further review by the State Planning Minister**. We chose to buy land and build in this area based on the natural, relaxed ambience felt in this street and the feeling of safety for our family. Cramming 77 townhouses next door to us will most certainly crush the dream we have worked hard to find and create for ourselves in this area. A property of that magnitude jammed between lovely stand alone residential homes would look out of place and frankly a little comical - it would appear as a trade off for a money hungry council that could not care less.

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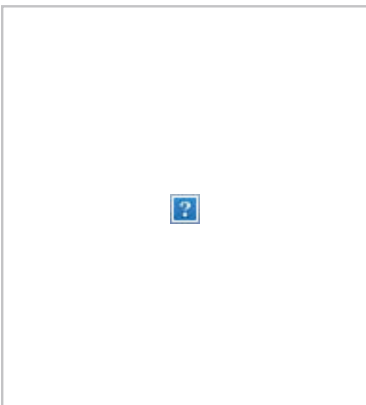
7. Clearing out the land completely will lead to wiping out much of the wildlife that resides within the trees and creeks of our streets. It is absolutely upsetting to think of what would come of these innocent creatures should a developer be allowed to bulldoze everything on the land to cram in an excessive amount of townhouses. My family and I feed the wildlife that visit us every day and I absolutely love the joy that it brings to my 20 month old son. **Furthermore, clearing out the fauna and the environment would strip away the character of this suburb – one that I feel is quintessentially Australian.**

I sincerely hope that MBRC take these points into serious consideration and have the proposed plans for 80 Plucks Road called in. A serious reduction of at least 50% of the dwellings proposed should be considered as well as the relocation of the access points to the proposed property. Furthermore, the sizing of the townhouses, number of carpark facilities within the property to service the occupants, conservation of surrounding fauna and positioning of the dwellings in consideration of neighbouring houses (particularly 27 Leatherwood Drive) must be thoroughly reviewed and regarded. **The safety of the community and our environment are in your hands.**

Yours Sincerely

Clarinda Mojar Hoiberg, Anthony Hoiberg and Herlinda Mojar

Residents of: 27 Leatherwood Drive, Arana Hills, 4054.



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From: Russell Haines
To: [MBRC Incoming Mail; Matt Constance](#)
Subject: 80 Plucks Road, Arana Hills QLD - 2017 / 34700 / V23R - Combined MCU and RAL – Residential
Date: Thursday, 26 October 2017 8:48:53 AM

With reference to the above mentioned development application please find our feedback herewith.

We have lived at 37 Leatherwood Drive for 12 years and over this time have enjoyed the benefits of neighbouring significant open space, whilst being located within convenient access to local amenity. We are not anti-development and understand the owner has a legal right to develop their land in accordance with local planning codes and also recognise that there are many economic benefits for the local area (The Hills District) as a result of the increase in residents – provided that Local and State Governments deliver the required infrastructure to support this growth. Furthermore, we understand that the development application will be granted in some form, whether it be either by MBRC or the P&E Court. What we are concerned about is the proposed development (in its current form) negatively impacting our quality of life and the potential safety of our family.

The initial master plan lodged for the proposed development to MBRC (2016 / 33366 / V9 - Superseded Planning Scheme Request (*Superseded Request Form 2 MCU & RAL - dated 22/12/2016*)) provided access to the development direct off Plucks Road, with Leatherwood Drive only being effected by pedestrian access and four (4) residential allotments. We consider this outlay to be the most appropriate solution for the proposed development, as it does not negatively impact the existing road infrastructure (Leatherwood and Tetragona Drives), both of which were never designed to cater for the significant increase in the volume of traffic a development of this nature will result in.

Key Points:

- There are currently 52 residential properties located on Leatherwood Drive. The proposed development application will see this increase to 128, being an increase of nearly 150%. Furthermore, it will put at least a further 152 vehicles accessing Leatherwood and Tetragona Drives, assuming 2 vehicles per dwelling but not considering multipliers for extra vehicles (ie additional vehicles per dwelling, visitors, etc).
- Leatherwood Drive was not designed for this significant increase in capacity, notwithstanding the additional pressure it will put on on-street parking as a result of the additional residents.
- A combination on the increase in traffic and also on-street parking will make it impossible for two vehicles to pass, when vehicles are parked either side of the street - the street is simply not wide enough to cope. This will have a significant negative impact to existing residents and increase user safety, which is not acceptable.
- There is currently no pedestrian footpaths for all of Leatherwood and Tetragona Drives. With an increase to on-street parking and traffic there will be no safe pedestrian access for existing and also proposed residents (IE most pedestrians currently walk down the street where there is no footpath). There is also a considerable increase to the risk of a pedestrian (particularly children) stepping out from behind a parked car onto the street.
- There is a dangerous ‘S’ bend located on the north-eastern corner of the proposed

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development. There are no line markings and cars tend to cross over onto the other side of the road cutting the corner. An increase in parked cars and traffic will decrease visibility and make this area significantly more dangerous.

- The development application proposes three new driveway cross-overs on Leatherwood Drive – these will take up valuable on-street parking, which will be essential with the influx of vehicles.
- There are no pedestrian crossing providing safe access from each side of the Leatherwood and Tetragona Drives, particularly to the park access points between number 4 and 8 and also 24 and 26 Leatherwood Drive.
- Tetragona Drive - Plucks Road intersection. There is already significant ingress – egress safety issues, which will be further impacted by the proposed increase in traffic.

Without significant upgrades and improvements to the exiting road network a planning outcome solution by MBRC delivering traffic from the proposed development direct onto Plucks Road is paramount.

Russell & Melita Haines

37 Leatherwood Drive, Arana Hills QLD

Moreton Bay Regional Council

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From: [Polly Ward](#)
To: [Simon Berry](#); [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Matt Constance](#)
Subject: Assessment Manager 80 Pluck Road DA/34700/2017/V23R
Date: Thursday, 26 October 2017 9:21:58 AM
Attachments: [image001.jpg](#)

Hello Simon, Susan and Claudia,
Councillor Constance has asked me to thank you for your submission to application DA/34700/2017/V23R.
Thank you for including Council's records department into your email, as they will record receipt of your submission and send it to Council's Development Services Department.
Kind regards
Polly Ward
PA to Cr Matt Constance - Division 10
Executive Services – Governance
Chief Executive Office
Moreton Bay Regional Council - Pine Rivers District
222 Gympie Road, Strathpine QLD 4500
T 07 3480 6383
E polly.ward@moretonbay.qld.gov.au



From: Simon Berry [<mailto:joachim2760@gmail.com>]
Sent: Wednesday, 25 October 2017 8:44 PM
To: MBRC Incoming Mail ; elizabeth.world@qld.greens.org.au; Mayor ; Electorate Office Ferny Grove ; Matt Constance ; South.Brisbane@parliament.qld.gov.au
Subject: Assessment Manager 80 Pluck Road DA/34700/2017/V23R
To Whom it may concern
This is in response to the development as per above (Development reference in the Moreton Shire in Arana Hills 4054.
Please read the below document in relation to the proposed development.
I would like to thank you for your time and consideration.
Apologies for previous sent emails which may not have opened....

My wife and I took up residence at 73 Plucks Road in 1990 ;it was a very pleasant established suburban area with a semi rural feel. We had our family and enjoyed the beauty and lifestyle this suburb has offered. Now in 2017 it is fast becoming a suburb we are not accustomed to, UNITS and TOWNHOUSES are becoming the norm, these were not in the Pine Rivers town plans when we came here. Understanding and agreeing with the need for development and plans to house people is a necessity in the future, it becomes clear that this need to develop does not take into consideration the basic requirements to local residents wellbeing. To travel east to Queens Rd involves as many as 5 sets of traffic lights have been erected within the last few years. This is a major cause for concern and if huge multi dwelling units become a norm it is becoming glaringly unsuitable to this suburbs infrastructure and culture.

Traffic in the area is already at breaking point at certain peak times and the impact of further increases due to new developments as planed at 80 plucks road will only make this situation more dangerous. The intersection at Tetragona Dr and Plucks road is small ,narrow, blind and inadequate at take the current traffic turning into Tetragona Dr there is no turning lane and no available space to make any improvements for proposed" 77 x 0.6

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vehicles” that will impact this intersection. Further developments scheduled at 62 Plucks Road that will no doubt make for the impossible. Nor can more traffic on Plucks road be safely accommodated.

Having lived in the same address 73 Plucks Road for over 25 years I have already been witness to many accidents in this particular section of road.

Developments of such high density as proposed for PlucksRd 80 are supposed to be situated near transport and commercial hubs. Currently very few busses transport people and Dawson Pde. to Grovely train station is already a traffic nightmare. There is not enough parking now. More traffic from multi dwelling development means people WILL have to use private transport to access any shopping and of course work travel.

Ferny Grove, may become, reading article in Sunday Mail 22/10/17 parking for Brisbane city council residents only, that sounds like a really clever idea. Really! How ridiculous especially when development of multi dwelling properties is for inner city or public transport corridors ONLY. This is definitely not for Arana Hills.

Shopping precincts- K mart Arana Hills, via Yanderra Ave. It is NOT planned for this. Lets redo that intersection again, lights perhaps? traffic calming? restrictions ? local only? close it completely? many questions to be answered as to the impact of this development.

Brookside Shopping Centre, via Yanderra Ave. Same problems as K mart,.Via Camelia Ave. Rework that intersection again?

As for the direct impact on Leatherwood Drive, a peaceful access point to the Nature reserve and bike paths which have been used by my family since its conception. My daughter learnt to ride her bike there. Now with the increase of traffic it will not be the quiet access to the nature reserve, i pity those residents and families in the area who will now struggle to access this safely if the proposed multi dwelling developments proposed go ahead.

We would often travel through 80 Plucks Road as it is opposite our house and observe different animals on our walk including bush turkeys, birds of all types, including Stone Curlews, Ringtail possums, koalas, families of ducks ;which on more than one occasion would cross Plucks Road and enter our property and no doubt other in the area. Have you ever seen ducks and ducklings cross busy roads, when they see a vehicle coming they stop in the middle of the road and wait till it passes or hits them. Possums also habit this treed environment when possums leave, rats take their place.

Clearly the council is all for the big dollars and have little regard for house owners. The developers are given free reign and are not being held accountable for the destruction they are causing on all levels. Peoples health, safety and way of life. They are supporting the developers ‘Destroy and conquer’ attitude. Once done these developers, supported by the Council, then leave once the money is made, to the next area. Meanwhile, sadly another suburb, like Arana Hills, is destroyed. The proposed development could have been divided into nice size house blocks which would have blended well and respected the environment supporting a lifestyle that is positive and healthy. But instead arrogance prevails and the action to make the quick buck reigns supreme.

Moreton Bay Council should be ashamed of the decision they have made with no respect for current residents and their safety.

Simon Berry & Susan Linde & Claudia Berry (daughter)

Moreton Bay Regional Council

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73 Plucks Road

Arana Hills 0451633568

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From: [Polly Ward](#)
To: [Jaclyn Smith](#); [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Matt Constance](#)
Subject: 80 Plucks Road DA/34700/2017/V23R
Date: Thursday, 26 October 2017 9:05:47 AM
Attachments: [image001.jpg](#)

Hello Jaclyn,
Councillor Constance has asked me to thank you for your submission to application DA/34700/2017/V23R.
Thank you for including Council's records department into your email, as they will record receipt of your submission and send it to Council's Development Services Department.
Kind regards
Polly Ward
PA to Cr Matt Constance - Division 10
Executive Services – Governance
Chief Executive Office
Moreton Bay Regional Council - Pine Rivers District
222 Gympie Road, Strathpine QLD 4500
T 07 3480 6383
E polly.ward@moretonbay.qld.gov.au



From: Jaclyn Smith [mailto:jacandmark@gmail.com]
Sent: Wednesday, 25 October 2017 8:21 PM
To: MBRC Incoming Mail
Cc: Mayor ; Electorate Office Ferny Grove ; local.government@ministerial.qld.gov.au; fernygrove@lnp.org.au; Matt Constance ; elizabeth.world@qld.greens.org.au
Subject: 80 Plucks Road DA/34700/2017/V23R
The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture QLD 4510
25 October 2017
To the relevant officer

I would like to make a submission to object to the development application at 80 Plucks Road because of multiple concerns.

Housing Density

80 Plucks Road is zoned as Suburban Neighbourhood which is no greater than 15 dwellings per hectare. With the increase in population, the street loses its quiet, family residential feel and decreases the property appeal and values. There will be more competition for parking at the shopping centres and train stations (which are impossible to find parks after 8am) and school places.

Traffic

There is a lot of pedestrian traffic along Leatherwood Drive, both with people and children walking their dogs and a lot of cyclists using Leatherwood Drive and the path down to the bike path along Cabbage Tree creek. An increased number of cars on the road poses increased risks of collisions and increased road noise. The traffic engineering report shows that they conducted an intersection movement survey over ONE day, on a short week between two long weekends, and it expects to at least double the traffic on the road. These are quiet residential streets, not designed for major thoroughfare for dense development.

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The intersection at Plucks and Tetragona Drive has a very short visible approach of the east bound traffic travelling along Plucks Road. More cars entering onto Plucks Road increases the chances of collisions with increased congestion at the intersection. Entry and Exit onto Plucks Road would be more favourable.

Vegetation

Part of the attraction of Arana Hills is the mature trees and native vegetation. It is unlikely the development will revegetate it similar to the preexisting condition and reduces habitats for Koalas, possums and native birds and fauna.

Yours Sincerely

Ms Jaclyn Smith

15 Leatherwood Drive
Arana Hills QLD 4054

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From: Cherie Yates
To: [MBRC Incoming Mail](#)
Subject: 80 Plucks Road DA/34700/2017/V23R
Date: Thursday, 26 October 2017 8:41:19 AM

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture QLD 4510

Cherie Strachan
28/52 Plucks Road
Arana Hills QLD 4054

To the relevant officer,

I wish to make note of the following concerns in relation to the development application on 80 Plucks Road, Arana Hills.

- Road Safety & Traffic - I have high school aged children that use Plucks Road as an access way to the bus stop on the opposite side of Tetragona Street from where we live at 52 Plucks Road. It is of extreme concern that there is an application that will increase the number of cars travelling both roads when there is no safe way for children to cross roads to the bus stop and there are no means of traffic lights to assist them doing this. Plucks Road speed limit is already at a concerning limit of 60km per hour and children do not have sufficient time to safely cross the road at peak times at the moment, without the increased traffic this development will attract.
- Family Friendly Streets - Both of my children and myself regularly use Tetragona Street as a means to access the various walking trails and pathways throughout our parks. With increased traffic on these roads the impact on family lives and health and wellbeing will be impacted as parents will not allow children to use these parks unless they are able to supervise their route to ensure they can cross roads safety, let alone when the construction is in progress, increasing the heavy construction traffic and noise throughout the area.
- Environment - When we decided to buy our property in the area, we bought for the open spaces, abundance of flora and fauna. A development of this size will definitely impact of this biodiversity, removing trees and vegetation that is unnecessary and create an entirely different landscape. It is highly unlikely the new development will revegetate that area to a similar or pre-existing condition.
- Housing density - the number of townhouses proposed for this development are far too great and will take away from the character of the area. I live in the development at 52 Plucks Road and I believe 30 townhouses are a maximum to still maintain the "small community" feel and not exceed to become a housing monopoly with no character whatsoever. The current zoning of Lot: 1 Plan: RP205708 (80 Plucks Road) is Suburban Neighbourhood that would allow for a total of 33 dwellings on the property and is more in line with current surrounding residential areas.

I am happy to explain all of these concerns in further detail should I be required.

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Thanks and regards
Cherie Strachan

Moreton Bay Regional Council

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From: [Polly Ward](#)
To: [tony parsons](#); [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Matt Constance](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 9:49:25 AM
Attachments: [image001.jpg](#)

Hello Kaye,
Councillor Constance has asked me to thank you for your submission to application DA/34700/2017/V23R.
Thank you for including Council's records department into your email, as they will record receipt of your submission and send it to Council's Development Services Department.
Kind regards
Polly Ward
PA to Cr Matt Constance - Division 10
Executive Services – Governance
Chief Executive Office
Moreton Bay Regional Council - Pine Rivers District
222 Gympie Road, Strathpine QLD 4500
T 07 3480 6383
E polly.ward@moretonbay.qld.gov.au



From: tony parsons [mailto:tonyparsons13@hotmail.com]
Sent: Wednesday, 25 October 2017 10:04 PM
To: MBRC Incoming Mail ; South.Brisbane@parliamnet.qld.gov.au;
elizabeth.world@qld.greens.org.au
Cc: Mayor ; Matt Constance ; fernygrove@parliament.qld.gov.au
Subject: 80 Plucks Rd DA/34700/2017/V23R

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture Qld 4510

Submission against The Development of 80 Plucks Rd DA/34700/2017/V23R

The proposed development is in an area that is zoned low density and what is being proposed is Res B (High Density).

The infrastructure does not support the development of so many units, EG The first stage has a proposed amount of 77 units which equates to at least 1 may be 2 extra cars coming from Leatherwood Dr to Tetragona Drive. This will cause traffic congestion on the corner of Plucks and Tetragona. The right hand turn from Tetragona Drive is a blind corner and would need a dramatic upgrade.

There is no pedestrian crossing from Plucks Rd to access this site.

Ferny Grove and Grovely station do not have bus services other than the occasional school buses that service the area and would also need more parking especially at Grovely where there is limited parking now. Leatherwood Dr is quiet suburban street with lots of children on bikes . The access to the new development will make it dangerous for children. Car parking would be problem with visitors having to park in the neighbouring streets of Tetragona and Leatherwood Dr causing danger to children and more congestion. Plucks Rd is already congested with car parking.

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An **independent** environmental study needs to be done.

We have bandicoots, bush turkeys, wallabies , koalas to name a few and we need to protect and for our children to discover. There is beautiful birdlife in the area we need to protect. A pedestrian from Plucks Rd through the development to Leatherwood Dr would ensure safety for pedestrians. A designated bikeway could be included in this. Landscaping the area of the walkway will preserve trees and encourage natural vegetation that would protect the fauna and flora.

The development would impact negatively on us (the neighbours) with so many people in a small area.

Kind Regards
Kaye Parsons
19/52 Plucks Rd
Arana Hills 4054
0434 858 891

Moreton Bay Regional Council

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From: [Polly Ward](#)
To: [Rebecca Holland](#); [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Matt Constance](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 9:45:25 AM
Attachments: [image001.jpg](#)

Hello Rebecca,
Councillor Constance has asked me to thank you for your submission to application DA/34700/2017/V23R.
Thank you for including Council's records department into your email, as they will record receipt of your submission and send it to Council's Development Services Department.
Kind regards
Polly Ward
PA to Cr Matt Constance - Division 10
Executive Services – Governance
Chief Executive Office
Moreton Bay Regional Council - Pine Rivers District
222 Gympie Road, Strathpine QLD 4500
T 07 3480 6383
E polly.ward@moretonbay.qld.gov.au



From: Rebecca Holland [mailto:rebecca@almab.com.au]
Sent: Wednesday, 25 October 2017 9:29 PM
To: MBRC Incoming Mail
Cc: Mayor ; Matt Constance ; Electorate Office Ferny Grove ; local.government@ministerial.qld.gov.au; South.Brisbane@parliament.qld.gov.au; elizabeth.world@qld.greens.org.au
Subject: 80 Plucks Rd DA/34700/2017/V23R

To the relevant officer,
My name's Rebecca Holland, I am writing to oppose the current plan for the housing development proposal at 80 Plucks Road.

I live in Eveleigh St, a surrounding street that is forecast to be impacted by this development. I have several issues with this development and overall I think it will have a serious negative impact on our area and community if it were to go ahead in its current state.

I have submitted below my points for consideration:

Negative Effect on Community:

Our area is a close-knit community, and in Eveleigh St we have 30+ children who like to socialise and ride their bikes in our cul-de-sac environment. I presume Leatherwood Drive is similar. Destroying this with a development of this size and density in the area at the end of this street or in Leatherwood Drive would impact every part of this community - from the mental health of residents who no longer socialise as much (leading to dis-engagement from local community) the physical health of our children who will no longer have a safe street to get outside and play on, through to the safety of all residents, in their cars and as pedestrians, with dramatically increased traffic on the streets (due to a double garage being proposed for each dwelling).

Out of Character with Local Housing:

The size of the development is completely out of character with our area, and to squeeze that many residents into the space is irresponsible. It will impact the local waterways, wildlife corridors (which we know for a fact to house koalas, frogs and many bird species) as well as destroying the character of our suburb, which people see as being characterised by larger blocks, open spaces, trees and wildlife.

Environmental Factors:

The area has several natural water ways / run offs which weave their way through and near the proposed development. These waterways provide nature corridors, as well as take care of the practical job of letting water get away during rain. As a result of these spaces, our area is abundant in wildlife. Having this many houses placed in these areas is of serious

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concern for the koalas, cockatoos, bandicoots, galahs, parrots, owls and frogs that we frequently see using these areas, as well as a concern for water movement during rain events.

Lack of Public Transport and Facilities:

This development is also a concern with the lack of public transport and amenities in our area. With no bus directly to the city, the local train station parking spaces over-capacity daily and no shops or cafes within easy walking distance, most residents have no choice but to drive everywhere, every day. With a double garage proposed for each dwelling, this amount of cars in and out each day on these quiet streets, as well as the flow on effect in the greater Hills District and Brisbane areas, would impact our roads dramatically. On top of this, the exit on to Plucks Road from Tetragona Drive is a blind corner, which already experiences frequent near-misses.

It makes no sense to put such a development in a place that we know has no public transport options within walking distance for commuters. Serious upgrades to public transport, roads and facilities would need to be considered by government / council if these sorts of increases in population are being looked at.

Solutions to Consider:

If a development like this were to go ahead in this area, I would expect cooperation with residents in changes to infrastructure, such as:

- Incorporating green spaces on the site for the community to make use of.
- Pedestrian and bike paths to connect local bike ways and streets - for example connecting Plucks Road with Leatherwood Drive would provide a safe space for pedestrians and bike riders to access Cabbage Tree Creek bike paths. Increasing foot paths along Plucks Road would also help.
- Better public transport, such as a bus direct to the city, is something this area would be in desperate need of if serious population growth is forecast.

Thanks for your time,

Rebecca Holland
4 Eveleigh St
Arana Hills

--

Alma B

W: www.almab.com.au

E: rebecca@almab.com.au

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From: [Polly Ward](#)
To: [Dennis Chaytor](#); [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Matt Constance](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 9:54:24 AM
Attachments: [image001.jpg](#)

Hello Dennis,
Councillor Constance has asked me to thank you for your submission to application DA/34700/2017/V23R.
Thank you for including Council's records department into your email, as they will record receipt of your submission and send it to Council's Development Services Department.
Kind regards
Polly Ward
PA to Cr Matt Constance - Division 10
Executive Services – Governance
Chief Executive Office
Moreton Bay Regional Council - Pine Rivers District
222 Gympie Road, Strathpine QLD 4500
T 07 3480 6383
E polly.ward@moretonbay.qld.gov.au



From: Dennis Chaytor [<mailto:ria.dennis.chaytor@gmail.com>]
Sent: Wednesday, 25 October 2017 11:15 PM
To: MBRC Incoming Mail
Cc: Mayor ; Matt Constance ; fernygrove@inpq.org.au
Subject: 80 Plucks Rd DA/34700/2017/V23R

To the relevant officer,

My name is Dennis Chaytor of 36 Leatherwood Drive Arana Hills.

I am writing this submission in regards the development of 80 Plucks Rd, I wish the following points be taken into consideration:

Storm Water runoff into the Garbage Tree Creek, this creek has suffered over the year from the increasing flow from all the developments up stream and this can only be increased by this development and this increase may effect others down stream.

Traffic Flow in the three streets which will be effected by this development:

Leatherwood Drive is a narrow suburban street which at times is overflowing with cars parking on either side, adding to this is the increased flow from the residents and visitors from the development. Further to this increase there will be the construction vehicles and workers driving and parking on Leatherwood Drive.

Tetragona Drive and Leatherwood Drive intersection is not adequate for this increased flow as may well add to the possibility of more accidents.

Tetragona Drive and Plucks Road intersection has problems with visibility. The problem is that vehicles traveling from west to east along Plucks Road can be very hard to see due to the lack of vision caused the house and wall located on the western side of Leatherwood Rd. There are also problems with turning into Tetragona Drive from both directions due to cars travelling too fast on Plucks Rd and the vehicles parked along the road.

The addition of a walkway/ bike path through the development may help with moving people and bikes from both Leatherwood and Tetragona Drives.

My final concern is to do with wildlife that either lives in or transits through this area.

Kind Regards,

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Dennis Chaytor

Moreton Bay Regional Council

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From: [Polly Ward](#)
To: clairenichol97@gmail.com; [MBRC Incoming Mail](#)
Cc: [Matt Constance](#)
Subject: Submission regarding DA 80 Plucks Rd
Date: Thursday, 26 October 2017 9:41:40 AM
Attachments: [Submission for DA 80 Plucks Rd.pdf](#)
[image001.jpg](#)

Hello Claire and Therese,
Councillor Constance has asked me to thank you for your submission to application DA/34700/2017/V23R.
Thank you for including Council's records department into your email, as they will record receipt of your submission and send it to Council's Development Services Department.
Kind regards
Polly Ward
PA to Cr Matt Constance - Division 10
Executive Services – Governance
Chief Executive Office
Moreton Bay Regional Council - Pine Rivers District
222 Gympie Road, Strathpine QLD 4500
T 07 3480 6383
E polly.ward@moretonbay.qld.gov.au



From: Claire Nichol [<mailto:clairenichol97@gmail.com>]
Sent: Wednesday, 25 October 2017 9:14 PM
To: MBRC Incoming Mail ; Matt Constance
Subject: Submission regarding DA 80 Plucks Rd

Dear Sir/Madam
Please see enclosed my mother Therese Stewart's submission with regards to the proposed development application at 80 Plucks Rd
Kind Regards
Claire Nichol

Moreton Bay Regional Council

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Therese Stewart
30 Leatherwood Drive
Arana Hills QLD 4054

Moreton Bay Regional Council
Attention: the Assessment Manager (DA/34700/2017/V32R – 80
Plucks Road)
P O Box 159
Caboolture QLD 4510

24 October 2017

To the Assessment Manager

**Please accept my submission for the Development Application
DA/34700/2017/V32R for 80 Plucks Road.**

I strongly object to the proposed Development Application at 80 Plucks Road as it will significantly and negatively impact on the biodiversity in the area, the quality of life and the safety of residents.

The development at 80 Plucks Road should not use Leatherwood Drive as its access and should change it's main access to Plucks Road.

Given that there are 77 town houses currently planned for this development and the area is not well-serviced by public transport, more residents will drive cars increasing the risk of traffic accidents at the Plucks Road and Tetragona Drive intersection.

This intersection is unsafe, both with entering and exiting and the increased risk to road users of adding an extra 150+ cars to an intersection that is already considered high risk is negligent to human life, including pedestrians, cyclists, pets and prams as well as drivers.

If you feel this is an exaggeration I invite you and your families to

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play a simple game of Russian Roulette by attempting to enter or exit Tetragona Drive during peak hour traffic.

It is common knowledge that Plucks Road is a main thoroughfare and drivers exceed the speed limit daily. It is also common knowledge that the residents of Linkwood Drive purchased their properties knowing full well Linkwood Drive would one day be extended to connect with Samford Road thus reducing the amount of traffic that regularly uses Plucks Road.

I'm wondering why the residents of Arana Hills were not privy to the same disclosure regarding the proposed development of 80 Plucks Road? and also why the Linkwood Drive extension never proceeded?

We residents are not naive enough to believe development would not take place at some point but not in our wildest imagination did any of us envisage such monstrosities that completely conflict with the environment both visually and functionally.

The scale of proposed development is not consistent with the existing or intended development in a 'suburban neighbourhood' precinct as defined by MBRC.

The Mountains to Mangroves corridor is valued by many residents as a safe and pleasant environment.

There is an abundance of wildlife in the area, including Sulphur-crested Cockatoos, Bush Turkeys, King Parrots, Rainbow Lorikeets, Bush Stone Curlew, Possums, Koalas and Kookaburras—just to name a few. It's a lovely peaceful and green suburb.

Due to the alarming decrease of koala numbers by 50-80% over the past 20 years, confirmed by the Queensland Department of Environment and Heritage Protection in 2015, the conservation of Koala habitat in the MBRC should therefore be a priority in urban planning decisions.

The proposed development removes the connections between areas identified as wildlife corridors and koala habitat, effectively isolating koalas and other wildlife.

The threatened wildlife is located up to the border between 80 Plucks Rd and 82 Plucks Road, therefore, any development at 80

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and 82 Plucks Road must take into consideration, at least morally, our duty to preserve habitat, maintain wildlife corridors and value the native wildlife.

I am also concerned about the impact such a development will have on our natural creek both upstream and downstream and what provisions have been made for overflow during and after development if this proposed development proceeds.

Please accept my submission for the objection of Development Application DA/34700/2017/V32R for 80 Plucks Road.

Yours sincerely

Therese Stewart

Moreton Bay Regional Council

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From: [Polly Ward](#)
To: [MBRC Incoming Mail; simplyluke@gmail.com](#)
Cc: [Matt Constance; Mayor](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 9:47:57 AM
Attachments: [Luke Holland - Submission - Development 80 Plucks Rd DA-34700-2017-V23R.docx](#)
[image001.jpg](#)

Hello Luke,

Councillor Constance has asked me to thank you for your submission to application DA/34700/2017/V23R.

Thank you for including Council's records department into your email, as they will record receipt of your submission and send it to Council's Development Services Department.

Kind regards

Polly Ward

PA to Cr Matt Constance - Division 10

Executive Services – Governance

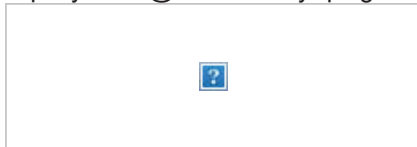
Chief Executive Office

Moreton Bay Regional Council - Pine Rivers District

222 Gympie Road, Strathpine QLD 4500

T 07 3480 6383

E polly.ward@moretonbay.qld.gov.au



From: Luke Holland [mailto:simplyluke@gmail.com]

Sent: Wednesday, 25 October 2017 9:45 PM

To: MBRC Incoming Mail

Cc: Mayor ; Matt Constance ; Electorate Office Ferny Grove ;

local.government@ministerial.qld.gov.au; South.Brisbane@parliament.qld.gov.au;

fernygrove@lnp.qg.org.au; elizabeth.world@qld.greens.org.au; Peter Dutton MP

Subject: 80 Plucks Rd DA/34700/2017/V23R

To the relevant officer,

Attached is my submission regarding the proposed development on **80 Plucks Rd DA/34700/2017/V23R** in Arana Hills

Regards,

Luke Holland

Resident and owner of

4 Eveleigh St.

Arana Hills Qld 4054

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24st Oct, 2017

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture, Qld 4510
mbrc@moretonbay.qld.gov.au

To the relevant officer,

Objection to Proposed Development on 80 Plucks Road, ARANA HILLS QLD 4054 DA/34700/2017/V32R

I am strongly opposed to the development (DA/34700/2017/V32R) proposed on 80 Plucks road. I have laid out the following reasons it should not go ahead as currently planned below.

Density of Development and Inappropriate plan for Zoning

Currently the development proposed is 77 town houses all containing a 2-car garage and sporting between 3 -5 bed rooms. This means there will be realistically at least 1.8 cars per household there bringing the total amount to roughly 139 extra cars. According to the ABS in Queensland over 80% of people drive to and from their work (or partially, e.g., to a station or commute point) and it is increasing

<http://www.abs.gov.au/AUSSTATS/abs@.nsf/Lookup/4102.0Main+Features40July+2013#state>

giving us approximately an extra 111 cars out of that development every day. That would be at least 222 car movements in and out of that development alone per day.

Not only this but the area is under the current zoning, Residential A low density (see MBRC Planning scheme -Suburban Neighbourhood), and in an urban locality. The urban locality code is quite clear in stating that Res B is not allowed in Res A except in limited locations. The current intent for the zoning of Lot: 1 Plan: RP205708 (80 Plucks Road) is "Suburban Neighbourhood" which under the MBRC Planning Scheme allows for a density no greater than 15 dwellings per hectare and would allow for a total of 33 dwellings on the 80 Plucks Road and is more in line with current surrounding residential areas. If I look at the requirements for a larger medium density with multiple dwellings, the key to being an appropriate or limited location is a well serviced site, including public transport (see Lack of Public Transport Infrastructure), and pedestrian and cycling links. There is no safe pedestrian link across Plucks Road, so this would require an upgrade of the road and there are no dedicated cycleways, except for one painted bike symbol down near 52 Plucks Rd, which leads to a footpath that eventually doesn't accommodate multiple users. This shows the limited and/or non-existent safe access points to community and other facilities. It reinforces a car-led development, which in turn contributes to local and wider area road congestion.

Traffic and Road safety:

Currently in the design the main access is through Leatherwood Dr and then the only place to go is out through Tetragona Dr onto Plucks. That intersection (pictured below) is extremely dangerous as it is on a blind corner. That is a massive traffic hazard and the development would add an extra 222

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car movements a day out of that intersection. There have been many near misses at that spot already. A traffic report was completed but only during an atypical week between two effectively 'long weekends' (Easter and Anzac Day) and was based on a model used for inner city developments that are well serviced by public transport (see Lack of Transport Infrastructure). The report allows for .6 journeys by car per day, per townhouse which is frankly unrealistic (see "Density of Development" above).



If you drive down Leatherwood Dr on any given day there is not enough room for street parking and two way traffic. Regularly you must give way for vehicles. It is a quiet street. To add a mega-development of this size would create chaos in the street and completely ruin the quiet area.

Lack of Public Transport Infrastructure:

Currently I travel to and from the city on shift work (working 12hr shifts) and taking the train where possible. I have to walk or take the bus there (when available) because the station car park is packed. There is not enough room at the station for more people to park there in the morning and the busses used to run from 545am -9pm but now only run to 7pm (I get home at 8pm off the train and have to walk home). So with the new developments mixed with the lack of bus transport and the overcrowded train station car park the surrounding suburb street parking will be excessive and potentially dangerous to pedestrians and drivers alike as people will get desperate to park anywhere close.

Potential Bio-diversity Destruction and Disruption

Just this year at the end of Eveleigh St. some clearing happened to make way for some housing plots. The result of which trees were knocked down with Koala's in. We know this because the Koalas made their way into the surrounding backyards up the street much to the dismay of our community. The hills area and our streets here in-particular are proud of our bio-diversity. Where else might you find Koala's in local suburbs? The green space and wildlife corridor that this will mega-development will demolish is irreplaceable. It will disrupt the green space along the back of all the Eveleigh and Leatherwood areas. A better option would be to have a pedestrian linkage from Plucks Rd to Leatherwood Drive. Landscaping of this walkway should preserve established trees and enhance native vegetation to get the best outcome for local fauna, including koalas, bandicoots, wallabies

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and the other animals that use that corridor. The walkway would also encourage more foot and bicycle traffic promoting more active travel than the traffic of cars.

Community Safety

My two children along with many of the neighbourhood children play in the cull-de-sack streets and along the nature strips. It is a great community feel and, from what I pick up, it is rare these days to have such a great community bond. This traffic will endanger our children and ruin the current community bond we have developed. It clearly looks like it will be segregated away from the current community creating isolation from green space and people there. A good example of what our street attitude is currently like is the Christmas Party Eveleigh St has every year. All the neighbours and children celebrate outside with a bbq and a get together. I would not feel it is safe for my children to play outside with everyone else if there is going to be this amount of traffic and construction down our street.

Lack of Consultation

There has been a lack of appropriate consultation with local residents that are directly impacted by this development. No meetings have been arranged or advertised apart from the ones by the residents themselves. The community as a whole has not been consulted on Council's 'Next Generation Precinct' and mega-development. This draft plan underlies the massive developments happening in our area with massive impacts.

A Better Plan

If the development was to go ahead it should be kept within current community suburban densities and logistics. House and land should be considered with an access to Plucks Rd. Buses in the area should be increased. Green zones, parks, and walkways should be highlighted and made a necessary addition to any development in that area and wildlife corridor. The residents on Leatherwood, Eveleigh and Tetragona streets are essentially a large family with many residents living there for more than 10 years together. This mega-development and the other next to it threaten to destroy this in many ways. I along with all residents on these streets will be extremely disappointed with the council if this gets approved and worried for my family and community's safety. Currently the plan strikes me as excessive greed destroying a beautiful community and environment.

Regards,

Luke Holland

Owner and resident
4 Eveleigh St.
Arana Hills Qld 4054

0421 200 974

Moreton Bay Regional Council

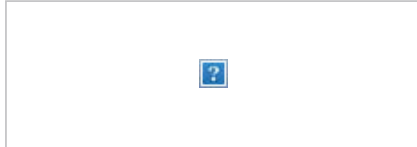
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From: [Polly Ward](#)
To: [tony parsons](#); [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Matt Constance](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 9:53:21 AM
Attachments: [image001.jpg](#)

Hello Tony,
Councillor Constance has asked me to thank you for your submission to application DA/34700/2017/V23R.
Thank you for including Council's records department into your email, as they will record receipt of your submission and send it to Council's Development Services Department.
Kind regards
Polly Ward
PA to Cr Matt Constance - Division 10
Executive Services – Governance
Chief Executive Office
Moreton Bay Regional Council - Pine Rivers District
222 Gympie Road, Strathpine QLD 4500
T 07 3480 6383
E polly.ward@moretonbay.qld.gov.au



From: tony parsons [mailto:tonyparsons13@hotmail.com]
Sent: Wednesday, 25 October 2017 10:56 PM
To: MBRC Incoming Mail ; South.Brisbane@parliament.qld.gov.au;
elizabeth.world@qld.greens.org.au
Cc: Mayor ; Matt Constance ; Electorate Office Ferny Grove
Subject: 80 Plucks Rd DA/34700/2017/V23R
The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture Qld 4510

Submission - The Development of 80 Plucks Rd DA/34700/2017/V23R

I am really concerned about the amount of people that are going to be living in this area. 77 Units are proposed for the first stage. At least one person in each unit will have a car. Apart from their own parking and visitors parking people they will be forced to park on the neighbouring streets, Leatherwood Drive, Tetragona Drive and Plucks Road. Plucks Road is already busy and dangerous to cross. Leatherwood and Tetragona Drive will become very congested and dangerous for people, especially small children trying to move in and around cars.

Turning right out of Tetragona is dangerous as you can't see what is coming and the extra cars will cause congestion and noise lining up to leave the street in peak times.

I have lived in the area for many years and when you catch the train home there are no buses from ferny Grove Station or Grovely to bring you home. You walk or catch a taxi. We will have 100 extra people in the first stage of development stage trying to negotiate Plucks Rd to get home by either in a car or on foot.

The proposal is for High Density area but the area is zoned low density.

Whenever a development goes ahead there is usually a designated green area put aside but there does not seem to be one here. Where are the extra green areas for our children. So many

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people have dogs now a designated dog park would be needed.

A pedestrian that links Plucks Rd to Leatherwood Drive and through to the park would ensure safety. Keeping trees either side of the walkway and leave underbrush so the animals can exist . There is natural bush and trees there that could be left to enhance the look of the concrete jungle and be home to lots of animals. Therefore, I think it's imperative that an **independent** ecological study be done.

Kind Regards

Tony Parsons
19/52 Plucks Rd
Arana Hills 4054

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From: [Polly Ward](#)
To: [Matt Smith](#); [MBRC Incoming Mail](#)
Cc: [Matt Constance](#); [apryl axford](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R - Resident Submission
Date: Thursday, 26 October 2017 9:24:50 AM
Attachments: [image001.jpg](#)

Hello Matt,
Councillor Constance has asked me to thank you for your submission to application DA/34700/2017/V23R.
Thank you for including Council's records department into your email, as they will record receipt of your submission and send it to Council's Development Services Department.
Kind regards
Polly Ward
PA to Cr Matt Constance - Division 10
Executive Services – Governance
Chief Executive Office
Moreton Bay Regional Council - Pine Rivers District
222 Gympie Road, Strathpine QLD 4500
T 07 3480 6383
E polly.ward@moretonbay.qld.gov.au



From: Matt Smith [<mailto:MSmith@ingeniacommunities.com.au>]
Sent: Wednesday, 25 October 2017 9:06 PM
To: MBRC Incoming Mail
Cc: Matt Constance ; apryl axford
Subject: 80 Plucks Rd DA/34700/2017/V23R - Resident Submission
To the assessment manager - **DA/34700/2017/V23R**

As part of the DA Assessment for DA, I would like the following points to be considered and addressed:

1. The current DA has been entered under the superseded Pine Rivers Regional planning scheme and should not be considered for assessment. Furthermore, the conditions in the superseded scheme should not be read in conjunction with current legislation with respect to planning, environmental and traffic management outcomes.
2. The site is currently zoned for Low Density Housing and the development does not meet the criteria or performance criteria to allow a change to medium density.
3. The development proposal does not accurately consider the realistic number of vehicles for the development. Documentation in the submission quotes .6 cars per dwelling, however the development is on average double car garages. With this in mind, it is reasonable to presume that the number of cars per dwelling is at max 2, plus visitors, consultants and the like. I request that the traffic management plan be compiled by an independent party to consider a worst case and realistic scenario for the number of cars per dwelling. All traffic modelling based on this information is false and misleading. If this information is left to be considered true, the development dwellings should be amended to only allow .6 cars per dwelling (ie a single garage between 2 townhouses)
4. The development proposal does not consider environmental outcomes with a regional view. The reports conducted for the development take into account only the overland flow, stormwater and the like of this development. I request that the environmental

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- impact report be revised to consider regional impacts with this site as well as other adjacent sites in conjunction with one another.
5. The development proposal does not consider the safety of the intersection between Tetragona and Plucks road. As a resident opposite this intersection, it is apparent that whilst the speed limit is set to 60, this is a rarity with the majority of cars over this speed. The intersection is already unsafe with blind spots in each direction and a major lack of visibility for safe turn in and out. The safety of local residents using the footpath adjacent and opposite this intersection will be put into question if the number of cars exiting this intersection is increased without upgrading the intersection or providing better protection to pedestrians.
 6. The development proposal needs to make allowance for pedestrian travel through the development from plucks road to the waterway adjacent leatherwood drive. This will improve safety for pedestrians and avoid safety issues at the intersection of plucks and tetragona.
 7. The development proposal needs to allow to replant the number of trees removed during the clearing of the site. The site is currently a major fauna travel path with koala's, possums, etc. using the site.
 8. The intersection of Tetragona and plucks has been made more unsafe due to the recently installed bikeway transition from footpath to road directly adjacent to the intersection. This alone, without considering the increased traffic from the development, is a major safety and legal liability for council. (i.e. bikes entering an intersection on a blind corner)
 9. The development proposal does not take into consideration any upgrades to road infrastructure further citybound down plucks road and the intersection of plucks, south pine, Camelia road. This intersection is already congested in peak hour, with the average number of cars queuing for each change of lights on south pine/plucks rd. approx. 8-10. Adding further traffic from these developments will in turn congest traffic further, with cars then no doubt queuing through to the plucks/Francis and south pine/Dawson road intersections. Allowing the development proceed without consideration of these traffic implications will render council liable for any incidents with queuing as the root cause that occur at these intersections.
 10. Infrastructure upgrades (water) have not been considered for residents directly adjacent to the new developments on plucks road who will presumably lose water pressure once the development has been completed. This needs to be addressed through upgrades or home upgrades to those affected. Furthermore, I request council complete independent monitoring of pressures before, during and after the development.
 11. The additional vehicle traffic to leatherwood and tetragona will jeopardise the safety of residents and children in these streets with access to the nature reserve behind leatherwood drive now subject to 400+ extra vehicle movements per day. I request that council undertake an independent review of traffic management, flow and the like in the area during the assessment period. I request that the community action group be consulted on the scope of this study.
 12. The development approval does not consider the acoustic impacts the additional traffic will have to the homes along the path of travel between the development access point and the connection to the sub arterial road.
 13. The development approval does not consider any increases to emergency services to the area. With additional residencies, council needs to coordinate with state emergency services and obtain commitments to emergency services.
 14. There has been no public consultation undertaken by the developer other than a sign on

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plucks road. I request that this be considered as the developer has made no attempt to hold public forum or meet with the community action group discussing the development. Furthermore, if this does not occur, I request either further consultation facilitated between mirvac and the community or a state planning minister review of the lack of consultation.

15. Street parking is sufficient for the existing residences only. Should the development proceed, street parking only for existing residences should be maintained. The development must be required to provide sufficient parking for its residents and their guests/visitors.
16. There is insufficient public transport at the entry to the development on leatherwood drive. The only public transport in close proximity is a bus service on plucks road. I request the development include a pedestrian link throughout the new development from its entry point to plucks road (min 2m wide for pwd access) for public transport access. Furthermore I request that the new development incorporate its own bus stop on plucks road to service it and the presumed development of 82 Plucks rd.
17. I request that as part of this development, a requirement to complete a pedestrian and vehicle upgrade of plucks road outside the development and 82 plucks road be placed on the assessment. Ensuring safe pedestrian egress past the site is critical.

Matt Smith
41 Plucks Road Arana Hills QLD 4054
0405312511

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From: [Polly Ward](#)
To: [MBRC Incoming Mail; atdavis1@gmail.com](#)
Cc: [Matt Constance](#)
Subject: Submission - Proposed Development Application - 80 Plucks Road, Arana Hills - DA/34700/2017/V23R
Date: Thursday, 26 October 2017 9:52:11 AM
Attachments: [MBRC Submission re Development 80 Plucks Road - DA_34700_2017_V23R.docx](#)
[image001.jpg](#)

Hello Allan,

Councillor Constance has asked me to thank you for your submission to application DA/34700/2017/V23R.

Thank you for including Council's records department into your email, as they will record receipt of your submission and send it to Council's Development Services Department.

Kind regards

Polly Ward

PA to Cr Matt Constance - Division 10

Executive Services – Governance

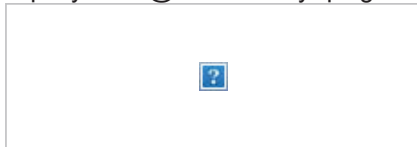
Chief Executive Office

Moreton Bay Regional Council - Pine Rivers District

222 Gympie Road, Strathpine QLD 4500

T 07 3480 6383

E polly.ward@moretonbay.qld.gov.au



From: Allan Davis [<mailto:atdavis1@gmail.com>]

Sent: Wednesday, 25 October 2017 10:35 PM

To: MBRC Incoming Mail

Cc: Matt Constance ; Electorate Office Ferny Grove ; local.government@ministerial.qld.gov.au; fernygrove@lnpq.org.au; elizabeth.world@qld.greens.org.au;

South.Brisbane@parliament.qld.gov.au; minister@border.gov.au; Peter Dutton MP

Subject: Submission - Proposed Development Application - 80 Plucks Road, Arana Hills - DA/34700/2017/V23R

Good evening

My name is Allan Davis and I am the home owner and resident of 1 Leatherwood Drive, Arana Hills, which will be effected should this development be given the green light to proceed. I have lived at this location for 26 1/2 years.

I have attached my submission outlining my concerns and objections regarding the proposed development application of 80 Plucks Road, Arana Hills - DA/34700/2017/V23R.

I am available for any person who this email has been sent to, to contact me should you wish to seek further information about my concerns of this development and future excessive townhouse developments that are proposed for this once lovely neighborhood.

Regards

Al

atdavis1@gmail.com

(07) 3851 0593

0404 246 446

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Assessment Manager

Moreton Bay Regional Council (MBRC)

Po Box 159

Caboolture Q 4510

mbrc@moretonbay.qld.gov.au

CC

Mayor, Alan Sutherland - mayor@moretonbay.qld.gov.au

Councilor, Matt Constance Division 10 - matt.constance@moretonbay.qld.gov.au

Minister for Local Government, Mark Furner - Feerny.Grove@parliament.qld.gov.au

local.government@ministerial.qld.gov.au

Minister for Infrastructure and Planning & Minister for Transport, Jackie Trad -

South.Brisbane@parliament.qld.gov.au

LNP Candidate for Ferny Grove, Nick Elston - fernygrove@lnpq.org.au

Greens Candidate for Ferny Grove, Elizabeth World - elizabeth.world@qld.greens.org.au

Minister for Immigration and Border Protection, Federal Member for Dickson, Peter Dutton - minister@border.gov.au, peter.dutton.mp@aph.gov.au

Submission - Proposed Development Application - 80 Plucks Road, Arana Hills - DA/34700/2017/V23R

Dear Sir/Madam

My name is Allan Davis and I am the home owner and resident of 1 Leatherwood Drive, Arana Hills. I have lived at this location since we built in this neighborhood 26 1/2 years ago.

The following information is my objection and concerns to the proposed development application of 80 Plucks Road, Arana Hills - DA/34700/2017/V23R.

Road Safety

The increase additional traffic (approximately 193 cars) from this proposed development alone possess a safety risk for pedestrians and motorist already living in and around Tetragona and Leatherwood Drive.

At present, I have issues with getting out of Tetragona Drive safely as I am unable to see what traffic is heading east along Plucks Road as it is on a blind corner. At most times, it is a guessing game to know what is coming down Plucks Road as motorist speed down through there, and before you know it they are at the corner and almost at the intersection.

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If you are heading out of Tetragona Drive and want to turn right into Plucks Road, you have to put your foot down to speed out in fear that something may come around the corner.

Turning left is a similar situation, with traffic sitting on your bumper as you have not yet been able to get speed.

Due to this, I have had at times had motorist sound their horn and shake their head even though it is to no fault of mine.

Turning into Tetragona Drive from Plucks Road is also a safety concern as there have been several accidents, to which I have witnessed, from cars rear ending cars waiting to turn into Tetragona Drive. This issue is if you are heading West. The issue stems from coming around another blind corner coming up to Tetragona Drive, slowing down or stopping to wait for cars heading East.

If you are stopped, you are constantly looking in your mirror making sure a car does not come around the corner. If a car does come and you are stopped, the driver of the other car will take defensive action to avoid hitting you and swerve to go to the left of you only if there are no cars parked on the road.

If coming in from the West, cars will usually swerve past you on to the other side of the road as you turn. It is only time before a more serious accident occurs at this intersection

Council did an impact study on the intersection of Tetragona Drive and Plucks Road about 5 years ago when 52 Plucks Road was being development, and at the time it just scrapped in with the safety aspect. Since then the road has become busier with cars coming in from newer developments out further around the Bunya area.

If the proposed development and the vehicle access to this site via Tetragona and Leatherwood Drive is approved by Council, I strongly recommend as a concerned resident that:

- The intersection of Leatherwood Drive at Tetragona Drive should be looked at for its suitability or safety. and
- The intersection of Tetragona Drive at Plucks Rd its traffic safety and distance visibility need to be checked thoroughly.

I also suggest that to get a more reliable reading of the amount of traffic using Plucks Road, the road/traffic survey should be done in peak periods and not around school and public holidays which I understand the developer of 80 Plucks Road had done their impact study.

If an accident does occur Tetragona Drive and Plucks Road intersection, someone will be held accountable and that would most likely be the Council first followed by the developer for not providing a safe environment to travel and walk around the neighborhood.

On these grounds, I object to the approval of this development and the entrance to this development via Tetragona and Leatherwood Drive.

Traffic

As I live at the corner of Leatherwood and Tetragona Drive the increase of traffic will have a significant impact to me and my safety on entering and exiting my premises.

I don't understand the developers study showing that there would be an increase of .6 journeys per car per day from this development.

During the week, my residence has 3 cars with one parked usually on the street. When we leave to

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go to work, or coming home, 3 cars depart in different directions. On the weekends, the cars may increase up to 5 sometimes 6. Even more if I decided to have friends over for a get together. The only place my visitors can park is Tetragona Drive, because council have placed a solid yellow line from the corner around the full length of my front yard, not allowing anyone to park.

Tetragona and Leatherwood Drive are quite suburban streets. I have been informed that the reason why the entrance to this development via Leatherwood Drive is to reduce the impact on Plucks Road. This proposal is not ethical as these cars will still need to get to Plucks Road via Leatherwood and Tetragona Drive, which I have mentioned above, is a major safety issue and concern for me and I assume other residents in the street.

If these additional cars are allowed to go through Tetragona and Leatherwood Drive, the council is then turning these streets into a major thoroughfare and change the quite suburban street it was originally designed to be.

The width of Tetragona and Leatherwood Drive is also a concern as current residence will not be able to park on the street due to the number of cars requiring to come in and out of the development. Let alone the trucks and heavy machinery if this development is given the approval to proceed.

When 52 Plucks Road was proposed they wanted to have the entry via Tetragona Drive. The residence of Tetragona and Leatherwood Drive had issues with this due to the increase of traffic from those units and the safety factor at the intersection of Tetragona Drive and Plucks Road. Our Councilor at the time was Brian Battersby and he saw the issues that the residence where concerned about, and this entrance was then changed to its current entry on Plucks Road. What's the difference now? Back then there was less traffic, but now we have more.

I am very concerned that the amount of additional cars that would be coming in and out past my house every day will also have a detrimental impact to the value of my house.

The address on the proposal for this development is 80 Plucks Road, therefore the entry and exit point for this development should be Plucks Road. It is my understanding that in addition to what I have already mentioned about reducing the traffic on Plucks Road, the developer has a responsibility to pay for the upgrade of the current infrastructure on Plucks Road to accommodate the vast influx of additional traffic. Hence, why they want to run it through Tetragona and Leatherwood Drive.

Environment/Fauna

The reduction of further vegetation will have a significant impact to the current wildlife and their survival. Since I have been living here I have witnessed the downsizing and loss of Koalas, possums, scrub turkeys and curlews. Not to mention bird life, and other animals that rely on the bush and its surroundings to survive.

For 25 years there was a dead tree over the back fence which had a bee hive in it. Over that time these bees were not an issue. However, the units at 52 Plucks Road was built and within 1 year of its opening the bees were exterminated and the tree eventually cut down so that no further bees could take over the hive. I was told that they were destroyed for the safety of those residence in the units, but please note that this tree was nowhere near the units and was closer to my property.

I also have an issue in what is called a vegetation corridor. Looking at the current Koala corridor, how are these creatures' going to survive when they are at threat because how are they required to travel from one bushland to the other when;

a) there is minimal green corridor joining one bushland to the next

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b) there are suburban streets and major roads in between each bushland that they would have to cross, and,

c) going through suburban properties, which may have a dog or a cat.

One of the other reasons why the entrance to 52 Plucks Road was not from Tetragona Drive was due to the vegetation in that area of the property. This vegetation is the same up at 80 plucks Road and down along the gully that goes through there.

When council sit down to review these submissions and assess the possible impacts this development may have on the local area, I would like to recommend that they consider establishing a new public pedestrian walkway linking Plucks Rd through to Leatherwood Drive so that it joins up with the current bike path running parallel to Leatherwood Drive. This path can follow the contour of the land and gully that runs in a north/south direction. It will also allow for the green corridor to continue.

Water

Water runoff is also a concern with the proposal of this development as it will have an impact on the park and creek that runs parallel behind Tetragona and Leatherwood Drive.

When I built my house, the park and creek never flooded, however, due to further developments up stream this is now the norm when there is a heavy deluge. With the proposed development, it is highly likely that the run off from this complex will cause additional runoff and will most likely make the creek fill up faster, which currently it would have just settled on the land instead of flowing down curb and channeling.

An example of this is the units at 52 Plucks Road which is built behind my residence. Prior to these units being built, the run off was natural as the gully that runs through the property was able to cope with a deluge as the water would fall on the vegetation and soak into the land.

Once these townhouses were built, the amount of water that came off the roofs and down the concrete curb and channeling, impacted on the gully and turned the easement into a dam as it could not cope with the additional amount of water. A complaint was made to council, and council fixed the issues instead of the developer who built the units. It is my understanding that the impact study from the developer was not completed or documented properly.

The following photo was taken and provided to Brian Battersby in September 2013.

At the time this photo was taken the water was still increasing and the level was eventually lapping into my neighbor's yard at 3 Leatherwood Drive.



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I have also noticed that the Storm Water Management and Overflow report by Mirvac was conducted by them and not an independent surveyor not associated with Mirvac. I have an issue with how these developments can be allowed to use their own reports and use previous reports from something else. Things constantly change and should always be reassessed.

There has been no consideration on the impact on the future surrounds of the creek near and around the park, and the impact it will have further down the creek.

An example of where there has been an impact further down the creek is where it runs parallel with Collins Road. In 2016 there was a huge deluge of rain in the space of a couple of hours and this creek backed up and flooded, and cars were spotted floating in the flood waters as they were not able to get their cars out in time.

Consultation

I don't understand how you can call putting a sign up consultation with the community. I believe that verbal consultation should be had with the local residence prior to any application be submitted to council for submission for approval.

If it wasn't for a friend of mine who is a realtor, and the power of social media, I would not have known about this development.

It has come to my attention that the developer put the Notice of Development sign up on Plucks Road, but advised Council 5 days after they put it up, delaying my local member his responsibility of advising his constituents. This also shortens the community in responding to this development. I have also since found out that a sign was only put up in Leatherwood Drive on 19 October. I would have thought that if the developer was planning running traffic through this street, then it should have been the first sign to be put up. Again, this is the developer delaying a current resident a length of time to document a well written submission of objection.

When I purchased my land, and decided to build a house, there were no council predictions of long term development in and around the area.

I also note that my local Councilor was not present at Council when the development application was presented.

Economics

I have seen the huge increase of townhouse complexes being built around Brisbane suburbs and wonder why there is a need to destroy historical homes, and cutting up green space all for the sake of greedy developers and Councils for dollars.

On Thursday, 19 October 2017, the Reserve Bank of Australia (RBA) raised serious concerns about the 'awful lot' of apartments being built and had a long running worry about the oversupply of these apartments in and around Brisbane.

The RBA also stated that the price of apartments and the rental of apartments are falling and not being filled. Due to this, some banks are tightening their loan conditions. Despite this, councils are still approving these developments which is expected to increase 25% in the next 2 years.

These units may look pretty when new, but generally maintenance drops off and these complexes become run down and will turn into low social economic housing. My house and my neighborhood is not in that situation as we are long term residents and have a passion and concern for the community. Those living in town houses generally rent and have no emotional ties to the

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community.

If these units become run down and fill up with renters, this will have another impact on the value of my house, in addition to the loss with the extra traffic running through the streets.

Infrastructure

The proposal for this development states that there is local transportation, however, the bus services only runs between Ferny Grove and Mitchelton train stations. This service also does not run into the night, so if you catch the train or need to catch the bus home, you will have to find some other form of transportation. This would mean, instead of using public transportation, the use of cars will increase.

I have checked the timetable for the bus that the developer has mentioned in their report. The bus that loops between Ferny Grove and Mitchelton Train Stations is the 397. The first bus heading from Plucks Road to Ferny Grove is at 5.31am and the last one to leave Ferny Grove at night is 6.31pm. This time is for Monday to Friday. The majority of people buying or renting into these proposed units will be young couples who would probably prefer to drive to work or to the train station instead of catching a bus that has a limited timetable.

If they drive to Ferny Grove train station, you will not get a park in the station carpark after 7.30am/7.45am as it is all full. Commuters then have to park on the local streets upsetting those residents living around the station. Other train station carparks are in a similar situation.

The amount of traffic already going down Plucks Road, Patricks Road turning into the already congested Dawson Parade is a nightmare. Most mornings Dawson Parade is backed up from Samford Road down past the Caltex Service Station. With a realistic number of cars anywhere between 150 to 200 (not the .60 the developer is suggesting) coming from 80 Plucks Road not including the proposed 174 unit in Eveleigh Street, this will even put more pressure on the roads around the hills district.

This is also not including the Brisbane City Councils approval to develop the Keperra Quarry into a 770 dwelling development. The cars from this development may not have a direct impact on the roads in Arana Hills, but will have a major impact on Samford Road. It would most likely have an impact on Dawson Parade. With the amount cars already on the major roads motorist will start looking for rat running streets and with this the safety of those residents will be in jeopardy as motorist will generally be frustrated and want to get to work.

The Keperra development will also have an impact on train stations as well.

When the Hills district was being developed the Town Planner of the day worked out the road layout on the amount of properties in the area. These roads were built to cater for those developments, but are not being looked at when new developments are being proposed.

I object to the development at 80 Plucks Road being approved until a more detailed report on Public Transport has been tabled detailing what the developer, Council and State Government have to do to alleviate the traffic issues that we are already experiencing. Not just Public Transport but road network also needs to be looked.

Current Zoning

Current zoning for this development is suburban neighborhood dwelling allowing for 33 houses in line with what is currently in the surrounding area, and not 77 proposed units or 174 proposed units off Eveleigh Street.

Moreton Bay Regional Council

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When I moved into the Hills District, it was because it was run with residents in mind. Over the years this has changed. What is now being approved by council is inconsistent with what the Pine Hills District actual stood for. Large blocks for families to play and enjoy. The tranquility of the neighborhood with its local bushland and parks is slowly being replaced by concrete jungles which undermines the reason I moved here.

I would like Council to not approve this development, but progress is progress. If Council considers approving this development and advise the developer that they need to reduce the number of proposed dwellings significantly and ensure that the entrance and exit to this development is from Plucks Road and not Tetragona and Leatherwood Drive. They will also be required to upgrade Plucks Road at their expense to cater for the extra cars coming in and out of the development.

Summarize

I am currently disappointed in all forms of Government (Council, State, and Federal) as they are not working with their constituents to make their local area, state or country a better place to live.

I use to be a one party voter, but over the last few elections, my heart will go to the member and party that will listen to my concerns and represent me (and not give me political BS) when in need.

This development is wrong and I have provided my facts on why. My local residence are also putting in submissions to oppose this development as well.

We are long term residence, including my wife who has been here all of her life, and her parents were one of the first residence in the Ferny Hills area off Gordon Road when it was just bush and dirt roads.

As mentioned earlier in my submission, the oversupply of townhouses in and around Brisbane has set off alarm bells with the Reserve Bank of Australia and other banks. It is my opinion and vision that these towns houses in years to come, will be run down and (to take an American terminology) turned into ghettos where you will have low social economic residence where there will be violence, crime and even drugs.

The safety of my family is very important to me. In addition the safety of the children in this street is also a major concern due to the possibility of turning a quiet suburban street into a major thoroughfare.

To finalise I would like to make my objections on the size of this development as it exceeds the number of allowable dwellings for the size of land.

As mentioned I object to the development for safety reasons around the increase of traffic, the intersection of Tetragona Drive and Plucks Road, the infrastructure and the lack of reliable public transport, the loss of flora and fauna have a huge impact on the environment, and the impact it will have to the local creek system not just across the road but how it will have an effect on wildlife and residence downstream.

When Council sit down to review this development, I would like them to think what they are doing to the environment, listen to the residences reasons and concern why this development is not good for the region and not just fob it off as whine and not think about the extra rates they would receive putting in a large number of dwelling instead of low density dwellings that currently make up the local area.

I am happy for you or anyone I have copied in on this submission to contact me should you wish to consult with me further about my concerns.

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Yours sincerely

Allan Davis

1 Leatherwood Drive, Arana Hills

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040 4246 446

atdavis1@gmail.com

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From: Stewart Davis
To: [MBRC Incoming Mail](#)
Subject: Submission: proposed development 80 Plucks Road, Arana Hills, Application No. 2017/34700/V23R
Date: Thursday, 26 October 2017 10:33:07 AM
Attachments: [Submission - Application No 2017 34700 V23R.pdf](#)
[Submission 80 Plucks Road Davis.pdf](#)

Please find attached our submission for the above development.

Kind regards,

Mrs D Davis and Mr S Davis
10 Eveleigh Street
Arana Hills Qld 4054

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10 Eveleigh St
Arana Hills Qld 4054

26 October 2016

Moreton bay Regional Council
mbrc@moretonbay.qld.gov.au

Dear Sir/Madam

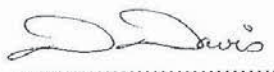
Submission:
Proposed development 80 Plucks Road, Arana Hills
Application no: 2017/34700/V23R


Please find attached our submission for the above development.

A report has been compiled for us and we accept all the submission points raised in the report regarding the proposed development. These are located under the executive summary page 3 and are supported by other material found within the report.

Thank you for accepting this submission.

Yours sincerely


.....
Mrs D Davis.


.....
Mr S Davis.

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**Report for submission on
proposed development:**

Development Application No: DA/2017/34700/V23R

Property Location: 80 Plucks Road, Arana Hills

Lot 1 RP 205708



prepared for

Mrs D and Mr S Davis

of

**10 Eveleigh St
Arana Hills**

**Report compiled by
Dr Christopher Robertson
PhD, MURP, LLB, BA(Hons).**

October 2017

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Limitations of the report

The objective of this report is to identify major points of concern, based upon urban planning considerations, for a submission on the development proposal at 80 Plucks Road, Arana Hills and its impact on the surrounding environs. It is not intended at this stage that this report undertake an in depth assessment of the Pine Rivers Planning Scheme (PRPS) and the Moreton Bay Regional Council Planning Scheme (MBRCPS) against the development application and subsequent material. That responsibility resides with the assessment manager of the application.

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1.0 Executive Summary of Submissions

1.1 Submission points:

1. **Planning scheme assessment.** As argued within this report, to solely assess the proposed development against the PRPS will be inadequate. Further, employing the Coty principle, applying the MBRCPS, in the assessment process will provide a greater, fairer and more relevant planning assessment outcome, in addition to balancing voids within the PRPS, whilst fulfilling injurious affection requirements.
2. **Assessment of the application as a single development.** A total of 250 town houses are proposed over two developments (80 and 82 Plucks Road). To assess these as separate and single developments when both impact heavily on the environs, infrastructure (including traffic and roadways), site landscape hazard and water flow overlays will distort suitable outcomes for either or both sites.
3. **Density.** The proposed density of 77 multiple dwelling units exceeds what could reasonably be expected for such a site in such a location to absorb, under within its current design parameters. A reasonable yield for such a dwelling style design over this site would be approximately 50% of the number sought. Further, detachable housing would be more in keeping with the area's current housing stock. Under the PRPS multiple unit dwelling are not supported in Residential A sites.
4. **Amenity.** Amenity is impacted upon by all other points submitted here. The proposed density, with resultant noise, both during and post construction period, will impact upon the traffic required to use the area. The loss of amenity will be compounded by the singular traffic access and egress point of Leatherwood Drive.
5. **Traffic.** There are two elements to traffic with regard to this development proposal: construction stage; and post construction stage. The former stage, in consideration of the narrow streets and limited access points, of the proposed development will require specific conditions and creation of alternate egress and access points, aside from Leatherwood Drive to enable minimum disruption during construction.

In regard to the latter point, unless the density is reduced, with only one vehicular access and egress point via Leatherwood Drive and the site not being within 400m of walking distance of a higher order or district centre or a train station, all traffic will be funnelled via Leatherwood Rive and Tetragona Drive, both minor streets.

6. **Environs.** The overlays of landscape hazard and water flow over the subject site clearly disclose that there are major issues with these matters in regard to dwelling siting and in dealing with these overlays solely within the constraints of 80 Plucks Road. The environs of the area should be assessed holistically to ensure no impact on adjacent properties occurs as a result of the development.

1.2 Definitions:

| | |
|---|--------|
| Moreton Bay Regional Council: | MBRC |
| Moreton Bay Regional Council Planning Scheme: | MBRCPS |
| Pine River Planning Scheme: | PRPS |

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2.0 Background/overview to current position

2.1 Site overview

Site location: 80 Plucks Road, Arana Hills;
19-25 Leatherwood Drive.

Application no: 2017/34700/V23R

Site RP designation: Lot 1 RP 205708

Site Area: 22,340m²

Stipulated Proposed Works: Description: Material Change of Use - Development Permit for Medium Density Multiple Dwelling Units (77 units) and Reconfiguring a Lot - Development Permit for Subdivision (1 into 4 Lots) and Building Works - Development Permit (Medium Density Multiple Dwelling Units and Building Works for Dwelling House (small lot plan) (superseded planning scheme)

Relevant Town Plan: Superseded Planning Scheme Pine Rivers Plan. Effective before 1 February 2016.

Applicant: MIRVAC

Development construct: Subdivision into 4 lots; 2 lots of 400m²; 1 lot of 552m²; and 1 community title scheme

Zoning: Pine Rivers Planning Scheme (PRPS) - Residential A
Moreton Bay Regional Council Planning Scheme (MBRCPS) - General Residential Zone Suburban

Parcel Conditions: Building Heights overlay map
Bushfire Hazard overlay map
Environmental Areas overlay map
Stormwater Catchments overlay map

Level of Assessment: Impact

Act development
Application Lodged under: *Planning Act 2016.* (Qld)

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2.2 Development timeline of Events:

- 31 January 2017 application for assessment under superseded planning scheme.
- 8 February 2017 MBRC approval (Council approval 2 February, 2017) for assessment under superseded town plan
- 2 August 2017 MBRC acknowledgment the development application was properly made 2 August 2017.
- 16 August 2017 Information request was made by MBRC to Applicant.
- 4 October 2017 Response to Information Request provided by Applicant to MBRC.
- 6 October 2017 Notification to commence Public Advertising from Applicant to MBRC.

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3.0 Rationale of report

MBRC have agreed to assess the development application by way of a superseded planning scheme. The planning scheme is the Pine Rivers Planning Scheme.

However, it is considered that the application of the Coty principal is warranted here. *Coty (England) Pty Ltd v Sydney CC* [1957] 2 LGRA 117. Recently discussed in *M and R Howell v. Clarence City Council* [2008] TASSRMPAT 219 where it was upheld that consideration to a new planning scheme in certain circumstances could be given weight prior to its implementation. In this case however, the planning scheme (MBRCPS) has been adopted and come into effect and therefore has advanced and established application over the subject site area and its environs.

In consideration of the comments directly above, there is recognition that injurious affection liability of a superseded planning scheme application must be balanced by a combination of current anticipated current planning outcomes over the site, with any voids of outcomes within the selected planning scheme, in this instance the PRPS.

Therefore in consideration of the following points:

- the PRPS is came into effect on 15 December 2006 and was superseded 16 February, 2016 by the MBRCPS.
- The PRPS is derived from an obsolete smaller Local Government area and bears no application from to the larger MBRC area. Council amalgamation occurred March, 2008. This occurrence clearly demonstrates the PRPS is out of step with current planning requirements for the area. To assess the development proposal of 80 Plucks Road only under the PRPS would create an enormous disjunct between previous planning overlays and current required planning over the site.
- The MBRCPS is closer aligned and in compliance with the former *South-East Queensland Regional Plan 2009–2031* and the now implemented *South-East Queensland Regional Plan 2017*.

In summary, the development application over the subject property (80 Plucks Road) should be assessed against both the Pine Rivers Planning Scheme and the Moreton Bay Regional Council Planning Scheme where feasible and plausible in order for it to be adequately assessed.

3.1 Other Considerations:

There are a number of other relevant and pertinent points which impact upon the how the development application should be assessed. These points include:

- The proposed adjacent development at 82 Plucks Road. This proposal, currently in its information request stage, is proposed to construct 174 dwellings. The relationship to this development (80 Plucks Road) and the surrounding environs, including infrastructure will have a big impact on the area. Both developments should be considered jointly.
- Role of Leatherwood Street, in both the 80 and 82 Plucks Road developments for egress and access of vehicular traffic to the respective developments. A street of such a small

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vehicular designation will be unable to cope with expected volumes of traffic from both developments, in conjunction with its current volume of traffic.

- Relevance and consideration of Landslide Hazard overlay and Overland Flow Path overlay. Each hazard transverse the site and require remedial action, to be affective, with the adjacent proposed development at 82 Plucks Road.

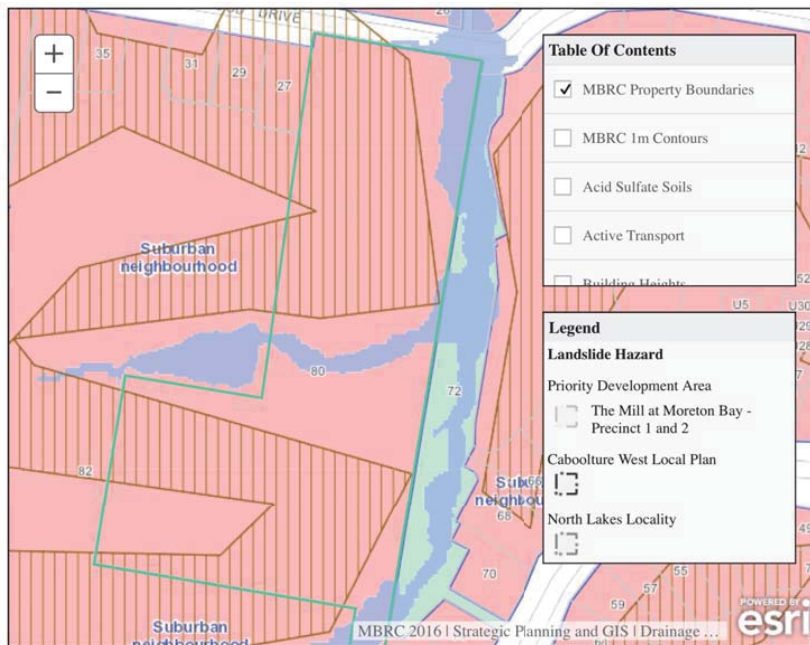


Figure 1. Landslide hazard and water overland Flow. Source: MBRCPS pdonline 80 Plucks Road. Disclosing the extent of Landslide Hazard and water Overland Flow Path across the site.

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4.0 Relevant specified outcomes of applicable planning schemes

4.1 Pine Rivers Planning Scheme assessed against the proposed development:

| Pine Rivers Planning Scheme | Probable solutions | Comment - current development proposal |
|---|----------------------------|--|
| Chapter 3 Localities | | |
| Division 3 Specific Outcomes and Probable Solutions for the Urban Locality 3.1 Assessment Criteria for Assessable Development in the Urban Locality | | |
| SO 1 Residential development creates neighbourhoods defined by open space and road networks and are focused on schools, local shops and community facilities within convenient walking distance of dwellings | PS 1 No solution provided. | Proposed development has little open space nor relationship to surrounding environs. Recreation space = 6-7% of community title land mass. (based upon 20,545m ²). |
| SO 2 Development is integrated into the pattern of streets and open spaces. | PS 2 No solution provided. | Proposed development fails to integrate into the existent street network. Only one vehicular entry and exit on an unsuitable street. |
| SO 3 The existing pattern of development and the future development potential is taken into consideration in the design and location of new development, particularly reconfiguration of lots, to avoid compromising future development options and level of accessibility within the Urban Locality. | PS 3 No solution provided. | Proposed development, as a multiunit dwelling complex is overly developed on site in contrast to surrounding environs. In particular Leatherwood Drive and 52 Plucks Road. |

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| Pine Rivers Planning Scheme | Probable solutions | Comment - current development proposal |
|---|----------------------------|--|
| SO 4 Medium density residential uses are developed in areas zoned Residential B and other appropriate locations, including:- (1) sites in close proximity to centres and community facilities; | PS 4 No solution provided. | Proposed development conflicts with this specific outcome. |
| SO 5 The traffic impact of medium density residential uses does not detrimentally affect residential amenity, exceed the environmental capacity of the street or cause a traffic hazard. | PS 5 No solution provided. | Proposed development of 77 units, each with x2 car garage, with only one entry and exit point along Leatherwood Drive will result in significant traffic impact upon the area. |
| SO 42 Incompatible development within the locality provides adequate setbacks, buffering and landscaping to minimise the impact of development and loss of residential amenity. | PS 42 No solution provided | Proposed development is situated in a gully which will magnify noise generated from this area. |

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4.2 MBRCPS assessed against the proposed development:

| Performance Outcomes | Examples that achieve aspects of the Performance Outcomes | Comment in relation to the proposed development |
|--|---|---|
| Density | | |
| <p>PO1 The Suburban neighbourhood precinct has a low residential density of a maximum of 15 dwellings per hectare (site density) except for Dual occupancies(21) .</p> <p>OR Maximum site density of 75 dwellings per ha if:</p> <p>(1) for Relocatable home park, Residential care facility or Retirement facility, within 800m walking distance of a higher order or district centre; or</p> <p>(2) for Multiple dwelling, Rooming accommodation, Short-term accommodation or tourist park within 400m walking distance of a higher order or district centre or a train station.</p> | <p>No example provided.</p> | <p>Proposed development does not comply as it is not located within 400m of walking distance of a higher order or district centre or a train station.</p> <p>Max of 15 dwellings per hec over 2.5 hec = 37.5 dwellings as opposed to proposed 77 dwellings. That is twice the expected outcome.</p> |

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| Performance Outcomes | Examples that achieve aspects of the Performance Outcomes | Comment in relation to the proposed development |
|--|--|---|
| Site cover (residential uses) | | |
| <p>PO7. Residential buildings and structures will ensure that site cover:</p> <p>(1) does not result in a site density that is inconsistent with the character of the area;</p> <p>(2) does not result in an over development of the site;</p> <p>(3) does not result in other elements of the site being compromised (e.g. Setbacks, open space etc);</p> <p>(4) reflects the low density character of the area. Note - Refer to Planning scheme policy -</p> | <p>E7 Site cover does not exceed 50% (excluding eaves, sun shading devices, patios, balconies and other unenclosed structures)</p> | <p>Complies and exceeds requirements</p> |
| Amenity | | |
| <p>PO12. The amenity of the area and adjacent sensitive land uses are protected from the impacts of dust, odour, noise, light, chemicals and other environmental nuisances.</p> | <p>No example provided.</p> | <p>The proposed development is of such a size that amenity of the area will be compromised by noise, traffic and light.</p> |
| Noise | | |
| <p>PO13. Noise generating uses do not adversely affect existing or potential noise sensitive uses.</p> | <p>No example provided.</p> | <p>The proposed development is of such a size that amenity of the area will be compromised by noise, traffic and light.</p> |

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| Performance Outcomes | Examples that achieve aspects of the Performance Outcomes | Comment in relation to the proposed development |
|--|--|--|
| Access | | |
| PO24 The layout of the development does not compromise: a. the development of the road network in the area; Editor's note - Residential developments should consider amalgamation with the lot to the rear and gaining access via a laneway. b. the function or safety of the road network; c. the capacity of the road network. Note - The road hierarchy is mapped on Overlay map - Road | E24.1 Direct vehicle access for residential development does not occur from arterial or sub-arterial roads or a motorway. | Singular vehicular access of Leatherwood Drive will compromise current and future traffic usage in the area. |
| | E24.2 The development provides for the extension of the road network in the area in accordance with Council's road network planning. | Relying Leatherwood Drive solely for egress and access on this development proposal fails to achieve this outcome. |
| | E24.3 The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning. | N/A |

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| Performance Outcomes | Examples that achieve aspects of the Performance Outcomes | Comment in relation to the proposed development |
|--|--|---|
| PO25 Safe access is provided for all vehicles required to access the site. | E25.1 Site access and driveways are designed and located in accordance with: a. Where for a Council-controlled road, AS/NZS2890.1 section 3; or b. Where for a State-Controlled road, the Safe Intersection Sight Distance requirements in AustRoads and the appropriate IPWEAQ standard. | access to the site is limited through Leatherwood Drive |
| PO41 Filling or excavation does not result in land instability. Note - Steep rock slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance. | No example provided. | The Hazard Landslide and overland water flow overlays indicate that to address this performance outcome the adjacent property at 82 Plucks Road must be considered as part of this development approval to determine if the performance outcome has been met. |
| PO42 Development does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. and any clearing of native vegetation. | No example provided. | The Hazard Landslide and overland water flow overlays indicate that to address this performance outcome the adjacent property at 82 Plucks Road must be considered as part of this development approval to determine if the performance outcome has been met. |

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4.3 Summary of PRPS and MBRCS in regard to the development proposal:

While noting that specific outcomes do differ between the schemes, for example the later MBRCS defines dwellings per hectare, there is considerable overlap with desired performance outcomes over: density; amenity; traffic; Landslide Hazard and Overland Flow Path.

Density:

While it is acknowledged that MBRCS has a defined limit of 15 dwellings per Hectare, the PRPS has defined that Medium Density Residential should not occur in Residential A areas. Further, under SO3, specifically the existing pattern of development should be taken into account with any proposed new development. Under the MBRCS the proposed number of townhouse dwellings exceeds twice the limit set.

Amenity:

Under both the MBRCS and the PRPS amenity of the neighbourhood should not be compromised by any proposed development. Overall the proposed size of the development will result in a loss of amenity, in particular with regard to the residents of Leatherwood Dr and Tetragona Dr. As per the MBRCS, the concept of amenity should extend to noise, dust, emissions, light during and after construction.

Traffic:

The proposed development is of 77 townhouses each with a double garage. While there is an active egress and entry from Plucks Rd, there is only one vehicular entry/exit to the development, once completed it would be easy to envisage an additional 154 vehicles using Leatherwood Dr and Tetragona Dr. This this number is also likely to be exceeded, as the 2016 Census data for the suburb of Arana Hills discloses that 19.8 percent of households have 3 or more vehicles (passenger cars). Under PRPS SO5, the traffic impact of Medium Density development should not detrimentally affect the residential amenity, exceed the environmental capacity of the local streets, or cause traffic hazards. The proposed number of units in conjunction with the vehicular movement of residents in the proposed development, would significantly be of detriment to traffic movement in the locality.

While 82 Plucks Rd and 80 Plucks Rd both treat their developments as completely separate, there is a strong interrelationship in solving the vehicular movements viz egress and access. Reconciliation of the two developments regarding vehicular traffic movement should occur in order to satisfy the performance standards of the PRPS and the MBRCS.

Hazard Landscape and Overland Water Flow:

Both the PRPS and the MBRCS note the significance of addressing these issues. As evident in the attached map (Figure 1), there is a strong interrelationship between the hazard landscapes and overland water flows of the two proposed developments at 80 Plucks Rd and 82 Plucks Rd/35 Eveleigh Street. While these allotments are separate areas of land, there is in practice, a strong interrelationship between the two neighbouring lots concerning these issues.

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5.0 Information request and response overview

Of particular significance, primarily due to the treatment of 80 and 82 Plucks Road as separate developments and the long-term implications to traffic and amenity issues which will result from this process, is the applicant's response to item 5 and 6.

Item 5 of the information request is:

Item 5: A similar development proposal has been lodged with the Council on the land to the west of the subject site. To allow a proper assessment of the interface between the 2 developments, please submit a plan showing the proposal on the adjoining land, extending at least 50 metres from the common property boundaries.

Item 6: Please complete a review of the proposed development on the subject site in relation to the development on the adjoining land;

- (i) Exploring any opportunities for internal pedestrian connections; and*
- (ii) Having consideration of the proposed earthworks and building works on both sites and how they will interface in terms of cut/fill impacts on future residential amenity.*

The applicant's response to item 6 sums up how the applicant envisages the dependency between the developments at 80 and 82 Plucks Road:

“As noted above in **Item 5**, there does not appear to be any practical opportunity for connections between the adjoining sites having regard to grade changes and road layouts. The benefits of connecting the two and legal interplay are also unclear as both developments would run separate body corporate and maintain their own facilities and spaces. For example, the communal facilities are open to residents and family of this development only.

Similarly, only if both development were to occur by the same proponent could there be opportunities to minimise cut and fill impacts.

Accordingly, we ask Council to conclude this application on its own merits.”

Comment:

The MBRC should be congratulated on recognising the dependency for traffic, amenity and so on between the two developments.

The response provided by the applicant is wholly inadequate, short term based and has the propensity when the developments are completed, to require remedial action by the Council in order to redress vehicular and other movements around the area, in order to make the subdivision adequately function and to re-establish amenity within the area. In addition, such a statement fails to recognize the development is part of the broader community.

A condition of approval of both the proposed 80 and 82 Plucks Road developments must be that both proposals are reconciled with each other with regard to density, traffic movement and the impact, both singularly and combined they will have on the area's amenity.

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6.0 Submission points expanded

1. **Planning scheme assessment.** *As argued within this report, to solely assess the proposed development against the PRPS will be inadequate. Further, employing the Coty Principle, applying the MBRCPS, in the assessment process will provide a greater, fairer and more relevant planning assessment outcome, in addition to balancing voids within the PRPS and fulfilling injurious affection requirements.*
 - PRPS is based upon a planning scheme prior to Council amalgamation.
 - The MBRCPS is closer aligned in objectives with the *South East Queensland Regional Plan 2009-2031* and *South East Queensland Regional Plan 2017*.
 - Applying the Coty Principle ensures any void between the planning schemes is addressed congruent with contemporary planning objectives and community expectations.

2. **Assessment of the application as a single development.** *A total of 250 town houses are proposed over two developments (80 and 82 Plucks Road). To assess these as separate and single developments when both impact heavily on the environs, infrastructure (including traffic and roadways), site landscape hazard and water flow overlays will distort suitable outcomes for either or both sites.*
 - The 80 Plucks Road development is one of two multiple unit complexes proposed for the area. Each development is of such a size that they will have a significant an impact upon amenity. To assess each proposal separately will distort their impact on the locality. A combined area of approximately 6 hectares necessitates that a neighbourhood plan should be developed prior to any assessment process commencing.
 - The response to the information request by the applicant of 80 Plucks Road signifies, that unless conditioned both development proposals will not be reconciled. This point is significant with particular regard to vehicular traffic movements.

3. **Density.** *The proposed density of 77 multiple dwelling units exceeds what could reasonably be expected for such a site in such a location to absorb, under and within its current design parameters. A reasonable yield for such a dwelling style design over this site would be approximately 50% of the number sought. Further, detachable housing would be more in keeping with the area's current housing stock.*
 - Under the MBRCPS the proposed development exceeds the per hectare yield. Further, while Maximum site density of 75 dwellings per ha is permitted for;
 - for Relocatable home park, Residential care facility or Retirement facility, within 800m walking distance of a higher order or district centre; or
 - for Multiple dwelling, Rooming accommodation, Short-term accommodation or tourist park within 400m walking distance of a higher order or district centre or a train station,none of the proposed development uses complies.
 - The density of the site, aside from having other repercussions of noise far exceeds what is established in the area. For example, 52 Plucks Road at 13,790m² the site only holds 30 units (from estimates). This precedent

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based upon the size of area for 80 Plucks Road would be suitable for at most 37 town houses (calculated upon 20,545m² allocated to the community title for multiple unit dwellings, ex recreation areas).

- Under the PRPS multiple unit dwelling are not supported in Residential A. Under SO 4 Medium density residential uses are developed in areas zoned Residential B and other appropriate locations, including:- (1) sites in close proximity to centres and community facilities. In this instance the closest shops are at Arana Hills Plaza (over 800m distance). Further, there is only one bus stop along Plucks Road in the proximity. All local schools are 1km or more from the subject site.

4. Amenity. *Amenity is impacted upon by all other points submitted here. The proposed density, with resultant noise, both during and post construction period, will impact upon the traffic required to use the area. The loss of amenity will be compounded by the singular traffic access and egress point of Leatherwood Drive.*

- Amenity of the area is the sum outcome of the proposed development during the construction and post construction periods. The narrow allotted egress and access points for vehicular traffic in conjunction with proposed size of the development will impact severely upon the immediate and surrounding environs. Enjoyment of the locality by current residents will be compromised.
- The proposed high density will compound the loss of amenity with a projected 77 dwellings. 19.8% Arana Hills dwellings have nearly 3 or more passenger vehicles (source 2016 census). Thus, the issue of traffic compromising amenity is likely to be far greater than anticipated.

5. Traffic. *There are two elements to traffic with regard to this development proposal: construction stage; and post construction stage. The former stage, in consideration of the narrow streets and limited access points, of the proposed development will require specific conditions and creation of alternate egress and access points, aside from Leatherwood Drive to enable minimum disruption during construction.*

In regard to the latter point, unless the density is reduced, with only one vehicular access and egress point via Leatherwood Drive and the site not being within 400m of walking distance of a higher order or district centre or a train station, all traffic will be funnelled via Leatherwood Drive and Tetragona Drive, both minor streets.

- The proposed site fronts the higher volume traffic Plucks Road. The development should be conditional on utilising this access and egress point.
- If the two developments of 80 and 82 Plucks Road were combined and treated as one neighbourhood plan utilising broader egress and access points the impact of traffic on Leatherwood Drive and Tetragona Drive would be to a degree ameliorated.
- Situating such a large multiple unit development remotely from major transport infrastructure heightens not only the reliance on private vehicle usage, but also conflicts with the contemporary planning objectives of a reduction in private vehicle usage in preference to public and active transport.

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- The assessment manager must assess traffic conditions as construction and post construction stages to ensure each separate traffic pattern is adequately considered.

6. Environs. *The overlays of landscape hazard and water flow over the subject site clearly disclose that there are major issues with these matters in regard to dwelling siting and in dealing with these overlays solely within the constraints of 80 Plucks Road. The environs of the area should be assessed holistically to ensure no impact on adjacent properties occurs as a result of the development.*

- The Council has correctly identified that the site has landscape hazard and water flow overlays. These are present to such a degree that any remedial action undertaken solely on the subject site will likely as not impact on the adjacent site or will in the very least be dependant upon how the adjacent site will deal with these matters. These concerns add further weight to the argument the 80 and 82 Plucks Road sites as a neighbourhood plan.
- As a result of the development proceeding with such density there will be a significant loss of wildlife habitat.

7.0 Summary

In summary, aside from the construction materials and design, the development proposal is reminiscent of 1980s style of developments where yield is the primary objective at the expense of neighbourhood amenity and traffic. It is evident that the proposed density in conjunction with the dominant housing style, being multiunit dwelling, conflicts with the objectives of the PRPS and the MBRCPS over the site and as proposed (77 units) will have a significant impact upon the area and local environs. It is further argued both of these schemes have relevance and direct applicability as part of the assessment process, as does, in all practicality, inclusion of the adjacent development at 82 Plucks Road. Such issues as overland water flow and landslide hazards compound the necessity of such a combined assessment (80 and 82 Plucks Road) occurring to provide a suitable outcome.

While noting the absence of a direct neighbourhood plan over the environs and the necessity of assessing the development proposal, to avoid an injurious affection claim, under a superseded planning scheme, some of the limitations of both schemes (following the Coty principle, and approaching the proposal from the submitter perspective) and the development process might be overcome. This approach of course does not ignore the ability of properly made submissions made by submitters to appeal any decision made by the development assessment manager.

This assessment of the proposal is based upon basic planning considerations and does not seek to comment upon the proposed style. Market forces fulfil that role.

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From: Leon & Leanne McCarthy
To: [MBRC Incoming Mail](#)
Cc: [Mayor; Matt Constance; Electorate Office Ferny Grove; fernygrove@lnpq.org.au; south.brisbane@parliament.qld.gov.au](#)
Subject: 80 Plucks Road DA/34700/2017/V23R
Date: Thursday, 26 October 2017 10:11:44 AM
Attachments: [Council Submission 251017.pdf](#)

Please find attached our submission relating to the above DA application.

Thank you.

Leanne & Leon McCarthy
12/52 Plucks Road
Arana Hills Qld 4054
Mob: 0412 122 188 (Leanne)



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Leanne and Leon McCarthy
12/52 Plucks Road
Arana Hills Qld 4054
0412 122 188
landlmccarthy@optusnet.com.au

25 October 2017

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
CABOOLTURE QLD 4510
mbrc@moretonbay.qld.gov.au

To the relevant officer,

80 Plucks Rd DA/34700/2017/V23R

Introduction

My husband, son and I are owner occupiers of our property in Arana Hills. We moved into the area from a large single family home in Everton Park in March 2016. This is our first time living in a townhouse complex and it was only an option for us due to the small number of homes (30) and the fact that they are larger in size and have open space, established trees and back yards. We enjoy a good sized yard with six (6) established large trees and a view across Leatherwood Drive to the park.

Although we live in a townhouse complex, we have serious concerns about the above DA Application and for any subsequent applications in our area.

1. **ROAD SAFETY** - Our son attends the Prince of Peace Lutheran College. He and our neighbour's children walk along Plucks Road each morning and have to cross over Tetragona Drive to reach their bus stop (where our school bus collects them as there is no Council bus available to take them the short distance to school). Crossing over Tetragona Drive is already a dangerous proposition each day as traffic travelling inbound on Plucks Road gain speed coming down the hill past our property and if they are turning into Tetragona Drive they don't even attempt to slow down. There is a large concrete fence at the property on the corner of Tetragona Drive and Plucks Road and this prevents drivers having a clear view of anything going on at the intersection.

The introduction of a substantial number of vehicles from the townhouse complex travelling to and from along Tetragona Drive to Leatherwood Drive will make the intersection even more dangerous as you will then have vehicles lined up on Tetragona Drive attempting to turn onto Plucks Road. If they are intending to turn right onto Plucks Road, they will literally be running the gauntlet on such a blind corner.

We also walk our dog each day which takes us down Tetragona Drive and across Leatherwood Drive to access the park. There is no pedestrian pathway down Tetragona Drive on the left hand side, so you need to once again cross over to the other side of the roadway and then cross again when you reach Leatherwood Drive. This is a very popular route to reach the park and the safety of pedestrians in this area would be severely compromised with any additional traffic along these streets.

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Leanne and Leon McCarthy
12/52 Plucks Road
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Linked access should be available for people to enjoy the beautiful parkland that runs along Cabbage Tree Creek. Perhaps the developer could include a public pedestrian walkway from Plucks Road to Leatherwood Drive, providing access to the walkway leading down to William Scott Park. This would eliminate the need to walk down Tetragona Drive from Plucks Road.

- 2. TRAFFIC** – We have a north facing property and overlook Leatherwood Drive – we spend a lot of time on our verandah enjoying the outlook of the trees and the quiet neighbourhood. We have serious concerns that the quiet enjoyment of our property will be severely compromised by the amount of increased traffic along Leatherwood Drive. We do not want to be subjected to the noise and pollution of so many vehicles passing by on what should be a very quiet suburban street. When we purchased the property the northerly outlook was actually what sold it to us – quiet, beautiful trees, looking over to the nature reserve/park. The volume of vehicles travelling along Leatherwood Drive and Tetragona Drive will be hugely increased both during and after construction causing a serious impairment to our “quiet enjoyment” of our property.

The traffic report appears to have serious flaws having been conducted during an atypical week between two long weekends (Easter and Anzac Day) and appears to be based on a model used for inner city developments that are well serviced by public transport. This area is not well serviced by public transport, and is in fact one of the most difficult areas to access trains and buses. We are concerned that the report is completely unrealistic in that it allows for 0.6 journeys by car per day, per townhouse. A genuine and unbiased traffic report should be conducted to ascertain the true number of journeys each resident would make in a day given that the access to public transport and other facilities such as Doctors, hospitals, shops, schools, etc in this area are only accessible easily by vehicle. Where are the plans for improved local infrastructure?

What steps will be taken by the Council to ensure the Developer conducts honest assessments of the implications of so many vehicles using these streets? The impact on our community will be substantial - heavy vehicle traffic will be a nightmare in our neighbourhood with vehicle noise, pollution, dust pollution, damage to existing roadways, not to mention the safety of all those using the streets.

- 3. CHILD FRIENDLY NEIGHBOURHOOD** – This community is a very active outdoor neighbourhood with both adults and children enjoying the quiet streets and park areas. Children are regularly seen playing together on footpaths in the neighbourhood, walking to visit each other and riding their bikes. Any change to that lifestyle will be a huge loss to the community and the children within it – their safety and enjoyment of their neighbourhood should be at the forefront of all concerned.

Our son and his friend both enjoy riding their bikes after school but with increased traffic in the area and the influx of many more residents using the existing pathways we are concerned about their safety getting to and from the park safely having to travel along Plucks Road, down Tetragona Drive, turn into Leatherwood Drive and then cross over to reach the park access. Parents should not have to worry that their children are at risk making their way to the park – what kind of community is happy to see more restrictions placed on kids who just want to get out and enjoy the outdoors safely?

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4. **VEGETATION** – We were dumbfounded to learn that mature trees and native vegetation would be entirely removed from the site. As stated previously it was the major attraction of our property that it contained so many native mature trees. As we live in a townhouse development which was required to keep a good number of established trees, why is this new development allowed to remove them?

It would create an obvious scar on the landscape and we would suggest it is highly unlikely to be revegetated to its previous condition – how can you replace these mature trees, its impossible. These large trees take so long to grow and are an essential part of the landscape and feel of the area. To remove them would be an absolute disgrace and cause untold harm to the landscape – these trees help to contain the soil and are an integral part of the landscape in Arana Hills.

5. **FAUNA** – Any development which removes the connections between areas identified as wildlife corridors and Koala habitat is effectively isolating and impacting native fauna. The native wildlife use this connection to Cabbage Tree Creek which is an environmentally sensitive area. Native species impacted include Koalas (seen and identified in the area), bush turkeys, several species of possum, birds (a huge variety including the Sacred Kingfisher, Kookaburra, Pale Headed Rosella, King Parrot, and Pheasant) as well as wallabies. We have recently discovered Native Antechinus (a native marsupial) is living in our area also.

No area of mature trees and remnant vegetation should be dismissed as not being relevant – ALL areas of trees and remnant vegetation form an integral part of the native wildlife's survival. The townhouse complex in which we live has a drainage area which is Council land. We, as a Body Corporate, maintain this area at our own expense. It includes large trees and provides a green space and corridor for native animals. The development plan was for these mature trees to remain in place and this should also be a consideration of the 80 Plucks Road development – any trees and vegetation that can be saved should be.

6. **CREEK HEALTH** – Cabbage Tree Creek is an important part of the Mountains to Mangroves Corridor and is recognised in the SEQ Regional Plan. It is an important part of our local environment supporting diverse wildlife and plants, and draining into Moreton Bay.

The application mentions filters to minimise pollutants in run-off, but who will monitor and enforce this both during construction and in the years after the construction has been completed? During the construction period alone, there are run-off risks associated with earthmoving, sediment control, and pollutants from the earthmoving equipment. These issues must be addressed with the utmost sensitivity to the environment.

7. **PROPERTY PRICES** – Any impact on our existing views to the north across Leatherwood Drive and the quiet nature of the existing residential streets is a major concern for us. This could lead to a subsequent decrease in our property value which in turn would also impact on property values in the area in general. We purchased because of the quiet, leafy nature of the area and this will be severely impacted by additional vehicles travelling along what should be very quiet suburban streets.

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Leanne and Leon McCarthy
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In Summary

We believe the Council should make every effort to modify the Development Application to be more in keeping with the local area's requirements and to treat the land and its existing flora and fauna with the respect it deserves. This is not a suburb that is close to public transport or facilities and suitable for high density developments and as such the Council should make every endeavour to enhance the family feel of the neighbourhood, not destroy it.

Thank you for your time and consideration of our submission.

Yours sincerely,

Leanne and Leon McCarthy

Cc: Mayor Alan Sutherland mayor@moretonbay.qld.gov.au
Councillor Matt Constance matt.constance@moretonbay.qld.gov.au
Mark Furner – Minister for Local Government Ferny.Grove@parliament.qld.gov.au
Nick Elston – LNP Candidate for Ferny Grove fernycastle@lmpg.org.au
Jackie Trad – Minister for Infrastructure and Planning & Minister for Transport south.brisbane@parliament.qld.gov.au

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From: Bridget Wyber
To: [MBRC Incoming Mail](#)
Subject: Submission of Objection to 80 Plucks Road (DA/34700/2017/V23R)
Date: Thursday, 26 October 2017 10:53:29 AM
Attachments: [80 plucks road objection.docx](#)

To whom it may concern,

Please find attached my Submission of Objection to the development proposed at 80 Plucks Road, Arana Hills.

Regards,
Bridget Wyber

Moreton Bay Regional Council

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26 October, 2017

Scott Hambleton
Moreton Bay Regional Council
mbrc@moretonbay.qld.gov.au

DA/34700/2017/V23R

Attn: Scott Hambleton,

I would like to state my formal objection to the proposed development at 80 Plucks Road for the following reasons:

1. The traffic along Plucks Road is already heavy, particularly at peak times. Plucks Road is also not the safest to start with, considering the twists, hills, speed of cars and blind spots (especially at View Crescent, Park Road and Tetragona Drive). Adding 80 units along this road is going to increase the already heavy traffic and increase the risk of an accident as people enter and exit the premises onto Plucks Road via Tetragona Drive.
2. The increased traffic entering and exiting the development from Leatherwood Drive, and in turn Tetragona Drive, will affect the safety of its residents (particularly children), who gather and play together in the area.
3. The proposed development does not match the current style of housing in the surrounding areas – ie. unattached homes. The reason Arana Hills is a popular area for families in particular, is due to the large amount of green space/ bushland and larger blocks of land, all while being in relatively close proximity to the CBD. The increasing number of medium density developments is fundamentally changing the character of the area and the reason my husband and I chose to live here in the first place.
4. The amount of green space / bushland is home to a number of wildlife, in particular koalas, which is seeing their habitat increasingly diminished by the number of medium density developments in the area. In addition, the Environmental Impact Report that has been developed for the site does not seem to include an Ecological Impact Study. There is a lack of evidence that the development satisfies the SEQ Regional Plan 2017, which states that new dwellings must “protect and enhance the natural environment that nurtures and supports life”.

Kind regards,

Bridget Wyber
22 Eveleigh St
Arana Hills

Moreton Bay Regional Council

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From: STEPHEN POLAIN
To: [MBRC Incoming Mail](#)
Cc: [Matt Constance](#)
Subject: Attention: Assessment Manager 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 10:55:26 AM
Attachments: [80 Plucks Rd DA.34700.2017.V23R.doc](#)

Please see attached submission.

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Stephen Polain
76 Hutton Road
Ferry Hills QLD 4055
26 October 2017

The Chief Executive Officer
Moreton Bay Regional Council
Caboolture, Qld 4510

Attention: Assessment Manager
80 Plucks Rd DA/34700/2017/V23R

Dear Sir/Madam,

I broadly support approval of DA/34700/2017/V23R.

Observations

- The efficient utilisation of land close to the Brisbane CBD is environmentally responsible.
- The site is close to two railway stations of which Ferny Grove is slated for a significant upgrade which will increase available commuter parking.
- The site is within easy walking distance of existing bus routes. An increase in population along these bus routes will provide an impetus for more frequent services over longer periods each day.
- The site is close to child care, a council library and a significant retail precinct. Customer parking at the Arana Hills Kmart centre is under utilised.
- The site is close to walking and bike tracks and passive recreation areas.
- The site contains little bushland. The Hills district is well served by large bushland areas which provide a haven for wildlife.

Objections/Recommendations

Traffic Flow and Safety

The Tetragona Drive/Plucks Road intersection is sub-optimal at present. An increase in traffic into and out of Tetragona Drive resulting from this development will exacerbate this situation. The traffic flow and safety can be improved by:

1. The provision of direct access from Plucks Road into the development site. A median strip installed opposite a purpose-built access laneway off Plucks Road would restrict use of the laneway to cars travelling from the west along Plucks Road (ie from Ferny Grove/Samford) and to cars exiting the development towards the east (ie towards Arana Hills, the city and the airport). This would

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significantly reduce traffic on Leatherwood Drive and Tetragona Drive with no negative impact on the safety of Plucks Road.

The laneway could be complimented by a combined bikeway/footpath and a nature strip on the eastern side for the comfort of existing houses.

2. The reconfiguration of the Tetragona Drive/Plucks Road intersection aided by the purchase of 1 Tetragona Drive (which has been on the market) would improve traffic flow and safety particularly for those vehicles entering Tetragona Drive from the east and exiting Tetragona Drive towards the east.

On-Site Parking

The development does propose better than normal parking on site parking. However, given the significant proportion of 3 and 4 BR homes consideration should be given to requiring the developer to provide a visitor's car park/unit ratio of 1:1.

Yours sincerely

Stephen Polain

By email: polain@bigpond.net.au

Moreton Bay Regional Council

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From: [Polly Ward](#)
To: [Mandy Heritage](#); [MBRC Incoming Mail](#)
Cc: [Matt Constance](#)
Subject: Objection to Development Application Enquiry: 2017/34700/V23R
Date: Thursday, 26 October 2017 11:38:11 AM
Attachments: [image001.jpg](#)

Hello Mandy,
Councillor Constance has asked me to thank you for your submission to application DA/34700/2017/V23R.
I have included Council's records department into this email, as they will record receipt of your submission and send it to Council's Development Services Department.
Kind regards
Polly Ward
PA to Cr Matt Constance - Division 10
Executive Services – Governance
Chief Executive Office
Moreton Bay Regional Council - Pine Rivers District
222 Gympie Road, Strathpine QLD 4500
T 07 3480 6383
E polly.ward@moretonbay.qld.gov.au



From: Mandy Heritage [mailto:mandyheritage@yahoo.com.au]
Sent: Thursday, 26 October 2017 11:15 AM
To: Matt Constance
Subject: Objection to Development Application Enquiry: 2017/34700/V23R
26/10/17
Mandy Heritage
2 Eveleigh Street, Arana Hills
Dear Matt,

As our elected local MBRC representative, I expect you to support us in opposing the above mentioned development application. There are no benefits in this development that I can see for our community only additional traffic and stress on the area. This plan also contradicts your own planning rules for the number of dwellings on this size of land, ie, this land is currently in a general residential zone in a suburban neighborhood precinct. This means that the density of the houses or townhouses is no greater than 15 per hectare. The proposal is for 77 dwellings on 22,340m² (2 hectares roughly) and the current zoning only allows for maximum 30 dwellings for 2 hectares. Other developments in the area have had to comply with these MBRC zoning rules, so why not this Mirvac deal?

The current entry and exit point for this massive development for tetragona drive is already a busy street and many residents currently park on the street in front of their houses. There is no additional spaces for parking for an extra 70-150 tenants plus visitors. The congestion will turn a very peaceful, family and kid friendly street into a dangerous area that we will not be allowed to let our kids bike and scooter around in. Thus I request that the developer change the entry and exit point to Plucks road at their expense. This will also require an upgrade to the existing infrastructure on Plucks road to accommodate the huge additional traffic.

As our local council member it is your job to do as the community requests and

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uphold what is best for our community. Yes it is true there is land here that developers love to get their hands on, but this community moved into this area for the love of the extra land, the tree's, the koala's, the birds and the wildlife. In our street, Eveleigh street, there are many conditions put on local residents whilst building their homes to comply with not removing too many tree's to preserve a koala corridor. Has this been looked into for this development and the future development at 82 Plucks road? I know that next to Pine Community School a few years ago a massive developer came in and bulldozed a huge number of tree's, displacing koala's, bandicoots, snakes and many other creatures that all come into the school looking for shelter. It was an absolute disgrace that this was allowed to happen in the hills district and with these two future developmental projects, I can see the same disaster occurring. So on this note, please I beg you to uphold what this community wants and keep the developers honest to your MBRC rules. Make sure they have a plan to not knock down too many tree's, reduce the number of dwellings to a reasonable size and to have the entry and exit points off plucks road.

Thank you for your time in considering my request.

Yours sincerely,

Dr Mandy Heritage, PhD

Moreton Bay Regional Council

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From: T Monteith
To: [MBRC Incoming Mail](mailto:MBRC.Incoming.Mail)
Cc: local.government@ministerial.qld.gov.au; [Matt Constance](#)
Subject: Objection Submission to 80 Plucks Road development proposal
Date: Thursday, 26 October 2017 1:49:00 PM
Attachments: [482-BGGS-email-footer-LES_b7d2c382-6bfd-42c8-92c7-f73e6c777bde.jpg](#)
[Objection.DA.34700.2017.V23R.docx](#)

To whom it may concern,

I have attached an objection submission to the proposed development at: 80 Plucks Road 2017/34700/V23R

Regards,

Ms T M Monteith (resident of 118 Plucks Road Arana Hills)

[cid:482-BGGS-email-footer-LES_b7d2c382-6bfd-42c8-92c7-f73e6c777bde.jpg]
<<https://www.bggs.qld.edu.au/>>

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SUBJECT: Submission/ Objection to Development Application Enquiry: 2017/34700/V23R
(proposed for 80 Plucks Road)

I object to council granting the current development proposed at 80 Plucks Road for a number of reasons. I would expect to see council greatly reducing the number of dwellings on this (and future proposals at 82 Plucks Rd) development site.

Density: My understanding is that the scale of this development proposal greatly exceeds the allowable number of dwellings for the size of land under MBRC guidelines. **This proposal is inconsistent with both the old Pine Rivers planning scheme (with regards to density per hectare)** and also the newer Moreton bay planning scheme. This area of Arana Hills is zoned residential A not residential B and is definitely not well serviced with regards to public transport (under the new 2017 SEQ plan, high density developments should be well serviced). The buses that travel to the area do not run very frequently and are limited with regard to their destination. To get to the closest train stations residents need to drive to a train station. (Note: the Grovely station can be walked tobut as a female who works in Brisbane city the thought of having to walk that distance after and before work (when in the winter months it is dark) is not appealing or safe).

Local Traffic congestion: Projected traffic will very likely be more significant than that proposed by the developers. (As realistically more than 0.6 cars will be associated with each dwelling). This will significantly increase the number of vehicles driving and parking on quiet residential streets. The traffic particularly on Leatherwood and Tetragona Drive in my mind will be dangerous and the (somewhat blind) corner between Tetragona and Plucks Road will be more hazardous. **I would like to see an appropriate traffic management plan be developed and also the intersection between Plucks and teragona being upgraded.**

Safety for local pedestrians/ children: This increase in traffic in quiet streets where many families live with young children is of concern to me. Many children move along the street and use the local parks and increased traffic on theses narrow streets is a significant concern.

Environmentally: I am concerned that a significant wildlife biodiversity survey / impact study has apparently not been completed on this proposed development. In the area there have been numerous sightings of both introduced and native animals such as koalas, bandicoots, ring tail possums, many bird species including flocks of yellow tailed black cockatoos that feed and shelter in the large trees that run down the gully at the back of Plucks road (along the back edge of my land). I think there is a need for a wildlife corridor to be preserved. There will need to be appropriate Eucalyptus species retained / planted that native mammals such as Koalas can use to feed on. **The impact on local biodiversity should be investigated.** I am also concerned that, in the future, with further development proposals at 82 Plucks that the local environment will be significantly compounded and impacted upon.

Suggestion for a walkway / bicycleway to be extended between Plucks Road and Leatherwood Drv
(in addition to and separate to a wild life corridor along the gully / creek).

Effects on Storm water runoff / Drainage: After significant rain / storms a very large volume of water runs very forcefully along the creek at the back of my land down the hill towards the proposed development sites of 80 and 82. I would like to see an **effective storm water management plan** that incorporates how this flow may be impacted (both upstream and downstream) by the proposed development.

Thanks for considering this submission, Regards T. Monteith

MY NAME: Ms Tracey Marie Monteith
MY ADDRESS: 118 Plucks Road Arana Hills (the only occupant)

Moreton Bay Regional Council

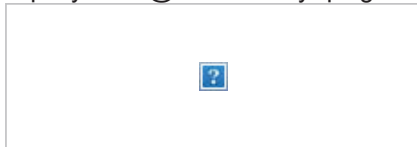
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From: [Polly Ward](#)
To: [MBRC Incoming Mail: gavintwong@hotmail.com](#)
Cc: [Matt Constance](#); [Mayor](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 1:19:21 PM
Attachments: [DA347002017V23R Submission to Council.pdf](#)
[image001.jpg](#)

Hello Gavin,
Councillor Constance has asked me to thank you for your submission to application DA/34700/2017/V23R.
Thank you for including Council's records department into your email, as they will record receipt of your submission and send it to Council's Development Services Department.
Kind regards
Polly Ward
PA to Cr Matt Constance - Division 10
Executive Services – Governance
Chief Executive Office
Moreton Bay Regional Council - Pine Rivers District
222 Gympie Road, Strathpine QLD 4500
T 07 3480 6383
E polly.ward@moretonbay.qld.gov.au



From: Gavin Wong [<mailto:gavintwong@hotmail.com>]
Sent: Thursday, 26 October 2017 1:01 PM
To: MBRC Incoming Mail
Cc: Mayor ; Matt Constance ; Ferny.grove@parliament.qld.gov.au;
local.government@ministerial.qld.gov.au; South.Brisbane@parliament.qld.gov.au; Nick Elston -
LNP Candidate for Ferny Grove ; elizabeth.world@qld.green.org.au
Subject: 80 Plucks Rd DA/34700/2017/V23R
Please find attached submission regarding 80 Plucks Rd DA/34700/2017/V23R
Regards,
Gavin Thomas Wong

Moreton Bay Regional Council

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Gavin Thomas Wong
126 Plucks Road
Arana Hill Qld 4054
Mob. 0412 186 872

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture, Qld 4510

Attention: The Assessment Manager/Relevant Officer

RE: 80 Plucks Road DA/34700/2017/V23R

I would like to raise numerous concerns that I have regarding this development.

My First concern regards road safety, traffic and the inadequacy of the submitted traffic engineering report prepared by TTM ref. No. 16BRT0776. No consideration has been given in the report to the actual topography of Leatherwood Drive, Tetragona Drive or Plucks Road or that both Leatherwood and Tetragona Drives are no through roads. The intersections are shown as flat and straight without any impediments to line of sight. There is no assessment of frequency (not volume) of cars on Plucks Road that would make exiting from Tetragona Drive onto Pluck Road extremely dangerous and greatly increase the likelihood of serious accidents, injuries and, god forbid, fatalities.

The number of vehicles entering and exiting the site has been grossly underestimated with a stated 1% chance of 3 cars entering the site at any one time within a 30 second period. Granted this is based on the '*Poisson Distribution*' equation for queuing theory, as outlined in the '*Austrroads Guide to Traffic Management Part2: Traffic Theory*', I seriously doubt this will be the real world actuality. Even if the predicted traffic flow of 46 vph is correct, the majority of those drivers and passenger will likely start and finish work/school around the same time and be attempting to leave the bottleneck at the same time.

Stated delay times and queue lengths are also understated. I live on Plucks Road and of a morning it can take me minutes just to get out of my driveway not 0.8 of a second. Beyond Tetragona Drive and Plucks Road the greater surrounding traffic infrastructure is also highly congested especially during peak times.

Allocated parking on the development has been overstated with 41 of the 50 visitors parking being in actual fact the resident's driveway not properly designated parking bays (*not classed as 'standard spaces'*²).

No assessment of construction traffic has been given.

The report considers the current Active Transport to be adequate without any analysis of how user friendly, or as the case may be, unfriendly, the current provisions are with limited routes, long waits/walks between connections, and no late night service.

Ref. 1 and 2. Traffic Engineering Report 80 Plucks Road Ref. No. 16BRT0776

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Leatherwood Drive and Tetragona Drive are currently quiet suburban streets with no through traffic and is an area where families walk, ride and play on and around the roads. An increase of 46 vph will greatly impact the safety and amenity of these streets. The increased traffic will also diminish this child friendly neighbourhood.

I also have concerns that this development will have a detrimental effect on the surrounding environment with the clearing of remnant vegetation and many mature native trees including koala habitat trees. The development will impact the current fauna on the site and surrounds and reduce their connection to Cabbage Tree Creek.

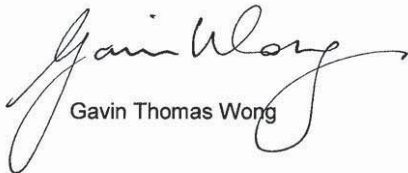
There are also possible impacts regarding stormwater and overland flow particularly the effects of increase flow into Cabbage Tree Creek and the changes to the run off into neighbouring properties around the perimeter of the development due to the changed flow from earthwork and landscaping especially the areas of fill (existing and as a result of the development). Cabbage Tree Creek is an important part of the Mountains to Mangrove corridor and needs to be adequately protected.

Has the developer considered the adequacy of current services such as water and sewerage? The civil engineering report states that the current infrastructure will service the increase in residences without sufficient detailed analysis of the projected increase in volume and flow. How will the increase of 77 residences and potentially double or triple that number in residents affect the current infrastructure?

The density of this development will place strain on the current road and civil infrastructure and be contrary to the current planning scheme as well as the superseded Pine Rivers Shire Plan. The current plan would allow for a maximum density of around 33 dwellings and even under the superseded plan there is not provision for the proposed 77 dwellings.

In conclusion I believe this development and in particular the density of this development will have a negative effect on the surrounding community, environment and civil infrastructure and will not be in keeping with the local character of the district.

With regards,



Gavin Thomas Wong

Moreton Bay Regional Council

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From: 336647.ac@gmail.com
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Matt Constance](#); [local.government@ministerial.qld.gov.au](#); [South.Brisbane@parliament.qld.gov.au](#); [fernygrove@lnpq.org.au](#); [Peter Dutton MP](#); [elizabeth.world@qld.greens.org.au](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 2:05:18 PM

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159 Caboolture, Qld 4510
mbrc@moretonbay.qld.gov.au

To the relevant officer,

We are a family of four that lives at 40 Leatherwood Dr, Arana Hills 4054. My name is Andrey Chichkanov, my wife's name is Yulia and our two kids are Katerina and Daniel.

We would like to raise our concerns. make suggestions and ask questions in relation to the proposed development at 80 Plucks Road.

Main concerns

- Access from Leatherwood Dr
The new development might cause traffic congestions, parking issues and make the area less safe for the local residents.
- Tetragona Dr and Plucks Rd intersection
The intersection is not safe as it is. This is specifically true for cars turning right into Plucks Rd from Tetragona Dr and for pedestrians crossing Plucks Rd in the area. This was the reason why the local council recently installed a refuge island (that we requested) near the intersection.
- Noise and pollution during the construction period
There will be no doubt a lot of noise, dust, etc. during the construction period. All of that probably will not be limited to the 8am-5pm time period or weekdays.

Suggestions

The main suggestion is to limit access to the new development dwellings to an access from Plucks road only. It would ease traffic that would otherwise increase on Leatherwood Dr that (my assumption) was never designed to cope with more traffic that we have at the moment. It would also maintain the current safety status in the area for the local residents; especially for kids who occasionally use Leatherwood Dr for playing.

Besides the whole issue could be alleviated by making the proposed development less dense (ie with fewer resident).

Questions

- Are there any plans to upgrade Leatherwood Dr and/or Plucks Rd to cope with the proposed development?
- Are there any proposal for associated new infrascture and facilities in the vicinity of the development?

Regards

Andrey, Yulia, Katerina and Daniel

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From: Dennis Chaytor
To: [MBRC Incoming Mail](#); [Matt Constance](#)
Cc: [Mayor](#); [fernvgrove@lnpg.org.au](#); [elizabeth.world@qld.geens.org.au](#)
Subject: Submission against the Development DA/34700/217/V32R 80 Plucks Rd
Date: Thursday, 26 October 2017 1:33:53 PM

To the relevant officer,

My Name is Hendrika Chaytor and have lived. At 36 Leatherwood Drive Arana Hills for almost 27 years and I wish to object the scale of the development proposed for 80 Plucks Rd Arana Hills and th reasons for my objection are-

1. The volume of traffic that the development will generate is not acceptable as Leatherwood Drive is too narrow for additional cars and trucks and is already dangerous at times when taking into account the bends in the road which are very close to the entry/exit road and which a large number of people use incorrectly.
2. There are 2 walkways leading from the current park through to Leatherwood Drive and added slot by cyclists cutting through from the Farmlands and Arlington areas as a short cut to P?luck's Rd and one of these walkways is very close to the proposed exit from the development and the concern is that cyclists could be injured.
3. Over the years we have been here we have noticed that native animals are disappearing quickly. We still have native Australian ducks living and breeding in this immediate area. We still have possums as well as a variety of birds however they will certainly leave if more trees are cut down.
4. There is always a danger for motorists at the intersection of Tetragona and Plucks Rd when trying to turn to or from Plucks Rd because of the blind corner to the west, the number of cars doing a U turn using the intersection and also the of motorists on Plucks Rd.
5. There is a bus stop to the east just around the corner from Tetragona and there is a danger that drivers will not see children while also trying to watch for traffic coming from the blind corner.

Thank you for the opportunity to voice my concerns.

H M Chaytor

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From: Donna Staib
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Electorate Office Ferny Grove](#); [local.government@ministerial.qld.gov.au](#); [fernygrove@lnpq.org.au](#); [Peter Dutton MP](#); [Matt Constance](#); [South.Brisbane@parliament.qld.gov.au](#); [elizabeth.world@qld.greens.org.au](#); [deputy.premier@ministerial.qld.gov.au](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 1:58:15 PM
Attachments: [Submission Donna Staib 128 Plucks Rd Arana Hills.docx](#)

To

The Chief Executive Officer

Please find attached my submission for 80 Plucks Rd DA/34700/2017/V23R.

Donna Staib
128 Plucks Road Arana Hills 4054
0404003017

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Ref: **80 Plucks Rd DA/34700/2017/V23R**

Donna Staib
128 Plucks Road Arana Hills 4054
Ph: 0404003017

To: The Assessment Manager

I have been living at 128 Plucks Road since 1999 and I object to the proposed development at 80 Plucks Road and the additional proposed development next door for 174 units. I will be requesting the State Minister for Transport and Minister for Infrastructure and Planning Jackie Trad as per the Sustainable Planning Act 2009 to review the proposal as this development is not sustainable, there is inadequate infrastructure to support it, and this will impact the State's ability to provide the infrastructure.

I object for the following reasons:

Density of the development

- The council under the old planning scheme has not considered the full cumulative impacts of the multiple ¾ Brm developments in this area, that all use the same current infrastructure, this can not be looked at a silo's as the all combine on our road networks and facilities, greatly impacting safety and quality of life.
- 10 Francis Rd Everton Hills - 91 Units/Townhouse
- 82 Plucks Rd Arana Hills – 174 Units/Townhouse (right next to 80 Plucks Rd aka 35 Eveleigh St)
- 62 Plucks Rd Arana Hills- 44 Units/Townhouse
- 52 Plucks Rd- 30 Units/Townhouse (Already Built)
- 40 Bunya Rd Everton Hills- 39 Units/Townhouse
- 114 Bunya Rd- Unsure of exact amount
- Settlement rd Keperra- 300 allotments within the Low-Medium Density Residential Zone
400 multiple dwellings (units) within the Medium Density Residential Zone

<http://www.brookfieldresidential.com.au/wp-content/uploads/2016/11/Development-Application-Traffic-Report.pdf> (Brisbane Shire but still will be using the same current infrastructure)

- The proposed development borders on to Leatherwood Dr and the height of the structure will loom over the neighbouring properties taking away their privacy, the new residence will be able to see into the current residences yards and houses.

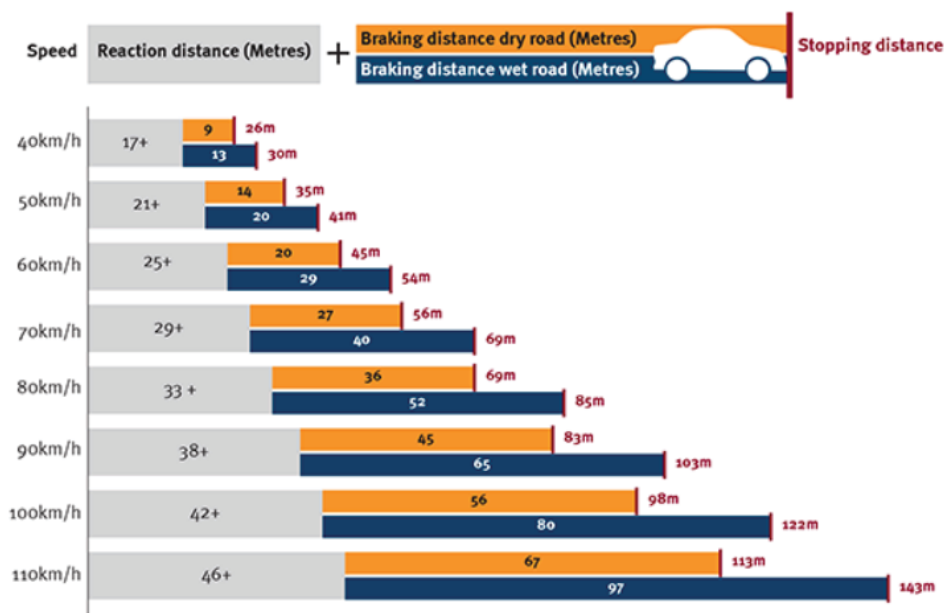
Traffic and Safety

- The QLD Government Website on transport safety (<https://www.qld.gov.au/transport/safety/road-safety/driving-safely/stopping-distances>) indicates a vehicle travelling at 60km/h will take 45m on a dry road and 54m on a wet road to stop, also the 50km/h limit requires 35m on dry and 41m on a wet surface to stop. The intersection at Tetragona Dr is on a blind corner with far less than the minimum distance indicated on this website and by the time the driver see's the car coming out of Tetragona Dr impact is inevitable. This figures below are based on an average family car not a large truck which frequents Plucks Road. Ref: diagram below from stated website.

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In an emergency, the average driver takes about 1.5 seconds to react. Stopping distances increase exponentially the faster you go.

How long it takes to stop (driving an average family car)



- The current infrastructure does not support the additional traffic volume that will be generated by this development ie 77 units with 3 to 4 Brms which equates to at least 238 additional vehicles.
- This traffic volume combined with the above mentioned developments holistically generates based on 2 cars per unit approximately 2200 plus additional vehicles in this area
- The demographic that will live in these units will be workers that will most likely drive to and from work each day adding to the already congested surrounding roads ie South Pine, Stafford, Samford, Dawson etc
- Insufficient public transport ie 1 Bus route currently in place which I know is usually full to capacity as I have caught that bus on occasions.
- Insufficient public transport ie 2 train stations one at Grovely and one at Ferny Grove both of which are filled to capacity as it is, there are not enough car spaces for the existing patrons let alone an additional 238 from this development alone, imagine the extra cars from the above developments.
- The plan indicates 0.6 parking bays per unit, I would like to know where the other vehicles will park and the visitors for those units
- Both Leatherwood and Tetragona Dr will not be able to accommodate that amount of parking as they are narrow back streets
- The access point onto Plucks road via Tetragona Dr is on a Blind corner and I am aware of a report indicating the amount road traffic crash's that have occurred since 2008 especially in front of number 40 Plucks road, 2 of these cases involved a cyclists and motor vehicle, 1 involved a head on crash.
- I am also aware of a report the Council had compiled based on traffic modelling in this area and it identified that if a vehicle exiting Tetragona Dr was impacted by a vehicle traveling at 60km/hr the impact would be significant, it is only a matter of time before another, yes another fatality occurs.

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- The traffic study mentioned in the proposal was based on traffic during the Easter/Anzac long weekend this is not typical traffic movement therefore the statics are not a true reflection of the traffic flow on this road.
- The council have a duty of care & legislative responsibilities in assessing the safety of the surrounding area from such development proposals especially when the current infrastructure is not coping as it is.
- Plucks road is a known and documented high traffic accident area, this is a fact.
- Plucks road already has a significant traffic management issue, and I am aware that council are taking steps towards attempting to remedy this, however the slower speed limit will slow the traffic but not decrease traffic coming out of the developments driveway onto Leatherwood Drive, Tetragona Dr and then onto a blind intersection with an already at capacity road.
- The increased traffic flow will create more noise, more congestion
- I have noticed the increase in traffic and traffic accidents since the development at 52 Plucks Road, I am not opposed to development however there is a limit and the proposed developments on Plucks Road with a joined proposed approximately 300 additional units defies logic.
- The new development does not consider all areas connected together, how they connect and the flow on effect on the roads around this area.
- I am concerned about the safety of pedestrians and especially kids as this is a large family orientated community and they currently use the roads going to and from school and other activities.
- It is human nature to go the fastest way to your destination and this will create 'rat runs' so the flow on effect to the surrounding street will be vast
- I am already concerned with the current level of traffic and the design of the windy roads, with crests and speeding drivers when I have visitors that are not "plucks Road smart", I make sure I give them the speech and make sure they have a spotter when they attempt to back onto Plucks road, I can't fully imagine the impact of having an additional 238 plus cars flowing down the road from this development alone.
- This development is only one of three proposed on Plucks Road you can't make an educated decision in isolation, the total amount of cars from the 3 developments is astounding I truly believe it will be in excess of 800 additional cars and that is not including their visitors.
- I already hold my breathe when I see the kids get on the school bus and try and navigate how they are going to get across plucks Road, for an ex paramedic it is frightening
- Over the years I have seen a number of family pets run out onto the Road and have been hit, in particular Steve who used to live across the road had 2 huge huskie's that are his furry babies and one of them was hit at great speed rolling him up the road a good 15 meters, in front of his eyes, can you imagine how he felt watching that.
- It is only going to be a matter of time before it is one of our children

Wild Life Corridor

- We have an animal and nature corridor with a natural water course that runs along the back of my house all the way to Cabbage Tree Creek, I have watched that corridor erode with each new development eg 60 Plucks Road. When I first moved here we had a family of Koala's and a Pen Hen and Peacock, blue tongue lizards, green frogs, Bandicoots, possums and bush turkeys, I am sad to say that we now only appear to have the bush turkeys and possums.
- Their homes have been destroyed, the traffic increase has caused carnage on the roads, with a number of dead animals on the side of the road
- we are meant to have a safe corridor for our wild life and I cannot see how this development enables a safe passage for the animals. Instead we are isolating the remaining animals.
- The developer should need to consider the replanting of vegetation for the Koala's and native birds that currently live in that area, possibly on the Plucks rd corner.
- There is walkway that runs along the creek up to Leatherwood Dr but then it ends, where is the nature safe pathway?

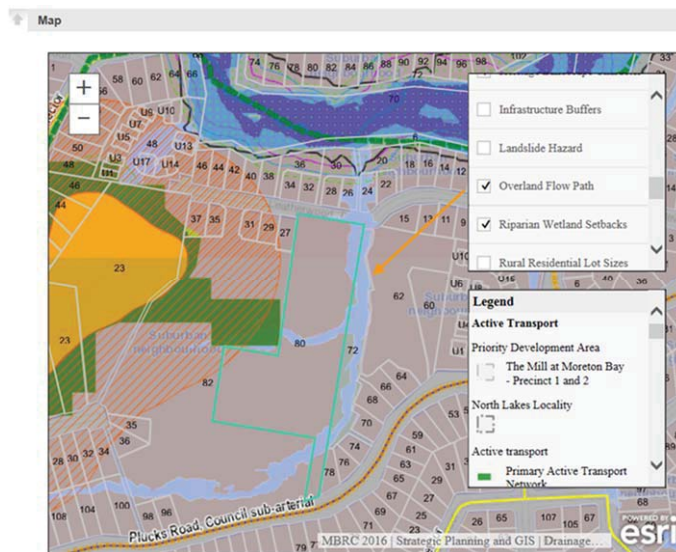
ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

- One of the reasons I bought this house in this area was because of the large amount of wild life.
- This large development and the other developments planned conflict with this style of environment and definitely conflict with the natural element of this area.

Vegetation and Fauna

- Our Vegetation corridor was always part of the Pine Rivers Plan which is what this development is being assessed under and it appeared in the past that the council prided itself on making decisions that protected this corridor
- This development cuts right through our vegetation corridor
- There is a natural water course that runs directly behind my hose to cabbage tree creek and through the planned development area, how can the council make a considered and informed decision without looking at the environment impact of the blocks between 128 and the end of Collins Road.
- There is a natural waterway that will be impacted by the development and according to the Map on the council website it runs directly through the proposed development area.

<http://pdonline.moretonbay.qld.gov.au/Modules/PropertyMaster/PropertyInformation.aspx?key=513388>



- These areas are not isolated they all connect, they form part of a natural corridor but this development will cut right through that, it does not make any sense to me why such a large structure can be considered beneficial for this area.
- The corridor is clearly highlighted in the State Government MSES* mapping, indicating the biodiversity corridors and are recognised at State level.
- This development would mean the destruction of vegetation and water course involving clearing of a large area of remnant vegetation – refer Pine Rivers Plan
- * MSES are ‘Matters of State Environmental Significance’
- One of the reasons I bought in this area is because of the bushland and remnant vegetation within the below identified biodiversity corridor (Pine Rivers Plan and MSES).
- This development would alter the landscape of this area for ever leaving a concrete scare, void of bushland animals that are part of this area.
- The vegetation will not be revegetated to any semblance of what it is now, we will lose that for ever.

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- Stage 5 of the developer’s plan indicates a narrow lot that is only 7m across facing onto Plucks Rd, this lot is not suitable for residential dwelling and would mean they would clear the tall pine trees that have obviously been planted a long time ago.
- The developers should be preserving the 7 tall Pine trees and provide more green space and connectivity for a pedestrian/bicycle walkway from Plucks Road back to Leatherwood Drive to give back to our community
- Also there should be some consideration that stage 1 also be left as green space and a connectivity point.
- The old Mansfield property (number 80) has many large mature trees and this development would entirely remove that vegetation (see the map/diagrams below)

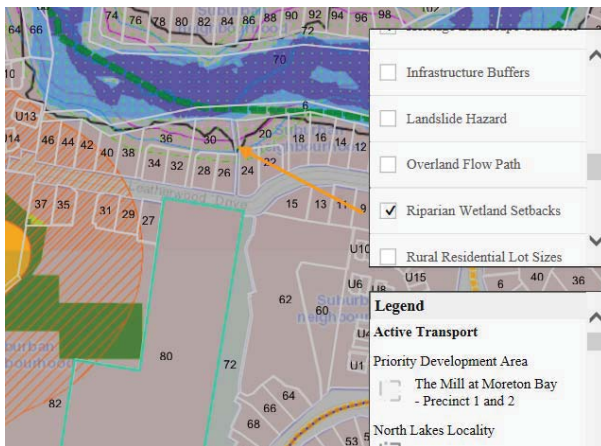


Submission by Donna Staib 128 Plucks Road Arana Hills Ref: 80 Plucks Rd DA/34700/2017/V23R pg. 5

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Impact on the Creek during Development

- Cabbage Tree Creek is an important part of the Mountains to Mangroves Corridor, recognised in the SEQ Regional Plan and is an important riparian zone supporting diverse wildlife and plants, and drainage into the Moreton Bay. Ref map from MBRC website
<http://pdonline.moretonbay.qld.gov.au/Modules/PropertyMaster/PropertyInformation.aspx?key=513388>



- I have concerns regarding the policing of the run off into this creek both during construction and after.
- Who will monitor and maintain during construction and control measures put in place ie run off from earth moving, pollutants used during construction, sediment control etc
- The application mentions filters to minimise pollutants in run-off, but this is theoretical.

Construction Noise and Trucks

- There are going to be a large number of heavy moving equipment
- Dust, noise traffic interruptions
- Heavy machinery entering and exiting on the blind corner at Tetragona Dr
- Additional traffic with workmen
- Construction waste and debris on the roads causing more safety issues.
- Plucks road has a number of pot holes that open every time it rains, the additional traffic and heavy vehicles travelling on that road will make that situation worse. Ie outside 128 plucks Road & jus up from Yanderra Ave entry.

Loss of Water Pressure

- When the construction at 60 Plucks Rd occurred, myself and my immediate neighbours lost water pressure, down to 145psi (refer photo below), this is documented with Unity water who investigated the issue and confirmed the water pressure as per photo below, **they connected my residence and 2 others to a different line which gave us water pressure but now we don't have cold water, this is still under investigation.** The lowest level as per Unity Waters customer service agreement is 250 PSI and the required pressure as per the Plumbing regulations for a domestic house hold is 500 PSI.

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- We are in a classified 'bushfire impact zone, so as you can see it was a dangerous situation to be in
- I am concerned that the addition of 77 units for this proposal and 174 in the next and the 44 in the site at 62 Plucks road will have a devastating impact on our water supply and our ability to fight a fire if required.
- Losing water pressure again will also impact on my quality of life

Economic Impact on my Property

- I am concerned that the high density of the units will negatively impact on the selling ability of my home
- The high density will change the demographic of this neighbourhood from families to non- family orientated people which changes the feel of our neighbourhood.

Current Zoning

- The current zoning as per the MBRC Planning scheme is *residential A* low density in an urban location (Suburban Neighbourhood) regardless of planning scheme adopted for DA application (Pine Rivers Shire Plan) the council should consider the current use of the area is Suburban Neighbourhood which only allows a total of 33 dwellings on the property. This is more in line with the surrounding residential area.
- The current urban locality code indicates that *Res B is not authorised in a Res A* area except in limited locations. The parameters required to be an acceptable location for a medium density multiple dwelling is a well serviced site, including public transport, pedestrian and cycling links. However there are no pedestrian walkways across Plucks road, there is no suitable cycle way on Plucks Road the current cycle area indicated by the painted cycle symbol near 52 is dangerous.

Finally I would like to say that the proposed developments on Plucks road are inconsistent with both the New and old planning scheme's, we elected our council representative with the intent that he would protect our way of life, our environment and wild life corridor this development does none of that and in fact will adversely alter our way of life on Plucks Road and surrounding areas for ever, the very reason I decided to live here is being eroded.

Yours sincerely

Donna Staib

0404003017

Moreton Bay Regional Council

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From: Nicholas Elston
To: [MBRC Incoming Mail](#)
Subject: Submission Re: DA/34700/217/V32R 80 Plucks Rd
Date: Thursday, 26 October 2017 1:45:22 PM
Attachments: [SE18_fernygrove_EmailSignature.jpg](#)
[Nick Elston_80 Plucks Road Development Submission.pdf](#)

Good afternoon

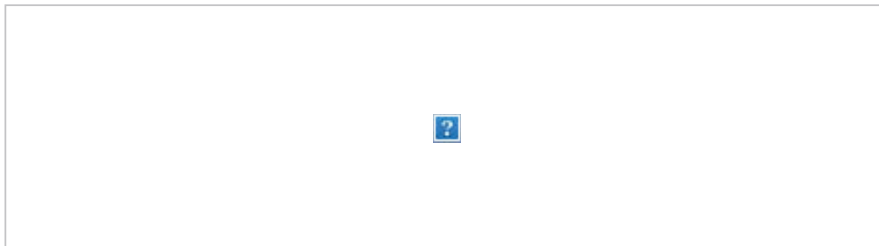
Please find attached my submission regarding the subject development.

If you require any further information, please do not hesitate to contact me.

Regards

Nick Elston

Find out more about me on [Facebook](#)



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22 October 2017

Dear Council Planning Team

RE: PROPOSED DEVELOPMENTS AT 80 PLUCKS ROAD, ARANA HILLS

For over 277 days, as the LNP Candidate for the Ferny Grove Electorate, I have been consulting widely on issues which affect the community. It is clear the proposed development of 80 Plucks Road and other proposed nearby and adjoining developments are of great concern to many residents. Broadly speaking, there is a widely held view that our suburbs are being overdeveloped and our safety, quality of life and local environment is being compromised by both the State Government and Local Councils with their desire to drastically increase dwelling density in order to generate more revenue from rates and other taxes and charges.

The proposed development at 80 Plucks Road, along with other expected developments nearby are not consistent with the desires of the local community and are not necessary to meet current or projected population needs. Therefore, I am writing to raise my concerns about the subject development and object to it on the following grounds:

- **Environmental concerns regarding sediment and run off into local waterways / storm water management.** I have concerns over hyper-localisation of the current assessment into sediment runoff and storm water management. The current assessment focuses very much on the immediate local area in regards to storm water management and does not give sufficient consideration to downstream impacts of excess water. Furthermore, the potential for localised flooding outside of the immediate area is not properly addressed. The assessment also occurs in isolation from other nearby and adjoining developments which are planned for the area, meaning the current assessment is not an accurate reflection of the likely impacts in both the local and downstream areas.

Additionally, whilst there is sediment control measures in place as part of the development, there are no details regarding the maintenance of these measures beyond installation. This means there is the potential for future sediment pollution of the local waterways to occur if maintenance of sediment control measures does not properly occur throughout the long term life of the development. I object to this development on the basis that the impact of storm water runoff is too localised and does not give consideration to the combined impact of other developments in the immediate surrounds. I also object on the basis that there is insufficient detail regarding the ongoing maintenance of any sediment management system.

- **Capacity of local road infrastructure to sustain increased traffic** – Traffic Management Planning for this development is based on unrealistic vehicle volumes and has once again been conducted in isolation of other local and adjoining developments. The current assessment of 0.6 cars / per dwelling is unrealistic and misleading. For a traffic assessment to be done on the basis that each household will have less than one car is 'assuming the problem away' and does not reflect the realistic number of vehicles, which at a minimum would be 1.0 car per dwelling. By underestimating the number of vehicles per dwelling, all other traffic modelling which relies on this input, is subsequently incorrect and underestimates the true impact on local traffic and the increase in congestion which will result.

✉ PO Box 2076, Keperra QLD 4054 ☎ 0473 743 335
@ fernygrove@lnpq.org.au 🔍 nickelston.com.au 📺 /NickElstonFernyGrove

Authorised by L.Folo, 66-68 Bowen Street, Spring Hill QLD 4000.

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)



- Furthermore, the impact of this assessment has not considered additional traffic from nearby and adjoining developments meaning the assessed impact on local roads and the subsequent increase in local road congestion will have again been underestimated. Directing traffic via Leatherwood Drive and Tetragona Drive, in an effort to avoid adding a significant number of additional vehicle movements directly onto the already congested Plucks Rd, will see a sharp rise in the number of vehicles movements occurring in local streets which imposes an unfair change to traffic conditions for residents in local streets.

Finally, the current proposal will see more traffic directed down the already congested arterial roads of Dawson Parade and Samford Road. In the absence of any plan by either the State Government or Local Council to address this issue, this development will contribute to increased congestion on these roads causing further delays for commuters in peak hours.

On the basis of flawed traffic planning data inputs, a localised traffic management assessment which does not give consideration to nearby and adjoining developments and which directs traffic down local roads, combined with the absence of any plan by either the current State or Local Governments to address existing congestion on local arterial roads, I object to this development in its current form.

- **Safety of Residents in the Area** – A number of residents have expressed concerns that increased traffic flow down local roads and key intersections pose a hazard to children and other local residents. The current traffic management assessment lacks detail on what measures will be taken to mitigate increased risk posed to residents and drivers by directing a significant volume of additional traffic down local roads. Based on this lack of thorough risk assessment which details the mitigation measures to properly address increased traffic flow through residential streets, I object to this development.
- **Lack of suitable Public Transport** - the hills district already lacks accessible, reliable and consistent public transport; forcing residents into their cars and further congesting the local road network. With this development and other nearby and adjoining developments expected to result in hundreds of extra residents and thousands of extra vehicle movements, the addition of more accessible, reliable and affordable public transport must be put in place as development occurs - not once there is a significant issue to address. Prior to any development approval, Council must work with State Government to ensure there is better access to public transport including:
 - A 'Hub and Spoke' style public transport system to integrate buses and trains
 - A new on-demand shuttle bus network in outer suburbs
 - Integrating Bike Paths across new and existing developments to connect with public transport
 - New End-of-Ride facilities at key train stations to allow people to use active transport as a method of reaching public transport.

Until there is a plan to improve accessibility to public transport, I object to this development.

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- **Inconsistency with the Character of the Area** – Many residents have chosen to live in the hills district because of its wonderful character. Larger blocks, leafy streets, a safe environment for kids to play and sustainable housing density have made this an appealing area for many to raise families and enjoy the tranquil surroundings. This density and scale of this development, when combined with other nearby and adjoining developments, along with the lack of green space, means this development is inconsistent with the character of the local area. Residents feel another 'concrete jungle' in their leafy suburb undermines their quality of life and changes the landscape of the area in which they've chosen to live. I urge council to reduce the scale of this development to ensure it remains consistent with the character of the local area.
- **Lack of consideration of impact on local biodiversity** – The impact area of this development includes State Government 'Matters of State Environmental Significance' which will see biodiversity areas negatively impacted. I urge Council to have the impact of this development on biodiversity further assessed and suggest the development include a requirement to plant habitat trees not decorative trees to support the retention of native fauna. Until further assessment has occurred and assurances that local fauna will not be impacted, I object to this development.
- **Ineffective Public Consultation** – Whilst it is acknowledged that Council is undertaking public consultation on this project; this project is not occurring in isolation with other nearby and adjoining developments occurring – therefore public consultation, whilst occurring, is 'ineffective'. Council should consider the creation, in consultation with the community, of a broad neighborhood plan which ensures a sustainable and deliberate approach to local development and not adhoc development which is not conducive to proper infrastructure development or maintenance of the character of the local area. On the basis of ineffective consultation which sees this development assessed in isolation of other nearby and adjoining developments, I oppose this development.

Successful town planning is a complex process. While Councils must meet the need for new infrastructure to support population growth and new dwelling targets mandated by the current State Government under the South East Queensland Regional Plan, Council and its elected representatives have a fundamental obligation to represent the desires of the local community and to address the concerns they have with this development. I strongly encourage Council to address the concerns I have raised and those raised by many other residents when considering this development. Until I have seen evidence that the concerns raised by the community have been met, I object to this development.

Kind Regards,

Nick Elston

Moreton Bay Regional Council

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From: Jess Davis
To: [MBRC Incoming Mail](#)
Cc: [Matt Constance](#); [Electorate Office Ferny Grove](#); [local.government@ministerial.qld.gov.au](#); [fernycastle@lnpq.org.au](#); [elizabeth.world@qld.greens.org.au](#); [South.Brisbane@parliament.qld.gov.au](#); [minister@border.gov.au](#); [Peter Dutton MP](#)
Subject: Submission - Proposed Development Application - 80 Plucks Road, Arana Hills - DA/34700/2017/V23R
Date: Thursday, 26 October 2017 2:50:32 PM
Attachments: [Objection to development - Jessica Davis.docx](#)

Good afternoon

My name is Jessica Davis and I reside at 1 Leatherwood Drive, Arana Hills, which will be impacted with the excessive traffic should this development be given the approval. I have lived at this location for since I was born.

Please find attached my submission outlining my concerns and objections regarding the proposed development application of 80 Plucks Road, Arana Hills - DA/34700/2017/V23R.

Regards

Jessica Davis

0424739748

jessdavis40596@gmail.com



Moreton Bay Regional Council

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Jessica Davis
1 Leatherwood Drive
ARANA HILLS 4054

25 October 2017

Dear Council Planning Team

RE: OBJECTION TO DEVELOPMENT APPLICATION ENQUIRY: 2017/34700/V23R

I am writing to you to express my objection to granting the development that has been proposed at 80 Plucks Road, in particular the entry and exit points for this development being from Leatherwood/Tetragona Drive.

I have grown up in this street since the day I was born. My parents own the house on the corner. I have been very lucky to be a resident of the hills district with a strong sense of community and a safe neighbourhood surrounded by homes with long term residents. Growing up I was able to safely walk to friends' houses in the street and cross the road safely to go to the park and enjoy the lengthy bikeways. I fear that with this proposal and the significant increase in traffic that the freedom of local children will be taken away due to the increase in traffic and the significant impact on their safety. I am now an early childhood worker and many of my students now live in this street. I worry for their safety and see the restrictions that this increased traffic will have on them. People chose to live in the hills district because of its unique open green spaces and, larger than average block sizes, neighbourhoods of likeminded residents, and above all safety. The multiple proposed developments are removing all of the characteristics of the area that encouraged people to buy here in the first place. There seems little regard for existing residents in these proposals.

As I said, I live on the corner. The very corner where all of this traffic will now pass should the development be approved. What consideration has there been regarding our property? Our access in and out of our driveways? It is already difficult to get out now so I cannot begin to imagine what it will be like should the development be approved.

As a young adult I gained my driver's licence recently and whilst gaining my 100 hours I regularly negotiated the intersection at the top of Tetragona Drive. This was terrifying and continues to be something that is a concern every day I leave my home. The intersection has very limited visibility and cars travelling along Plucks Road rarely adhere to the speed limit as they come around the corner and slightly down the hill. This is extremely difficult to negotiate and there are near misses there regularly. It is only a matter of time before there is a fatality and adding the volume of traffic that is being proposed is only increasing those odds. I strongly urge you to re-evaluate the proposed entry and exit points at the very least and consider the possibility of lost lives if this intersection is not addressed as a matter of urgency.

I urge the developer to significantly reduce the number of proposed dwellings on this site and to change the entry and exit points to and from the dwellings to Plucks Road and for the intersection at the top of Tetragona Drive to be upgraded to improve visibility.

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Regards

Jessica Davis

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From: Rhonda Cutlack
To: [MBRC Incoming Mail](mailto:MBRC.Incoming.Mail@parliament.qld.gov.au); [Matt Constance](mailto:Matt.Constance@parliament.qld.gov.au); South.Brisbane@parliament.qld.gov.au; local.government@ministerial.qld.gov.au; [Mayor](#); [Electorate Office Ferny Grove](#); [Peter Dutton MP](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 2:52:09 PM

To the Relevant Officer,

With regards to the development proposal of 80 Plucks Rd , I object to the number of dwellings proposed which as far as I believe exceeds the allowable number and type of construction being residences/units / townhouses . With more parcels of land in the nearby area , the developer has had no consideration which will have a huge impact to the community and the environment .

Residential A zoning is in place for this property and doesn't comply with the Pine Rivers Superseded Plan this DA has been lodged under as well as this property on Plucks Rd having a frontage of only 7 metres is not allowable by the regulations for a residence to be built and this 7 metre frontage could be of more benefit as a walk thru or bike pathway for the future residents which would also allow more tress and wildlife to survive on the property.

- * Traffic
- * Environment Flora / Fauna
- * Infrastructure

* Traffic numbers will be significantly increased in Plucks Rd and roads exiting this development . This will also increase the danger for our kids just walking to and from school and their normal activities. Because of blind corners in both directions near our residence, we have to wait several minutes now to safely exit our property. I can't imagine what the extra vehicle numbers will do to our safety and same for our family and neighbours.

The number of vehicles which the developer has estimated is unrealistic .6 per dwelling and council needs to carry out a private or their own study so a more realistic report is captured and recorded the one supplied was not taken from an urban residential development. Their vehicle numbers also don't factor in extra vehicles such as services, friends and family that would also enter and exit the property. The 2016 Census shows that the Greater Brisbane area , 54% of people had access to two or more vehicles .

* Environment Flora / Fauna will have a huge impact , as normally a developer has no intention of the preservation of any trees to maximize the number of dwelling built. This is a massive area which is the home of many species of birds and other wildlife such as koala , wallabies, all being protected . The Hills area is unique , the green corridor we have should be preserved as land this close to Brisbane is being decimated by development with greed being the emphasis.

The meaning of "Environment" Everything around to a living being especially the circumstances of life of people or society in their life conditions.

* Infrastructure such as public transport doesn't exist to a great extent/hours, buses do operate but the service in reality would not rate even as minimal. This in turn would coincide with vehicle activity entering and exiting because of necessity.

Upgrade of roads in and out of the surrounding and proposed stages would affect existing residents.

Meetings which are open take place between Council , State or their representatives and residents on matters such as these so wouldn't it save a lot of time if the developer was made to attend such gatherings and failure to attend is a breach and would result in extending any approval time frames. Yes there would be heated exchanges but views from all parties with a better understanding for what is going on and the community involvement might just make a better and happier environment and create a compatible outcome for all.

Kevin Cutlack
33 Plucks Rd Arana Hills
Brisbane.

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Sent from my iPad

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From: Claire Nichol
To: [MBRC Incoming Mail](#); [Matt Constance](#)
Cc: [Polly Ward](#)
Subject: Submission for 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 3:10:00 PM
Attachments: [DA 80 Plucks Rd Submission.docx](#)

Dear Sir/Madam,

Please find enclosed my submission with regards to the proposed development application a 80 Plucks Rd.

Kind Regards,
Claire Nichol

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

Moreton Bay Regional Council
Attention: The Chief Executive Officer (DA/34700/2017/V32R – 80 Plucks Road)
P O Box 159
Caboolture QLD 4510

26 October 2017

To the Chief Executive Officer

Please accept my additional points for submissions against the Development Application DA/34700/2017/V32R for 80 Plucks Road.

My name is Claire Nichol and I am 20 years old. I have been a resident at 30 Leatherwood Drive since I was three. I have spent my entire childhood in this neighbourhood and I wished it to be a place I could raise my own children one day, to experience the fantastic lifestyle and upbringing I was so fortunate to have had. However, with the proposed development application at 80 Plucks Rd, I, and many residents like myself, believe our entire community's lifestyle and the special treasures that make the Hills District unique, will be tarnished forever. I strongly object to the development *as it currently proposed* at 80 Plucks Rd for the following reasons:

1. Traffic and Road Safety

- I. The intersection at Tetragona Dr and Plucks Rd has been unanimously deemed as dangerous and frightening by residents and visitors of Leatherwood and Tetragona Dr for years. I personally avoid turning right out of Tetragona at all costs. The corner is completely blind and it is a popular spot for speeding down Plucks Rd due to the slight decline just before Tetragona appears on the left. Further aiding to the lack of visibility on this corner, the resident at number 1 Tetragona Dr has built a high solid brick fence around the property which is impossible to see past.
- II. Turning right off Plucks Rd into Tetragona is also hazardous as the residents of 33-39 Plucks Rd park their cars directly across from the intersection, leaving no room for vehicles behind to go around one that is turning right. There are frequently close calls of being rear ended.
- III. The area is completely underserved by public transport. There is a grand total of **ONE** bus route directly servicing the area which runs infrequently and only to very close by suburbs Mitchelton and Ferny Grove. I caught this bus route (397) every day for 10 years until I finally got my driver's licence and have never boarded a single one of these busses since. Therefore for commuters such as myself travelling to the city for work, the best option is to drive to and park at nearby railway stations Grovely and Ferny Grove which are already overfull. By the time I arrive at Grovely every weekday for my 7:38am train, the entire car park is full and I'm forced to park, along with many other commuters in nearby side streets.
- IV. Based on my above point of the lack of public transport, it is more than reasonable to assume that there will be a **minimum** of 1.5 cars per dwelling (there is an allowance of 2 car parks per each of the 77 dwellings = approx. 115 additional cars at the absolute bare minimum). This does not take into consideration the standard scenario of family of two adults and two young adult children with cars of their own, making 4 cars per some dwellings a highly likely possibility. Therefore, the quoted

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

statistic of 0.6 journeys per dwelling per day in the developer's Traffic Engineering report is absolutely **LUDICROUS** and **UNREALISTIC** and does not accurately reflect the likelihood of multiple journeys PER vehicle PER dwelling per day.

- V. The concerns I have expressed above do not take into consideration the additional proposed 174 townhouses at 82 Plucks Rd, which again, averaging 1.5 cars per dwelling will introduce 261 more cars travelling on a quiet little back street. Combined, the two developments will add an average of 376 cars travelling in and out of an intersection that residents have classified as unsafe, risky and frightening. This will put an immense risk of frequent deadly accidents on the community as a whole.
- VI. Due to the fact that the developer's commissioned TE report was conducted during the school holidays between two long weekends when many residents were away on holidays, I demand an independent survey is conducted over multiple days during peak hour while schools are open in order to gain an accurate representation of traffic flow in the area. Once a more accurate picture has been painted, I ask what *serious* safety precautions the council will be putting in place to ensure the current and potential new residents are safe when entering and exiting their own residences through Tetragona Drive.
- VII. For all reasons listed above, I insist the development entrance is 80 Plucks Rd and not Leatherwood Dr to minimize the safety risk on our community as a whole.

2. Impact on the Environment

- I. Our street and the Hills district as a whole is characterised by our lush flora and fauna, local parks, playgrounds and bikeways. We live an active, outdoor lifestyle as demonstrated by the many families, children, pets and couples seen frequently walking, jogging, riding and playing along the Primary Active Transport Network (bike path) located behind Leatherwood Drive. There only access to this beautiful local treasure is two easements located on Leatherwood Drive. The one located between numbers 24 and 26 is diagonally opposite the entrance to the proposed development, exposing the children, pets and pedestrians accessing the bike path to higher risk of an accident due to the increase in traffic entering and exiting the development. Again, this risk would be minimalised by ensuring the development access is off 80 Plucks Rd, not Leatherwood Drive.
- II. Another of our special local treasures is the Mountains to Mangroves corridor which is home to an abundance of wildlife including Cockatoos, Turkeys, King Parrots, Rainbow Lorikeets, Curlews, Possums, Koalas and Kookaburras, just to name a few. I am seriously concerned about the impact this development will have on the wild animals and their habitats that we have been so fortunate to be able to share our backyard with. As per the Queensland Department of Environment and Heritage Protection in 2015, Koala numbers have decreased by 50-80% over the past 20 years! This alarming statistic should certainly have an impact on the moral conscience of the government as our precious national animal, which *exclusively* calls Australia home, is clearly dying out! Therefore, the MBRC should seriously take into consideration and prioritise the importance of preserving Koala habitats when

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- making urban planning decisions. The proposed development at 80 Plucks Rd does not place an importance on preserving the wildlife and their habitats as it removes connections between areas identified as corridors effectively isolating the wildlife.
- III. For the reasons listed above, I insist the size of the development is reduced in order to leave space for further vegetation and animal habitat, therefore preserving our existing flora and fauna and allowing the natural specialties of Arana Hills to continue to flourish. With a reduced number of dwellings, more open sitting areas, parks or walk ways could be added to ensure the residents of the new development get to experience the true beauty and attraction of the area rather than just living in boxes on top of each other in a “concrete jungle”.

3. Scale and Density

- I. The proposed area of development at 80 Plucks Rd is considered to be part of a “Suburban Neighbourhood” as classified by the MBRC’s Place Type Information Sheet for Division 10. Within this classification, a ‘suburban neighbourhood’ is identified as having a density of **no greater** than 15 dwellings per hectare. However, as per the minutes of the MBRC and Developer’s Prelodgment Meeting on 31 May 2017, the proposed development at 80 Plucks Rd has a residential density of 39 dwellings per hectare! This is almost *triple* the amount of dwellings as identified in the suburban neighbourhood definition.
- II. The MBRC Div 10 Information Sheet also clearly states that “leafy neighbourhoods surrounded by natural bushland will continue to be a characteristic of Division 10”, however as the scale and density of the proposed development as it currently stands, it does not meet this promise made by the MBRC.
- III. The proposed scale of this development is not at all consistent with the existing or intended ‘suburban neighbourhood’ as defined by MBRC. Given these reasons, the development must be scaled back to meet the requirements of the ‘suburban neighbourhood’, including reducing the amount of dwellings to no greater than 15 per hectare.

As a long term resident I always knew that development would one day occur on this block and that additional residences and infrastructure of major cities is necessary and inevitable. However I believe this proposed development could be much better planned to suit the existing environment, residences and surrounding areas.

I urge the MBRC and the counsellors to ensure the points raised in my submission and those of my neighbours are thoroughly implored and taken into consideration to achieve an outcome of development that suits our community and the lifestyle, environment and existing density of the Hills district.

Kind Regards,

Claire Nichol

Moreton Bay Regional Council

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From: Ellie Thackray
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Electorate Office Ferny Grove](#); local.government@ministerial.qld.gov.au; [Matt Constance](#); South.Brisbane@parliament.qld.gov.au; elizabeth.world@qld.greens.org.au; [Peter Dutton MP](#); fernygrove@lnpq.org.au
Subject: Submission regarding the development at 80 Plucks Rd (DA/34700/2017/V23R)
Date: Thursday, 26 October 2017 3:04:38 PM

To the relevant officer,

I am writing regarding the development at 80 Plucks Road, Arana Hills (DA/34700/2017/V23R) in order to raise concerns about, and to object to this development. These have been summarised in the following headings:

Traffic

In the Traffic Engineering Report, a survey of traffic on Leatherwood Drive, Tetragona Drive and Plucks Road was carried out. However, the date of the traffic survey is not representative of usual traffic, and the existing traffic volumes measured in the survey are likely to be lower than the actual traffic volumes. The survey was undertaken on Thursday 20th April, which is immediately following a long weekend and school holidays (Easter) and preceding another public holiday (Anzac Day). Many people will have chosen this time to take annual leave, either going away on holiday, or staying at home and not going to work in order to maximise the benefits of the public holidays. In addition, this period was during school holidays for New South Wales, and many people with family in NSW are likely to have left the area while their family was on holiday. Because of this, I do not believe the traffic survey is representative of the existing traffic loads in the area of the proposed development, and therefore the estimated future transport demands will not be accurate.

No assessment of traffic further than Plucks Road has been undertaken, which means that the impacts of the development on the existing traffic congestion areas of Dawson Parade, Samford Road, Osborne Road, Old Northern Road and South Pine Road have not been adequately considered. If you consider that the target demographic for this style of housing will be people of working age, and the majority of people living in this development will have to travel to workplaces (such as Brisbane CBD, Enoggera, Stafford) through areas which already suffer from heavy congestion during peak times, then this is a significant gap in the assessment for this project. This development has also not assessed any cumulative impact of traffic congestion from other proposed developments in the area.

To calculate the proposed development traffic volume, a peak hour traffic generation rate of 0.6 trips per dwelling has been used. I believe that this rate is overly conservative considering that each dwelling is scheduled to have car parking for at least two cars, as well as 50 visitor car parks. Again, considering the target demographic for this style of housing is likely to be multiple occupants of working age, I think it is unlikely that the rate of 0.6 trips per dwelling is appropriate for this assessment, especially consider my points on public transport below. Environmental and social impact assessments generally use a worst case scenario when it comes to modelling (such as noise and air quality), and I do not think a conservative estimate is adequate for this traffic assessment.

Public transport

The development location is poorly served by public transport. There is one public (i.e., not a school bus) bus service that goes along Plucks Road (Route 397) that goes to Mitchelton Station and Ferny Grove Station; however this service runs less than once per

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hour during week days, and only four services on Sundays and public holidays. The traffic assessment incorrectly stated that the 397 service operates half-hourly in peak hours; this is not the case. Other than buses, the nearest train station is 2.4km distant, approximately 30 minutes by foot or 7 minutes by car (during peak hours); however there is such limited parking at Grovely, Keperra or Oxford Park stations that the nearest station with reasonable car parking (i.e., car park is not full by 7:30 am) is Ferny Grove Station, 3.4km away. It is unrealistic to expect people without a car to live at this development, which reinforces my point that the rate used for the traffic assessment is not appropriate.

Surface water

The cumulative impact of this development and other developments on Cabbage Tree Creek has not been considered with regards to surface water, flooding and overland flow. Cabbage Tree Creek regularly experiences flash flooding, and this has led to significant riverbed erosion and scouring along the creek, specifically at John Carter Reserve off Bunya Road. Currently the predominantly grassed nature of the land at 80 Plucks Road allows heavy rainfall to percolate through the soil draining gradually into Cabbage Tree Creek. If the proposed development goes ahead as designed, over half the development (1.17 ha) will be classed as 100% impervious, with the runoff rapidly draining into Cabbage Tree Creek, which would increase the rate of erosion, riverbed scouring and sedimentation further downstream, and potentially increase the risk of downstream properties to flash flooding.

Planning scheme

The current zoning of the site of 80 Plucks Road is classed as Suburban Neighbourhood, which would allow for a maximum of 33 dwellings on the site (density no greater than 15 dwellings per hectare). This is in line with the surrounding residential area. The development has been assessed under the superseded Pine Rivers Shire Plan, which is outdated and not relevant to future developments in the area. For there to be an exception to the zoning plan, the site would need to be an appropriate or well-serviced site. Given the lack of public transport, already congested road infrastructure and lack of active transport links, it is clear that this site is neither appropriate nor well-serviced.

Overall

The issues I have raised regarding the proposed development at 80 Plucks Road are significant enough to refuse the application in its current state. The application is non-compliant with the current zoning plan for the area, and there are significant gaps in the assessment for the site. In addition to those aspects that I have specifically raised, there are a large number of other issues relating to amenity, ecology, bushfire and social aspects that are individually difficult to quantify or harder to assess, but cumulatively must be taken into account. There is significant scientific consensus that urban green space is vitally important for thriving cities and mental health; it is important that this is preserved where possible, and developed sustainably where not possible. I do not believe that the development in its current form is consistent with the purpose of the Sustainable Planning Act (2009) of having an accountable, effective process and a sustainable outcome; and therefore should be refused in its current form.

Regards,

Moreton Bay Regional Council

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Ellie Thackray
56 Blackwood Drive
Ferny Hills
QLD 4055

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From: Kathy E
To: [MBRC Incoming Mail](#); [Mayor](#); [Matt Constance](#); [Electorate Office Ferny Grove](#); [local.government@ministerial.qld.gov.au](#); [fernvgrove@lnpg.org.au](#); [elizabeth.world@qld.greens.org.au](#)
Subject: Development Application DA/34700/2017/V23R at 80 Plucks Road
Date: Thursday, 26 October 2017 3:18:56 PM

Dear Madam/Sir,

I'd like to register our opposition to Development Application DA/34700/2017/V23R at 80 Plucks Road.

I am concerned about the environmental, social, infrastructure and safety impacts of this development on the existing area, as well as the cumulative impacts of the three high density unit developments on Plucks Road all located within a very short distance of each other (52, 80 and 82 Plucks Road).

Impacts on endangered and threatened species

Having lived in the area for many years, I have been fortunate to enjoy sightings of local wildlife. The area to be developed and the surrounding locality is bushland, which is home to endangered animals such as Koalas, and threatened wildlife, including bandicoots and lizard species. Also in the area are numerous species of snakes, frogs, possums, birds, wallabies and so many more Australian animals, trees and shrubs. This is a key reason I like living in Arana Hills. The proposed development will not only remove essential habitat for these animals and green space for the community, but the sheer number of additional cars and people will put these animals under threat.

Social impacts

Arana Hills is a wonderful place to grow up and raise a family. I lived here as a child and have now returned to live here with my family. Part of its charm is the community networks and great friendships we enjoy with our neighbours. Flooding the area with high density unit blocks will negatively impact on this friendly community, where everyone knows each other. For example, we currently enjoy a street party every Christmas, something we couldn't enjoy if our street was flooded with hundreds of additional cars.

Noise, air and visual impacts

Arana Hills is renowned around Brisbane for its bushland and green space. These factors assist in sustaining happy and healthy communities and make the area an attractive place to live. The development at 80 Plucks Road will severely impact on this, with cars impacting on air pollution, and the development itself severely impacting on visual amenity and creating significantly more noise for the surrounding area.

Infrastructure impacts

Having a young family, the lack of pedestrian accesses and decent footpaths is quite frustrating. And that's nothing compared to the woeful lack of car parks at the local train stations. Despite living closest to Grovely station, I have to park further down the track at Oxford Park station. This is because both the Grovely and Ferny Grove carparks fill up by

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around 7am. By parking at Oxford Park, I can get on-street parking at 7.30. Are hundreds of new carparks being developed at these stations to accommodate the hundreds of additional cars and commuters from this development?

Safety impacts

Arana Hills is home to many families, and we often see children socialising and enjoying the outdoors in our street. Given the community atmosphere existing residents usually drive slowly in our street as they know there are children about. The many additional cars from this development would pose a serious danger to personal safety in our street and the wider area.

In addition, there is no safe pedestrian access across Plucks Road in the near vicinity – this is a serious concern for us, and should be for council too.

Plucks Road already has a lot of traffic and many intersections along this road are quite dangerous (such as the View Street intersection). With significantly increased traffic volumes, this will pose a serious risk to all road users. It will also significantly impact on nearby residential streets which were not designed for such traffic volumes.

Cumulative impacts of three high density unit communities

I also believe that the cumulative impacts of the new Alegria unit community at 52 Plucks Road and proposed developments at 80 Plucks Road and 82 Plucks Road have not been fully considered. Combined, these three high density unit communities will significantly exacerbate the above issues. The cumulative impacts of these three communities need to be considered together, rather than separately.

Please reconsider the 80 and 82 Plucks Road developments given these significant impacts.

I agree that more people should be able to live in and enjoy our community, but believe this should be done in sustainable manner and a way that complements the existing community. As such, these developments should be required to accord to the existing Planning Scheme, rather than the outdated one.

Regards,

Kathy English and Glenn Homann
3 Eveleigh Street
Arana Hills Qld 4054

Sent from [Outlook](#)

Moreton Bay Regional Council

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From: Daniel Rinsma
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Matt Constance](#); [Electorate Office Ferny Grove](#); local.government@ministerial.qld.gov.au; elizabeth.world@qld.greens.org.au; [Peter Dutton MP](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 3:42:32 PM

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture, Qld 4510
mbrc@moretonbay.qld.gov.au

To the relevant officer

Regarding the proposed developments labelled 80 Plucks Road, I have one significant issue, that being with street access via Leatherwood Drive. Building access to Plucks Road would make a minimum impact, with the road already containing numerous lights and off roads little would change for both residents and commuters, however Leatherwood Drive, being a dead end street, as well as the adjoining Tetragona Drive, are low traffic areas, with multiple pedestrian paths leading to the park and higher numbers of children playing in the streets. Thus for both safety and community I believe Vehicle access off Plucks Road and Pedestrian access through Leatherwood Drive is the better option for all.

In Short:

- access should be off of Plucks Road Not Leatherwood Drive
- Concern for Traffic safety
- Pedestrian access toward Parkland gives new development access to current lifestyle without taking away from it
- Traffic could also be an issue during construction, sufficient onsite parking would be needed

Sincerely
Daniel Rinsma
34 Leatherwood Drive Arana Hills QLD 4054

Moreton Bay Regional Council

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From: Peter O'Hare
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Matt Constance](#); [Electorate Office Ferny Grove](#); [local.government@ministerial.qld.gov.au](#); [fernygrove@lnpq.org.au](#); [Peter Dutton MP](#); [south.brisbane@parliament.qld.gov.au](#); [elizabeth.world@qld.greens.org.au](#)
Subject: Objection to Development Application Enquiry 2017/34700/V23R
Date: Thursday, 26 October 2017 3:49:29 PM
Attachments: [Submission.docx](#)

Good Afternoon,

Please see the attached objection to the proposed development application.

Kind Regards

Debra O'Hare

Ph 0418 180 693

ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

Debra O'Hare
5 Leatherwood Drive
Arana Hills QLD 4054

Moreton Bay Regional Council
Attention: the Assessment Manager (DA/34700/2017/V32R – 80 Plucks Road)
P O Box 159
Caboolture QLD 4510
24 October 2017

To the Assessment Manager

Please find my submission for the Development Application DA/34700/2017/V32R for 80 Plucks Road, Arana Hills. I object to the proposed DA for the following reasons.

Increased risk of traffic accidents at intersection of Plucks Road and Tetragona Drive

The intersection is currently unsafe for traffic entering and exiting Tetragona Drive. The incline when exiting from Tetragona Drive, combined with the speed of vehicles on Plucks Road contributes to frequent near misses. Similarly, when entering Tetragona Drive travelling East on Plucks Road, there are often cars stopped at a halt because of the traffic lights a few hundred metres up the road at the intersection of South Pine Road and Plucks Road. Local Residents often have to overshoot the intersection to allow the cars behind to safely pass and to minimise the risk of being rear-ended. Near misses continue to be a common occurrence at this intersection. The development at 80 Plucks Road cannot use Leatherwood Drive as its access and must change its main access to Plucks Road.

There are 77 townhouses currently planned for this development and the area is underserved by public transport, it is reasonable to calculate an average of 1.5 cars per townhouse rather than the calculations in the developer's Traffic Engineering report of 0.6 journeys per dwelling for peak hour traffic generation. The developer states this is based on the Department of Transport and Main Roads 'Road Planning and Design Manual', however it does not take into consideration the lack of public transport options in the area, which means more residents will drive cars. In our area the majority of residents drive and the majority of residences have two or more cars. The impact of the additional vehicles from the development at 80 Plucks Road is therefore under-represented, as it does not reflect the actual situation—it applies a simple formula that does not take into account individual circumstances. If the more reasonable and accurate calculation of 1.5 cars per townhouse is applied, this would equate to an extra 115 vehicles per day trying to enter and exit an intersection that existing residents have identified as unsafe. This is roughly a doubling of traffic using this intersection daily, so there would be significant impact on residents of Leatherwood Drive and Tetragona Drive from this development if the access was not relocated to Plucks Road.

The planned development at 82 Plucks Road, which has 174 townhouses with three streets having entry points into this development (Plucks Road, Leatherwood Drive (then Tetragona Drive) and Eveleigh Street). Again, averaging 1.5 cars per townhouse, 82 Plucks Road will add 261 cars to the road infrastructure in the area. Combined, these two developments will add between 180 and 376 cars (depending on the access point used) to an intersection that has already had safety concerns identified by residents who frequently use the intersection. NB These traffic numbers are conservative as they do not take into account visitors or service vehicles. The developer's Traffic Engineering report considered traffic volume,

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however did not provide any details on traffic safety and the increased risk to road users of adding an extra 115 cars to an intersection that is considered high risk by its regular users. The report does not consider the impact of the proposed development at 82 Plucks Road. An independent Traffic Engineering report should be obtained that will more fairly assess the impact on traffic of the proposed developments at 80 Plucks Road and 82 Plucks Road and provide data based on different dwellings per hectare scenarios and different access points to both developments. This independent assessment should include consultation with residents for qualitative data and installing traffic monitoring equipment for a reasonable time period. I understand that the traffic monitoring equipment was only in place for 1 or 2 days in April 2017, possibly during Easter holidays.

Increased risk to safety of pedestrian traffic in Leatherwood Drive

Leatherwood Drive is an access point to the bike tracks and parks in the area. Many people, including families and young children walk or ride along Leatherwood Drive. The proposed traffic access will pose a serious risk to residents and reduce the lifestyle benefits of the "mountains to mangroves" for the district. This risk can be mitigated by relocating the access from Leatherwood Drive to Plucks Road.

Additional impact of vehicles

The car parking ratios, including for visitors and service vehicles, must be reviewed to ensure vehicles do not park on either Leatherwood Drive or Plucks Road. The safety of residents in Leatherwood Drive would be compromised by additional parked cars near the proposed entry point for the development, which is close to the corner in the road.

MBRC must impose a Traffic Management Report condition before any site works start. The Management of the large number of contractors on site is critical to effective site management and its impact on the surrounding streets, such as with debris on roads, litter and access to street parking for residents and their visitors.

Destruction of vegetation

The *South East Queensland Koala Population Modelling Study*¹ report prepared for the Queensland Department of Environment and Heritage Protection in 2015 sadly confirms koala numbers have decreased by 50–80% in key habit areas over the last 20 years. The Department of Environment and Heritage Protection identify 80 Plucks Road as a Priority Koala Assessable Development Area in accordance with Koala Conservation in South East Queensland State Planning Regulatory Provisions. Conservation of koala habitat in MBRC should be a priority in urban planning decisions.

The proposed development removes the connections between areas identified as wildlife corridors and koala habitat, effectively isolating koalas and other wildlife. The development should be amended so that vegetation which forms part of the wildlife corridor is retained. The development at 80 Plucks Road (and 82 Plucks Road) is in very close proximity to bushland (Lot: 73 Plan: RP91437) at the end of Eveleigh St and behind Leatherwood Drive. The Queensland Department of Environment and Heritage Protection identifies there are Matters of State Environmental Significance in this bushland (85.9%) and also 82 Plucks Road (17.2%) due to threatened species and iconic species. The habitat of the threatened wildlife is located up to the boundary between 82 Plucks Rd and 80 Plucks Road. Therefore any development at 80 Plucks Road must take into consideration our responsibility to preserve habitat, maintain wildlife corridors and value the native wildlife.

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Stormwater and overland flow

I have major concerns about stormwater, overland flow and flooding. The Water Management Plan (WMP) was commissioned by the developer and therefore is not impartial or independent. The WMP was also based on out dated information—a 30 year old rainfall guide was used in the stormwater and flood mitigation plans, instead of the current guides.

The WMP does not take into account the proposed development at 82 Plucks Road, which must be considered as part of the ultimate development scenario. The impacts of increasing flow volume down the local creek have not been considered. The locations of the inflows from the stormwater system are not well defined.

Scale of development not consistent or complementary to existing development

The scale of the proposed development at 80 Plucks Road is out of character with the area. It is not consistent or complementary to the existing development. In MBRCs Place Type Information Sheet for Division 10₂, 80 Plucks Road is considered to be part of a 'suburban neighbourhood'. The information sheet clearly recognises that, 'Leafy neighbourhoods surrounded by natural bushland will continue to be a characteristic of Division 10'. The classification of 80 Plucks Road as being within a 'suburban neighbourhood' means that the scale of proposed development does not meet the definition of a 'suburban neighbourhood'. The MBRC Planning Scheme website³ defines a 'suburban neighbourhood' precinct as:

- houses on traditional residential lots as well as houses on narrow lots subject to locational and design requirements
- dual occupancies (traditional)
- density no greater than 15 dwellings per hectare
- building height up to 8.5 metres.

This development is not consistent with the existing or intended development in a 'suburban neighbourhood' precinct as defined by MBRC. The development should be scaled back to meet the requirements of the 'suburban neighbourhood', including having a density of no greater than 15 dwellings per hectare.

The public transport infrastructure is therefore unlikely to support the number of proposed residents at 80 Plucks Road (and 82 Plucks Road) and this must be factored into MBRC decision-making. NB I am aware that the only application formally in public consultation is for 80 Plucks Road, however it is only practical and sensible for MBRC to consider this DA with the ultimate development scenario in mind.

Development Approval not consistent with MBRCs Corporate Plan 2017-22

The DA is clearly not aligned to MBRCs Corporate Plan 2017-22, which describes its plan for the region over the next five years. The proposed development does not facilitate well-planned growth or retain the region's unique environment and lifestyle choices.

If the development is proposed in a 'suburban neighbourhood' precinct which has a maximum of 15 dwellings per hectare and the proposed development has 39 dwellings per hectare, then the development cannot align with MBRCs strategic priorities of achieving a balance between the sense of community, growth, environment and lifestyle.

Growth is clearly disproportionately being favoured by MBRC at the expense of the sense of community, environment and lifestyle and the wishes of the residents.

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The significant increase in vehicle traffic in streets such as Leatherwood Drive and Tetragona Drive does not create a people-friendly community and will destroy the area's environment and lifestyle. Residents have lived in these quiet streets for a number of years and deliberately chose the area because of its sense of community and quiet location.

Summary

I have lived in Leatherwood Drive since 1991. I love the quiet area with trees, parkland and wildlife such as possums, cockatoos, kookaburras, parrots and bandicoots. The DA will seriously impact upon the biodiversity of our neighbourhood. The proposed development presents significant safety risks if the entry remains on Leatherwood Drive because of the increased danger at the intersection of Tetragona Drive and Plucks Road. The additional traffic increases the risk to pedestrians and cyclists using this area. The risk would be significantly decreased if the access for the development was moved to Plucks Road.

I am not against development or progress, however, this proposed development is totally out of character for the area with a significant increase in density from 15 dwellings per hectare to 39 dwellings per hectare. The local community has rallied in opposition to this proposed development and the Council does not have a mandate from residents to approve this DA in its current form.

Yours sincerely

Debra O'Hare
Ph 0418 180 693

Moreton Bay Regional Council

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From: president@prkoalacare.com.au
To: [MBRC Incoming Mail](#)
Subject: Objection to Development Application 80 Plucks Road Arana Hills DA34700/2017/V23R
Date: Thursday, 26 October 2017 3:59:35 PM
Attachments: [DA Objection 80 Plucks Road Arana Hills.pdf](#)

Dear Sir

Please see attached my concerns for the proposed development application.

I look forward to hearing from you soon regarding my concerns.

Kind Regards

Sue Laird

President

Pine Rivers Koala Care Association Inc

PO Box 145 Strathpine 4500

0401350799

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Date 26th October 2017

Attention: Moreton Bay Regional Council

I write to express my concerns regarding the proposed development application:
"Objection to Development Application Enquiry:

Lot/Plan:

Lot 1 RP205708

Ward: MBRC Div 10

80 Plucks Road, Arana Hills, 19 – 25 leatherwood Drive Arana Hills
DA34700/2017/V23R"

in particular as it relates to the rezoning and proposed development in the area bordered by Plucks Road, Tetragona Drive, Leatherwood Drive, Jeenong Way, View Crescent, Eveleigh Street and the importance of the Environmental Connections with the waterway of Cabbage Tree Creek (Tighgum), the importance of the movement for wildlife from the MSES Matters of State Environmental Significance from Samford Road Corridor, Patricks Road, Caesar Road, Plucks Road, View Crescent and Leatherwood Drive. This MSES must be kept as a MSES corridor.

Please note the following concerns and objections regarding rezoning and proposed development in the 80 Plucks Road, Arana Hills, development application:

1. Clearing of high value habitat

I am concerned that state government high value bushland areas will be cleared and/or adversely impacted by proposed development in the 80 Plucks Road, Arana Hills Area as outlined in the Proposed Development Application. This area contains both known koala habitat and high value koala rehabilitation areas. Koalas tend to die when the trees they live in and rely on for food and shelter are knocked down, which means that land clearing in koala habitat represents a death sentence for the animals that live in these areas.

I have heard from residents near the 80 Plucks Road, Arana Hills Area that recent mass tree clearings have already taken place in and near the proposed development area (36 Plucks Road, Arana Hills and 27 Plucks Road, Arana Hills most recently), with reported increases in wildlife (manly koalas and native birds) on properties adjoining the proposed development area as animals attempt to flee to other areas.

- Are there any plans in place to protect koalas and other existing wildlife populations in the proposed development area? Will you please forward this to me?
- Has a survey been done of koalas in the area in the last 2years? Has this site been monitored for koalas every 6 months? Will you please forward this to me?
- Have any wildlife surveys been undertaken by council or developers in the last 2 years? Has this site been monitored every 6 months? Will you please forward these to me?
- Have any surveys been done to identify any endangered flora or fauna species in this area over the past 2 years? Has there been any surveys done

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to identify any endangered flora and fauna every 6 months in this area? Will you please forward these to me?

- Has a survey been undertaken of migratory birds through this area in the past 2 years? Has a survey been undertaken of migratory birds through this area every 6 months? Will you please forward this to me?
- Have any environmental impact studies been undertaken in this area, relating to this development? Will you please forward these to me?
- Have any environmental or wildlife studies relating to this proposed development been undertaken or contracted to be undertaken for Moreton Bay Regional Council? Will you please forward these to me?
- Have any environmental or wildlife studies relating to development in the 80 Plucks Road, Arana Hills Area been tabled in council? Will you please forward this to me?

Property developers have a history of clearing more land than they have council approval for in the Moreton Bay region. On council and state government maps, some areas in the 80 Plucks Road, Arana Hills Area are identified as "matters of state environmental significance," (MSES) and/or "matters of local environmental significance" (MLES), which is concerning given council's record of being unable, or unwilling, to protect environmental areas in the past.

- What are council's plans to protect identified MSES and MLES areas within the proposed development area?
- Will council allow developers to clear any MSES/MLES identified bushland areas as part of this development? If so, which areas and how will council police this?
- What steps will council take to ensure that unlawful clearing does not take place?
- Will council be increasing the penalties for developers who clear land without the proper permits, to deter the practice of unlawful land clearing?
- Will council apply maximum penalties to developers who clear land without proper authorisation from council, or who clear greater areas of land than has been authorized by council?

1. Infrastructure

The 80 Plucks Road, Arana Hills Area is approximately 2.5km from the closest train station, at Grovelly. Presumably cars are intended to be the primary mode of travel for residents of the proposed development. Existing roads will experience heavier traffic, perhaps be upgraded to include more lanes, and presumably new roads will be constructed. New roads built in areas of identified koala habitat run the double risk of first destroying habitat, and then being a threat to animals in habitat areas when built. Statistically, cars are among the biggest killers of koalas in our region.

- What measures (eg. fencing) will be put in place to protect koalas from cars in and around the proposed development?
- Will koala bridges be constructed to allow koalas to better navigate the busier roads? If so, where will they be and how many will there be?

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- Will identified MSES/MLES areas be protected in the expansion of existing roads?
- Will any identified MSES/MLES areas be wholly or partially cleared during the expansion of existing roads? If so, which areas?
- Will identified MSES/MLES areas be protected in the building of new roads?
- Will any identified MSES/MLES areas be wholly or partially cleared during the building of new roads? If so, which areas?
- Tetragona Drive is not able to cope with increased traffic for people in it's current capacity. What has council planned for the increase of people and cars for this intersection?

3. Overland Flood Path

- How will council actively protect bushland in floodplain areas within the proposed development area?

4. Moreton Bay Regional Council communications

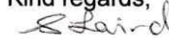
Communication of development in the 80 Plucks Road, Arana Hills Area to constituents has been poor. Letters advising residents, and the wider community, have allowed only a very small window for public consultation and preparation of submissions. Information provided by council is difficult to find online, and even more difficult to interpret and understand. For example, some comparison maps with overlays make it difficult to find map keys, with which to interpret the information provided. Information is not communicated in a way that is clear and easy for people to understand.

- Will council revisit the public consultation process for the Moreton Bay Regional Council residents in order to properly engage with the Moreton Bay community regarding these proposed changes?
- What steps will council take to provide greater transparency into their planning processes through communication with the community in a way that is open and encourages the engagement of ordinary people?

It is disappointing that council is proposing major developments, featuring significant potential social and environmental impacts, are not advertised well enough, for little opportunity for public scrutiny. It seems to me that the constituents of the Moreton Bay region, not to mention the wildlife who will have their homes destroyed by poorly planned developments, deserve better from their Moreton Bay Regional Council representatives.

Thank you for taking the time to address my concerns. I look forward to your response to my submission, and working with Moreton Bay Regional Council on this matter.

Kind regards,



Sue Laird
37 Panorama Street, Bray Park Qld 4500
Phone 38811517

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From: Brinton, Jacqui
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [local.government@ministerial.qld.gov.au](#); [Electorate Office Ferny Grove](#); [fernygrove@lnpq.org.au](#); [Peter Dutton MP](#); [Matt Constance](#); [South.Brisbane@parliament.qld.gov.au](#); [elizabeth.world@qld.greens.org.au](#)
Subject: 80 Plucks Rd DA/34700/2017/V23
Date: Thursday, 26 October 2017 4:00:17 PM
Attachments: [Council Submission.zip](#)

Hi

Please find Objection to proposed development of 80 Plucks Rd DA/34700/2017/V23

Thank You

Jacqui Brinton

0409 831 279

The information contained in this email message and its attachments is intended only for the private and confidential use of the recipient(s) named above, unless the sender expressly agrees otherwise. Transmission of email over the Internet is not a secure communications medium. If you are requesting or have requested the transmittal of personal data, as defined in applicable privacy laws by means of email or in an attachment to email, you must select a more secure alternate means of transmittal that supports your obligations to protect such personal data. If the reader of this message is not the intended recipient and/or you have received this email in error, you must take no action based on the information in this email and you are hereby notified that any dissemination, misuse or copying or disclosure of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by email and delete the original message.

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24/10/2017

Jacqui Brinton

128 Plucks Road

Arana Hills Qld 4054

Subject: **80 Plucks Rd DA/34700/2017/V23R**

Attention: **Assessment Manager**

I hereby object to the proposed development of 77 Medium Density Multiple Dwelling units namely 77 Townhouses located at 80 Plucks Road Arana Hills Qld 4054

Objection is based on the following concerns

Traffic and Road Safety:

The proposed development will funnel road traffic from Leatherwood drive via Tetragonia St and eventually exit onto Plucks Road, the exit onto Plucks road is of great concern as Plucks roads is already a major thoroughfare that is extremely congested. Adding further traffic onto this road will certainly put all motorists and pedestrians who use this road each day at significant risk of injury due to the increase in traffic and the location.

The second point I would like to make about the exit onto plucks is that it's on a dangerous blind corner with a history of road traffic accidents. An increase in the traffic will further put all motorists at risk of vehicle accidents and personal injury. How has the developer carried out hazard identification and Risk Assessments for this? A traffic survey was conducted by the developer however the survey was conducted over a holiday period which would have given a

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**much lesser traffic count given most families are away at that time.
adequate traffic recording needs to be conducted.**

Children

Major concerns about the street safety of neighbourhood children needs to be addressed, where are the kids going to play now? How are they going to get from one area to another area when walking the dog playing with their friends? Kids need to be protected and not have to run the gauntlet of an additional 238 cars driving through their streets each day the safety of children of this neighbourhood need to be considered over profit.

FAUNA

Koala's, Bandicoots, Bush Turkeys, Possums, Owls and Birds will be significantly impacted by this development, the clearing of the land by the proposed developer will destroy natural bushland that connects the bush corridors that is home to these creatures who are an important part of our environment and apart of all Hills residents lifestyles

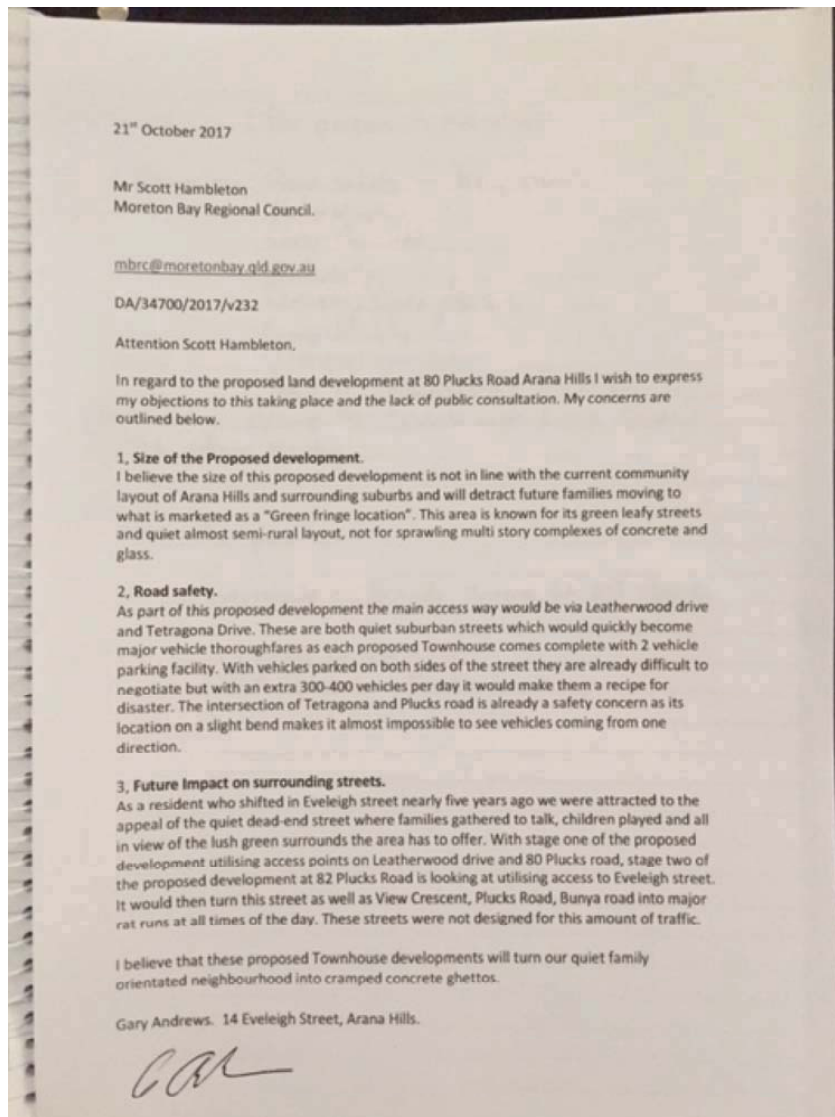
Water Pressure

The hills district already has a very poor water pressure supply, adding more homes to this area that is deemed a bushfire impact zone will place added pressure on an already struggling system.

Kind Regards

Jacqui Brinton

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From: Rosahlana Robinson
To: [MBRC Incoming Mail](#)
Subject: Submission for Proposed Development DA/34700/2017/V23R
Date: Thursday, 26 October 2017 4:11:43 PM
Attachments: [80 Plucks Road Respondent Feedback.pdf](#)

Please find attached our submission in relation to the proposed development at 80 Plucks Road, Arana Hills DA/34700/2017/V23R.

Regards,

Andrew and Rosahlana Robinson
170 Plucks Road
Arana Hills Qld 4054

mbrc@moretonbay.qld.gov.au

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I refer to the development application for 80 Plucks Road DA/34700/2017/V23R. As residents in the local area for over 10 years, we have had the opportunity to enjoy the Hills District as it has evolved, and support well considered development to increase the living density of the Moreton Shire in a manner that ensures that the values of the region are maintained. We note that in relation to this development and others currently under consideration, there are key issues that should be addressed to ensure that this project and others do not significantly impact on the values of the suburb and the environment.

Below are detailed key areas and potential impacts to forward to the referral agencies for further consideration to allow additional information requests to be provided to the developer. This will provide the developer with important feedback from the community to assist them in designing a project that can be reconfigured, such that it can enjoy the general support of the community and future residents of the proposed development.

The credentials of the developer demonstrate that they are committed to developing projects in a manner that considers the community and their feedback, and this is demonstrated by their corporate sustainability profile that states "Our future depends on us all acting in a sustainable way and thinking creatively about how we impact our environment and our communities.... To embrace change is to question how we do everything, always looking for improvements".

Specifically, Mirvac state in their recent Sustainability Report that they have developed a social return on investment (SROI) measurement process. Mirvac state:

"(the SROI process) was validated externally, we have now piloted it nationally by embedding it in to the project delivery process. This means that, for the first time, we have a step in our development planning process to capture and predict the social impact of each proposed development.

What does that mean for our business? It means that we are measuring the key elements we know are important to our customers about their communities, like feeling safe and engaging with their neighbours. Having this data enables us to design and plan with these elements in mind, and it facilitates a range of constructive conversations with local and state governments about what it's like to partner with Mirvac. It helps us to build relationships with potential partners that are rooted in trust that Mirvac cares about and delivers on community needs.

As a result, our development managers can now see how their investments compare to other similar Mirvac developments when it comes to things like open space and community facilities. Based on the predicted SROI, our teams are able to consider whether they have enough funding, and whether it's been allocated to the right areas. The SROI research and prediction tool is also allowing development managers to engage in external conversations with local authorities about proposed design and investment decisions. By providing predicted social outcomes, we can model and negotiate different development scenarios, and clearly demonstrate the Mirvac difference."

In this particular case, it may be that this development has not yet had the opportunity to apply this SROI process.

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1. Cumulative Impacts

It is noted that on the neighbouring property there is a development currently in the stages of requesting additional information on the direct neighbouring property (2017 / 34775 / V2M). This is for a development of 174 dwellings at:

- 35 Eveleigh Street, ARANA HILLS QLD 4054
- 36 Eveleigh Street, ARANA HILLS QLD 4054
- 82 Plucks Road, ARANA HILLS QLD 4054

A key issue noted throughout the submission is the consideration of cumulative impacts to the suburb. There is no doubt that the two developments together, have the potential to create significant impacts to the values of the suburb if not managed considering the cumulative impacts of both projects together. This issue cuts across many impact areas including: traffic and transport, ecological impacts, stormwater management and community access to recreational spaces. In council's Request for Information provided to Mirvac, some questions related to these issues were raised, including stormwater and landform management, particularly at property boundaries. There may be opportunity here for council to review how these cumulative impacts can be managed within or outside of this current development approval process.

2. Traffic and Transport

Traffic Volume Assumptions:

The current application was prepared using data obtained between two long weekends (ie between Easter and Anzac Day), when many family residents were on either vacation or not at school. The current study advises that you would have 0.6 journeys by car per day, per townhouse, which is considered to be well below those that would be expected. Due to the location of the development, specifically in relation to public transport, it is not possible for children to arrive at most schools in the area by any means other than by car. This would involve all townhouses with children to include at least two journeys per day, not including any after school activities. In addition, for workers, a popular way to travel to work is by train from this region. For this reason it is not practical to catch a bus to then get a train into the city. Everyone we know in this area, either drives directly to work or to the train station, which would include another journey per day. This is discussed a bit further below in *Public Transport Assumptions*.

Public Transport Assumptions:

The report states that public transport is available within 400m of the proposed development. This is a bus service that runs from Ferny Grove to Mitchelton, which means that residents would take a train from either Mitchelton or Ferny Grove stations, depending on which way the bus was going. Unfortunately, this service runs infrequently and adds so much time to the trip, that it is not used in this way (ie over one hour to get to the city, and up to one hour and 30 mins). As such, the connectivity of the site with public transport is overstated in the application. Public transport services would need to be significantly upgraded to be considered to be "serviced" in this area and would need to have quite direct routes to train stations with a much greater frequency than is currently serviced.

Traffic and Transport Impacts:

Given these assumptions, it is likely that impacts for traffic and transport have been underestimated. In the review of the impacts, the additional volumes should also consider safety impacts due to the nature of the entry to Plucks Road, which is a blind corner that includes a hill where speed can be inadvertently picked up by drivers along Plucks Road. Consideration to the safety of this access is required, including for foot traffic. Consideration of these impacts, together with those of the neighbouring proposal are key as with an influx of traffic from over 250 dwellings, impacts are certain and will require consideration around the numbers of vehicle movements the area can safely

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consider. At minimum, the intersection of Leatherwood Dr and Tetragona Dr should be checked for suitability and safety. Similarly, the intersection of Tetragona Dr at Plucks Rd, for traffic safety and distance visibility. Study should also be completed to understand the obvious rat-runs that residents are likely to use to avoid the wait at the Plucks Road intersection. These studies could identify mitigation measures to be employed to deter traffic and maintain local road safety for safe use by families and children.

Car Parking:

It is not clear the number of car parking spaces in total that are provided, but those that are visible on the map do not appear to be suitable for the area and would impact on the ability of surrounding property owners to have their own visitors (particularly on a weekend). In addition, should visitors be required to park on Plucks Road, it will encourage unsafe road behaviour on this main thoroughfare (eg. U turns etc). Suggest this is reviewed to allow for more visitor car parking and or other improvements to Plucks Road to account for this.

3. Community Access & Public Health / Amenity

Community access through the area will be cut with the proposed development and to maintain community connectivity from Plucks Road through to Leatherwood Drive a walkway is strongly recommended. This walkway link could look a little like the one that links View Crescent through to Yathong Court and the walkway along Cabbage Tree Creek. These types of connections are really important and are used by residents in the area to maintain healthy lifestyles (ie walking/riding/running in mornings/afternoons etc) and amenity. The current proposed access would not meet the connectivity needs of the broader community and would cut access to the area. As residents that use these pathways, this would be an important consideration for the development and indeed for the new residents of the development.

4. Ecological

Having quickly reviewed the information included on the Qld Government Globe, it is apparent that the site has the potential to impact on a number of biodiversity and habitat values. Notably, the site directly abuts remnant vegetation classified as *Bushland Habitat for Koalas* under the *Koala State Planning Regulatory Provisions (SPRP)* and the site itself is categorised as *Other Areas of Value for Koala Habitat*, and given the site does contain remnant vegetation, it is recommended that impacts on the Koala are considered as part of the development assessment, which may involve mitigations such as buffer zones, retention of key species and landscaping guidance. Importantly the whole site is located fully within a Statewide Biodiversity Corridor. As such, consideration of the impacts to this corridor should be part of the assessment, which may include mitigations such as retention of key mature trees/nesting habitat, buffer retained vegetation, amongst other possible measures. To facilitate these mitigations being developed, further assessment on the quality of the remnant vegetation on-site and the neighbouring site would be required to ensure management measures are effective in mitigating impacts.

Given the current likely fauna living in this allotment, assessment of impacts to fauna should be considered with consideration of a fauna movement corridor. This could be incorporated with the community access corridor for enjoyment and the safe movement of fauna in the area which could be planned to connect with the neighbouring property proposed development. A general comment in relation to fauna, is that a quick EPBC Act search indicated that the site has the potential to have a number of listed species present. It would be worthwhile to investigate/confirm the potential presence of these species and any mitigation measures, should they be observed, particularly given the presence of the remnant vegetation and proximity to the watercourse. This should not preclude development, but may require offsets and/or specific construction management mitigations, noting that offsite impacts are relevant in relation to this Act.

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5. Storm Water and Surface Water

A brief assessment of the stormwater management report revealed assumptions that are likely to require review by the referral agency, particularly considering the development of the neighbouring property. An example of this is that the modelling demonstrates impacts downstream of up to 20mm in a 1 in 25 year storm, but appears to be based on the assumption that the neighbouring property only has 20% impervious cover, which will not be correct when this site is developed. Suggest that the model needs to be updated to consider future development of the catchment to increase the impervious cover percentage. The cumulative impacts of the developments (particularly in the context of climate change creating more extreme flood events) could be unacceptable to downstream properties. The report also states that detention is likely to increase downstream impacts. It is recommended that this assumption is reviewed. For example, could a larger detention basin, with different design criteria ameliorate this concern. It seems unlikely that a development of this nature adjacent to a creekline would not require some sort of detention to control water flow to the creek in times of flood.

Additionally, the rainfall data used appears to be outdated as well. This could be updated to rely on current data from the Bureau of Meteorology and considers likely climate change impacts which will create more frequent intense storms.

For normal developments, these impacts are important, and in this case is especially important, given the nearby drainage into Cabbage Tree Creek, an important part of the Mountains to Mangroves Corridor, recognised in the SEQ Regional Plan. Good management of stormwater will be important to avoid unacceptable impacts on the freshwater quality and riparian zone habitat of this important creek system. A particularly critical time will be during construction where impacts can be further exacerbated.

6. Character Fit and Visual Impacts

The architectural design of the development is quite structured, with most residences having the same design/shape and the use of linear set-out throughout. The Hills District, by its name is characterised by its flow with the hills it encompasses and does not follow the structure often seen in new 'estates'. A design that considers the surrounding area would incorporate some differentiation in the types of dwellings and some flow in the set-out of the dwellings in relation to the site. It is recommended that this is considered by the Developer to allow the design to fit better into the area and minimise visual impacts of the development in this zone.

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From: Jan Reyneke
To: [MBRC Incoming Mail](#)
Subject: OBJECTION TO DEVELOPMENT APPLICATION ENQUIRY: 2017/34700/V23R
Date: Thursday, 26 October 2017 4:13:15 PM

Date: 26 October 2017

Jan Reyneke

[8 Leatherwood Drive](#)

[Arana Hills](#)

[Brisbane](#)

[4054](#)

Comment on a Development Application

DEVELOPMENT APPLICATION ENQUIRY: 2017/34700/V23R

DEVELOPER: Mirvac Pty Ltd

SITE: [80 Plucks Road, Arana Hills](#)

PROPOSAL: Development of 77 housing units

OBJECTIONS DUE : 26 October 2017

Dear Sir/Madam,

I would like to formally object to granting the above development application based on the following reasons:

1. It exceeds the allowable number of dwellings for the size of the land under the current MBRC planning guidelines.
2. The lack of conditions including the entry and exist points for this development being Leatherwood/Tetragona Drive.
3. This development is a high contrast to this area's neighbourhood character. The density and scale of the development is lacking any sympathy with its surrounds and the massive increase in traffic will ruin the neighbourhood's family character.
4. The additional traffic will create more congestion and increase the risk in what is already a narrow and congested road (Leatherwood drive). My wife drops our kids off at school every morning and has to reverse into Leatherwood drive. The additional traffic that will be generated by such a large development heavy traffic will increase the risk to our family.
5. The additional traffic will make it even more dangerous to enter Plux road from Tetragona road, as there is a blind spot and cars driving downhill are usually speeding.

I therefor request that in the interest of safety and preserving the character of our neighbourhood, you not approved the said development application or at the very least approve a substantially reduced number of units.

Thank you for taking my objections and suggestions into account.

Yours Sincerely

Jan Reyneke

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From: Robyn McNamara
To: [MBRC Incoming Mail](#); [Mayor](#); [Electorate Office Ferny Grove](#); [Matt Constance](#); fernycastle@lnpg.org.au
Cc: gmacfam@tpg.com.au
Subject: Formal Submission – Objection to DA identifier- 80 Plucks Road DA/34700/2017/VR23R
Date: Thursday, 26 October 2017 4:17:59 PM
Importance: High

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture Qld 4510
Email - mbrc@moretonbay.qld.gov.au
[To the Submissions Officer](#)

Formal Submission – Objection to

DA identifier - 80 Plucks Rd DA/34700/2017/V23R

Please accept this submission as my object to the above development in its current form.

I have been an owner/occupier of my current address at Unit 15 of 52 Plucks Road Arana Hills since January 2013. Prior to this, I have been an owner and resident in the Pine Rivers Shire/Moreton Bay Regional Council since 1976 so I have seen many changes to this region in 40 years.

At this time, my main objections would be the following -

Road Safety – Plucks Road - The impact the extreme amount of extra traffic that would be using Plucks Road either via direct access or via Leatherwood and Tetragona Drives. Plucks Road is such a badly designed road with many twists and turns and blind corners. The speed limit is currently 60 and I have had many discussions with local police who agree this limit should already be reduced with current traffic loadings.

Through many years of consultation with the Council, entrance to my address was altered with extra markings on the road to allow a turning lane across the traffic. This has not alleviated the dangers faced by all traffic turning into 52 Plucks Road and I would imagine the proposed development would face many of the same dangers thus putting even more lives at risk of serious accident.

The roadside of the area of Plucks Road, outside the proposed development, already houses cars day and night, with people parking their cars. This creates a danger with lower visibility for traffic proceeding along Plucks Road in both directions. The projections of 1.6 cars per unit appears to be unrealistic. The allocation of visitor car parks would be inadequate for the size of the complex. Residents would not be permitted to park in these spaces (in accordance to Body Corporate regulations), forcing more cars to be parked along the road, increasing danger to vehicles and pedestrians travelling along these roads.

Leatherwood Drive and Tetragona Drive impact – these are narrow dead-end streets meeting Plucks Road at a blind corner – there seems no reasoning at all in a decision to direct traffic onto these streets!

Traffic congestion – I would seriously question the traffic study submitted by the proposed developer. The increase of cars due to so many dwellings as the amount proposed, would cause a dramatic effect on the flow of traffic in the area, especially heading onto the major city bound carriage way of Samford and Old Northern Roads.

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DA identifier - 80 Plucks Rd DA/34700/2017/V23R

There has been a small amount of work to help the flow of Samford Road towards Wardell Street. The only change to Old Northern Road has been installing more traffic lights, which has just exasperated the situation.

Putting an extra potential 200 cars into the already congested traffic in the immediate and surrounding areas increases the risks of accidents.

Public Transport – There is a very small amount of bus public transport in the immediate area, and totally inadequate for anyone not able to walk the 40 -45 mins to either Grovely or Ferny Grove Stations. The train stations car parks are overflowing as are the trains. Train service on the Ferny Grove line is every 30 mins in off peak times.

Vegetation and Wildlife – The area around the proposed development is home to lush mature tree and native vegetation. With this comes many species of wildlife and bird life, such as possums, bush turkeys, Koalas, and many varieties of bird life. If this area is developed to this extent, all this natural vegetation and wildlife would disappear – this would destroy the look of the area is a major reason to reassess this development. The complex I reside in was required, when built, to retain as many trees as possible.

In summary, I would strongly suggest council recommend that this development is reduced in density by half the proposed number of units as the infrastructure in this area is not equipped to handle the increase on the existing roads, existing transport and existing water/sewerage.

Also if a development is to be placed in this area, a new public pedestrian walkway link between Plucks Rd though to Leatherwood Dr and try to avoid the present green link here that runs in a

nth /
south direction would be highly desirable.

Yours sincerely,

Robyn McNamara
Unit 15 /52 Plucks Road
Arana Hills Qld 4054
Mob: 0407755185

Email: gmacfam@tpg.com.au

Cc: Mayor Alan Sutherland Mayor@moretonbay.qld.gov.au

Councillor Matt Constance matt.constance@moretonbay.qld.gov.au

Mark Furner – Minister for Local Government Ferny.Grove@parliament.qld.gov.au

Nick Elston – LNP Candidate for Ferny Grove fernygrove@lnpq.org.au

Page 2 – Submission from Robyn McNamara, 15/52 Plucks Road Arana Hills 4054

DA identifier - 80 Plucks Rd DA/34700/2017/V23R

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From: Grania Kelly
To: [MBRC Incoming Mail](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 4:29:52 PM
Attachments: [Submission .docx](#)

Please see attached

Thank you

StarSapphire Productions

M: 61-429 805 084

E: graniakelly@starsapphireproductions.com

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Grania Kelly
126 Plucks Road
Arana Hills
Old 4054

October 26, 2017

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture, QLD 4510

To the relevant officer,

RE: 80 Plucks Rd DA/34700/2017/V23R

With regard to the development at 80 Plucks Road (and 82 Plucks Road), as a resident of Plucks Road, I am promoted to raise serious objections outlined below.

TRAFFIC SAFETY

- Plucks Road is a dangerous road. It has many curves and is downhill. Cars speed down the road in a steady stream throughout the day. In 2007, a car missed the corner at our house and rammed through the fence and into the retaining wall between my house and the neighbour's. Fortunately it was the middle of the night. But if it was during the day, pets and children use the front garden frequently. Further, my home like a lot of homes on Plucks Road is situated near the road front (because much of the land is sloping that's where the houses have been built). A car at speed could easily slam straight into a home.
- This proposal is full of inaccuracies in claiming Plucks Road could handle the increase in traffic the scale of this development would entail. On the ground, the truth is very, very scary. The turn from Tetragona onto Plucks is a blind corner and treacherous.
- Traffic has worsened over the past couple of years, heavy trucks thunder up the hill and the house shakes; the number of road traffic accidents has increased and the prospect of even more cars on Plucks Road is nothing short of terrifying.
- On safety grounds alone this development proposal needs to be scaled right back to a sustainable, realistic level. Please don't be blinded to the inherent risk to human life in this proposal and the other proposal for 82 Plucks Road. Please make a thorough calculation and talk to the residents of this area. We all have our horror stories of near misses on this road.

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PUBLIC TRANSPORT

- My daughter goes to high school in Kelvin Grove. However, I have to drive her to Grovely Train Station and back again for her to access public transport. There is one bus that leaves from around the corner but it does not go to Grovely train station, it links with Ferny Grove train station, which is the opposite direction to the city, thus adding at least an extra half hour travel time to get to school.
- Further, this bus is shockingly infrequent, so my daughter would end up waiting up to 30-60 mins for a bus to return home.
- When I need to go into the city I drive my car and park near Grovely station. There is no direct bus service into the city! The only option is to get a bus to Mitchelton and then another bus into the city. This would take up to an hour and half.
- The lack of public transport in the area defies common sense.
- Again the developer's proposal is farcical to suggest this complex of units would be linked to public transport. The reality is everyone like me would still end up having to drive to Grovely station to link with public transport. And there is not enough parking at Grovely station nor at Ferny Grove.
- A frequent shuttle bus service linking the area to Grovely station is desperately needed.
- A direct bus into the city is also desperately needed.

HOUSING DENSITY & ZONING

- This neighbourhood is zoned suburban yet the nature of the type of dwellings proposed is described as medium density, multi-storey townhouses. This is a suburban area. Any development should be in keeping with the zoning (that equates to 33 homes on the property) and the prevailing family friendly nature of the neighbourhood. There is no social license for the scale of this development in our area.
- Further, the market demand in the area is for more family-friendly residential homes, not units. It makes no economic sense to supply more medium to high-density units when the market for units in the Brisbane region has reached saturation point while demand for family residential homes continues to rise beyond supply.

CONSULTATION

- The developers have not made any attempts to engage in community consultation. This is a strong community whose residents have valuable insights to what best befits the area.
- Talking to other residents, the consensus is we are not against development, if it is appropriate and respectful of the existing leafy,

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family-friendly neighbourhood and the strong connection to the environment here.

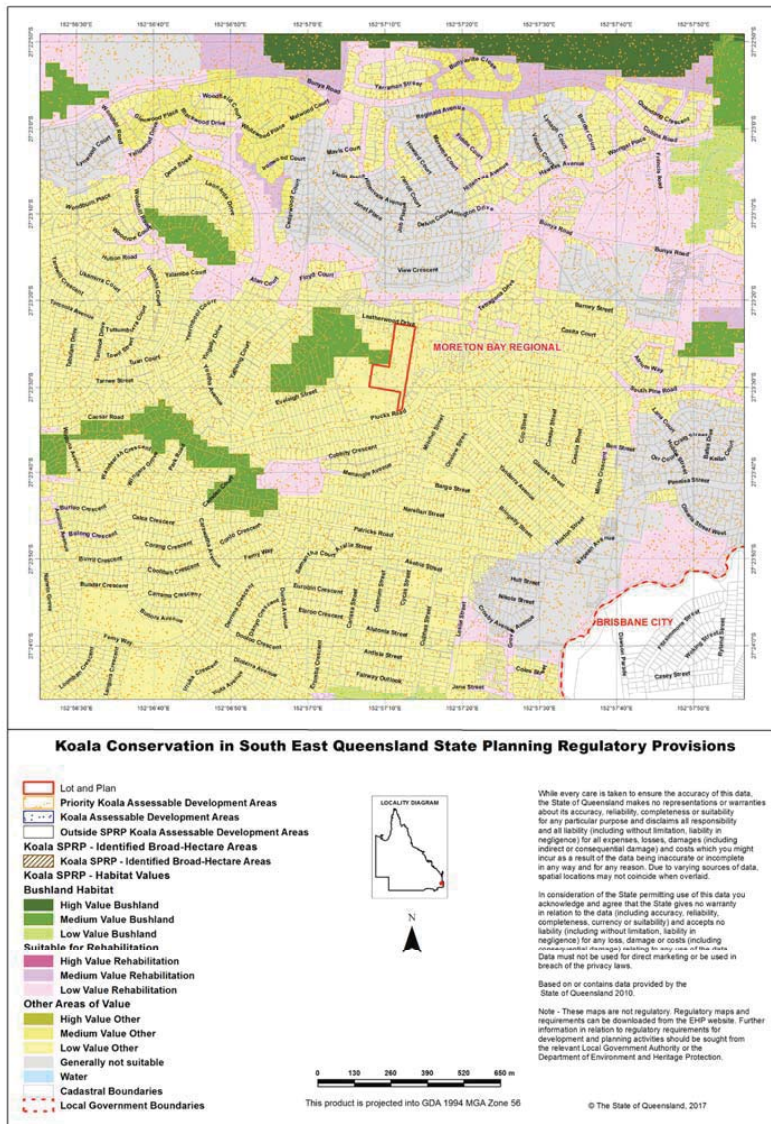
ENVIRONMENT

- Of paramount concern is the impact of this development to existing remnant bush and fauna.
- I live less than 50 houses away, toward the top of the hill and cherish the natural gully and creek I share with other Plucks Road residents. I have a longterm project underway to slowly re-vegetate the riparian gully down to the intermittent creek (overland flow) on my property. I am planting local native vegetation, trees, grasses, shrubs, and grevilleas to offer protection and refuge to the beautiful local fauna we have including bandicoots, echidnas, possums, scrub turkeys, frilly water dragons, lizards, green tree frogs and host of bird life including black cockatoos, currawongs and king parrots.
- How does the development propose to protect our gully and intermittent creek that crosses into 80 Plucks Road? How does the development propose to re-vegetate and preserve the waterway as a valuable part of the natural environment of the local area? How does the development propose to preserve and nurture this green corridor, which is the home for our increasing wildlife population.

KOALA & WILDLIFE HABITAT

- I am aware that this is a medium to high level koala habitat area and am particularly concerned that a safe koala corridor has already been truncated between the back of Eveleigh to Samford Conservation Park.
- This proposed development makes no provision for reinstating a safe green corridor for koalas and other wildlife.
- Preserving habitat is a priority in terms of local and state regional development plans.
- Developers must take responsibility for the land they develop. The social capital gained from preserving the environment is now well established. It is the spirit of the SEQ Plan that developers can no longer get away with claiming there are no trees on the land therefore it's ok to build multi-story units there. If they buy the land they have a duty of care for it within the greater scheme of the surrounding environment. And our local area is rare in that it includes large areas of koala habitat zones.
- It is the duty of care of the developers to work with residents, council and state government to help create essential koala and wildlife corridors.

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CULTURAL HERITAGE

- In the local Aboriginal language, “Arana” means “Welcome”. Plucks Road is on a ridge and many such high places on ridges were traditionally significant heritage sites. Plucks Road overlooks Mount Keperra, a highly significant cultural heritage site. Keperra means ‘Initiate’ and Mount Keperra is where traditionally young men were

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initiated.

- Have developers consulted with Indigenous traditional owners of the area?
- I am concerned that due care has not been undertaken to conduct a thorough cultural heritage report of the area proposed for development. Places of cultural heritage are a part of our connection to place and should be conserved and revered as such.

CREEK HEALTH

- The proposed development does not properly and thoroughly address how Cabbage Tree Creek will be protected from run-offs and pollutants from the development during construction and afterwards.
- What kind of “filters” will be in place and how will the efficacy of these filters be monitored?
- As we lose more and more of our precious green areas to development, it is upon us today to protect our creeks and green zones into the future for successive generations to enjoy. This is the spirit of the SEQ Regional Plan that highlights the importance of Cabbage Tree Creek in the Mountains to Mangroves corridor that aims to protect fauna and flora.

PEDESTRIAN LINKAGE

- One way the developers could give back to the community is to preserve the narrow lot at stage 5 on Plucks Road to be preserved as a green open space with seating, and planting food and habitat trees for koalas. This space could then be the start of a leafy green pedestrian linkage from Plucks Road to Leatherwood Drive, again preserving the existing tall pines (7).
- Safe, walkable pedestrian connections and pathways are desperately needed in this area.

Yours sincerely,

Grania Kelly

Cc:

Mayor Alan Sutherland

Mark Furner, Minister for Local Government

Councillor Matt Constance, Division 10

Jackie Tradd, Minister for Infrastructure and Planning & Minister for Transport

Peter Dutton, Federal MP

Elizabeth World, Greens Candidate for Ferny Grove

Nick Elston, LNP Candidate for Ferny Grove

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From: carmen ferguson
To: [MBRC Incoming Mail](#)
Subject: DA/34700/2017V23R - 80 Plucks Road
Date: Thursday, 26 October 2017 4:40:18 PM
Attachments: [Submission C. Ferguson.docx](#)

Dear Sir/Madam

Please find attached my submission for the above Development Application.

Kind regards

Carmen Ferguson
42 Leatherwood Drive
Arana Hills, QLD, 4054

Moreton Bay Regional Council

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**Carmen Ferguson
42 Leatherwood Drive
ARANA HILLS, QLD 4054**

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture Qld 4510

26 October, 2017

ATTN : The Assessment Manager

Dear Sir/Madam

RE : DA/34700/2017/V32R

Please accept this submission as my formal objection to the Development Application **DA/34700/2017/V32R** for 80 Plucks Road, Arana Hills.

I have lived and raised my family at 42 Leatherwood Drive for the past 17 years and despite the many times we have looked at real estate in other suburbs we always find ourselves back on our deck admiring our outlook, realising that it is precious, and ultimately hard to come by in other suburbs.

My objections to this development are on the following grounds:

Traffic Management and Road Safety

Leatherwood Drive is the intended access point for this development and future development at 82 Plucks Road and I have serious concerns about the safety of residents in both Leatherwood and Tetragona as a result of increased traffic flow. One doesn't require accident statistics to realise the intersection of Plucks and Tetragona is a dangerous blind corner and the increase in traffic volume will only increase the probability of a serious accident involving not only cars and cyclists, but school children that catch the bus near the intersection.

The TTM traffic management report lacks credibility as the road survey was done on one day only for a period of 4 hours. In order to gather accurate data this should have been conducted over a longer period. My husband and I leave for work between 7-9 everyday and return between 4 – 6 every day - **with the exception of the 20th April** (when my husband was in hospital)!

Despite a turning bay at the end of Leatherwood Drive our house has become the unofficial turning bay for cars on Leatherwood, (much to my frustration), and this practice is only going to increase with more vehicles coming into Leatherwood Drive and having nowhere to turn around. Our front bedroom is now in darkness as we can't lift the blind due to lack of privacy with drivers looking into

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it and lights shining in as they come into our driveway. When the road to access the development on 82 Plucks road is built right outside our front door this issue will increase even more with cars exiting down the new road. This is going to have a significant impact on our privacy and quality of life, as it is quite distressing to me now, let alone when further development commences.

The TTM report also failed to address the issue of parking for current residents along the entirety of Leatherwood Drive. When the proposed access road to 82 Leatherwood Drive is built we will not have sufficient parking for my family and friends. My son who is a carpenter is intending to return home at the end of the year. He has a ute and trailer and he will struggle to park, let alone safely turn this vehicle. We've paid rates for 17 years and yet do not even have a concrete footpath – are we now to lose even more of our footpath to accommodate a developer's need?



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Stormwater runoff and water pollution

I currently work in Chermside – corner of Hamilton and Gympie Road. On 3 occasions over the past 2 years, our business, along with 7 other businesses in our block, have been inundated by storm water run off from Hamilton Road. Granted, Chermside has a higher density of units but I would assume all of these developments would have required water management reports for council approval and yet despite this expertise and approval granted, businesses are still being severely impacted by stormwater runoff. Common sense suggests that when solid surfaces replace natural vegetation flooding is going to occur because water cannot filter into the landscape. If 80 and 82 Plucks Road are developed to the density proposed, stormwater runoff and flooding will be an inevitable problem for residents. This runoff collects pollutants and will only cause water pollution issues in the future.

Lack of reference to Government Planning Policies

According to the State Planning Policy 2017, higher density development should be developed in accessible and well-serviced locations. Leatherwood drive is a narrow, quiet road and accessibility comes at the expense of driver and child safety. There is one bus line that services our area and shops and businesses are not walking distance.

Another issue of concern is the accessibility of emergency vehicles. Several weeks ago I watched a unit block burn in Chermside. It required 3 emergency vehicles to attend. Hamilton Road is easily accessible due to its size and location, however, this could be a potential disaster should it occur in Leatherwood Drive.

Business and Job Growth

This is an area of concern for me as business and job growth is the backbone of a community. I have seen many businesses come and go in Arana Plaza and at present there are shops vacant in this centre. I have seen banks move from the area and to my knowledge very few new businesses have been established. I spoke with a few business owners and not only did they confirm that the unit developments thus far have had no impact on their sales but they also commented that the development of units, as opposed to residential housing, will be of no benefit to their business.

We need to attract a different demographic to this area. Arana Hills needs a facelift and we need to provide affordable land for families to come and build their homes, raise families, invest in business and job growth and invest in the community. Families need to work here, play here, go to school here, and engage here in our community. As a rule those who rent units are transient, no children and do not engage in this community spirit.

With this in mind, if this application is approved in its current form I would question whether council are more concerned with lining the pockets of developers and not the long-term economic viability of the Arana Hills catchment area. What local and state government generate in rates and stamp

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duty will surely be devoured in fixing roads and infrastructure. This is not a progressive approach – this is short-sighted, and incompetent.

In summary, this development and the proposed development on 82 Plucks Road are ill considered due to safety, economic, environmental and community concerns and I request council to sincerely consider my submission. Leatherwood drive should NOT be the access road to these developments and housing lots should be considered in order to foster and meet business and community needs. And YES houses can be built on sloping blocks – just take a walk and observe the houses in Leatherwood Drive!

I hope Local and State members consider the legacy they wish to leave and support the residents in their quest to protect their homes and lifestyle.

Yours faithfully

Carmen Ferguson

0421640894

Moreton Bay Regional Council

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From: Fernygrove Electorate Office
To: [MBRC Incoming Mail](#); [Matt Constance](#)
Subject: Mark Furner Submission Re: 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 4:47:07 PM
Attachments: [image001.jpg](#)
[image003.jpg](#)
[2017-10-26 Mark Furner Submission DA-34700-2017-V23R.pdf](#)

Good afternoon,

Please find attached Mark Furner's submission regarding the 80 Plucks Road Development Application DA/34700/2017/V23R.

Kind regards,

Laurence Brown

Electorate Officer

Office of Mark Furner MP, Member for Ferny Grove

ferny.grove@parliament.qld.gov.au | www.markfurnermp.com.au

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ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

MARK FURNER MP
Member for Ferny Grove

*Minister for Aboriginal and Torres Strait Islander Partnerships
Minister for Local Government*



The Assessment Manager
Moreton Bay Regional Council
PO Box 159
Caboolture QLD 4510

RE: 80 Plucks Rd DA/34700/2017/V23R

ATTN: The Assessment Manager

I write to you in my capacity as the local member for the state electorate of Ferny Grove.

Recently I was made aware of residents' concerns regarding the proposed development on the site of 80 Plucks Road. I recognise the need for Council to find appropriate tracts of land to meet the needs of an expanding population and I am not opposed to well-planned, well-resourced developments which meet community needs. After careful consideration however, my view is the proposed development is not appropriate for the site in its present form.

I have provided my detailed reasoning below.

Traffic and road safety considerations

Plucks Road was never intended to perform the role of a major cross-suburb carriageway. This, however, is one of the road's primary uses today – to the detriment of residents, motorists and pedestrians. This use has grown over time and was inadvertent rather than planned. To further push the road's capacity would be ill-advised.

Originally Patricks Road was considered to be the main cross-suburb road in the Hills District due to its central location and relatively straight East-West alignment. In the late 1970s Collins Road was similarly planned as an alternate cross-suburb road and has been upgraded accordingly. Collins Road in particular is capable of greater traffic loads due to the forward planning of Council which took the opportunity to address projected traffic problems at the appropriate time.

By contrast, the Council's ability to upgrade Plucks Road to effectively meet even the present need is heavily constrained by geography and existing density. Plucks Road follows the snaking ridge-line of the East-West hills for which the Hills District is named. Further, the road is built at a significant gradient which drops from its highest

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point at the intersection of View Crescent to its lower range at the intersection of Dawson Parade.

From the State Government's perspective, Plucks Road presents particular challenges to the effective policing of motorists. Because of the constrained sight-lines and limited spaces for safe enforcement, Police speed cameras and radar sites are severely curtailed for the length of the road. This is a problem peculiar to Plucks Road because the combination of its sloping gradient, its snaking layout and its incidentally high traffic volume. The result has been a high number of vehicles on the road inadvertently speeding, and a disproportionate number of crashes. This is in addition to the occasional driver who deliberately speeds on Plucks Road because of the racecourse-style layout.

At my office's request, following consultations with locals and MBRC Div 10 Councillor Matt Constance and his predecessor Brian Battersby, Queensland Police have increased their mobile patrols along Plucks and Caesar Roads. This welcome development has so far yielded some positive results but the nature of the road and the present traffic volume means that mobile patrols will always be of limited value.

In addition to the existing speeding and crash problems there are significant site-line issues at the Tetragona Drive intersection. Adding to the number of cars attempting to egress at this locale would significantly increase the chances of accident and injury. Further, pedestrian risk would greatly increase as a larger number of vehicles attempted to utilise an already compromised intersection.

If the overall structure of the road cannot be altered (and it is indeed clearly unviable to do so) I am informed by multiple state government departments that it would be helpful to the future execution of Queensland Police duties to reject the 80 Plucks Road Development Application in its present form.

As a final note on traffic and road safety, a number of residents have raised concerns with me that the traffic study used to support the Development Application is based on flawed methodology. I would respectfully request Council to disregard the findings of the traffic report provided in the Development Application unless independently verified using more robust standards of assessment.

Environmental and ecological considerations

The impact of the 80 Plucks Road development is likely to further stress the already compromised Cabbage Tree Creek catchment zone. As the major waterway running through Ferny Hills and Arana Hills, Cabbage Tree Creek is an essential structure around which the area's biome functions.

The Cabbage Tree Creek catchment and the surrounding foliage is home to an astonishing array of native fauna from koalas and bandicoots to kookaburras and bush turkeys. Further large-scale developments are likely to negatively impact the habitat and viability of all the local native species. At present Council's policy of attempting to preserve large sections of wildlife corridors is working effectively. The

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fragmenting of corridors into what would effectively amount to islands should be actively avoided.

Additionally the removal of mature flora – even in the event of Council-directed replanting – would not best serve the ecology of the Plucks Road to Cabbage Tree Creek catchment. The removal of mature eucalypts would necessarily disrupt large amounts of topsoil as would a construction on the scale envisaged by the applicant. This would be damaging to the health of Cabbage Tree Creek in the immediate vicinity and downstream of the development.

Bushfire considerations must also be reviewed as emergency egress of residents at a time of bushfire across the ridgeline would be exacerbated if the number of residents were to significantly increase on present numbers.

Another consideration is storm-water run-off. The greater the amount of housing on site, the smaller the area of untouched land which could absorb large amounts of storm-water. The catchment area of 77 roofs and all of the attendant sealed concrete internal roads and driveways will aggregate large volumes of water which will need to be channelled into existing systems creating the possibility of inadvertent flooding and posing further threats to the well-being of the creek.

Suitability of the location for development

The South-East Queensland Regional Plan (SEQRP) projects significant growth for the state's south-east corner over the next quarter century. As such, the SEQRP requires councils to attempt to find areas for potential housing growth in existing and infill residential zones. This includes providing all areas with a diversity of housing options to meet the flexible demands of the projected population growth. On face value the 80 Plucks Road Development Application might seem to meet the SEQRP's objectives in this regard.

The SEQRP, however, recommends that the infill and the redevelopment of already established residential areas be developed in a planned and sustainable fashion. In practice this means that medium and higher density dwellings should be constructed close to a variety of public transport options – such as railways and buses – as well as retail outlets, health clinics and other essential services such as education facilities. This will greatly reduce motor vehicle dependence in the future, and will provide for sustainable community hubs.

The location of the proposed development at 80 Plucks Road does not meet this criteria as it is not located near shops, doctors, schools or a variety of public transport options. It would not represent the spirit or the intention of the SEQRP which is to build a sustainable and integrated south-east Queensland region.

Further, having inspected the site myself, I am aware of its inherent limitations as a location suitable for ease-of-build. The severe gradient of the land combined with its meagre road frontage both north and south means that it would be unsuitable for such a large-scale proposal. Indeed the Development Application's dwelling density is greatly in excess of the Council's already approved density for the land. As such

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the 80 Plucks Road site does not meet the requirements projected by either Council or the State plans and should therefore be rejected by Council in its present form.

Cycle ways and pedestrian access routes

I draw Council's attention to the *Active Transport Strategy 2012-2031* produced by Council to plan for and encourage future active transport options in the Moreton bay region.

The Strategy calls for an integrated network which provides both on and off road networks and facilities. Further the Strategy seeks to optimise Council's investments to ensure each part of the network enhances the amenity and value to the network as a whole. The proposed development affords Council with a singular opportunity to set aside a corridor connecting Leatherwood Drive and Plucks Road for both pedestrians and cyclists.

A note on receiving Development Applications

I was greatly impressed by the volume of work the MBRC put into the MBRC Planning Scheme which was adopted by Council on 24 November 2015 and commenced on 1 February 2016. The Planning Scheme satisfies various state interests and meets all of the requirements of 04/14 Statutory Guideline for Making and Amending Local Planning Instruments.

The 80 Plucks Road Development Application was accepted by Council under the superseded scheme rather than the present Planning Scheme. I believe this decision – although allowable under the Act – is a missed opportunity to test this Development Application against the best framework available to the Council.

I draw the Council's attention to Sections 95 and 96 of the Sustainable Planning Act which outline requirements for making requests of local councils to accept Development Applications under superseded schemes, and local councils' requirements and powers to accept or reject said applications.

Although the time has now passed for Council to make a different determination, it is my judgement the community's interest would have been better-served if Council had exercised its rights under the Act to reject the application to be assessed under the superseded scheme.

Integration with the local neighbourhood

Lastly I draw Council's attention to the existing streetscape and natural environment of Arana Hills. Arana Hills still retains much of the leafy foliage and greenspace it is rightly renowned for. In large measure this is because the suburb is built on hilltops, valleys and hillsides and has never be subjected to large-scale medium and high density dwellings because the area's geography does not suit that kind of development.

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Some degree of affordable higher-density housing is both inevitable and welcome in Arana Hills, however 80 Plucks Road is the wrong part of Arana Hills. Council has rightly identified its *Next Generation Neighbourhood* area as being closer to the Grovely railway station, the major bus stops on Patricks Road, and the retail and health outlets in and near Kmart Plaza.

Conclusion

Thank-you for the opportunity to make a submission. I trust Council will consider its approval or rejection of the 80 Plucks Road Development Application carefully and fully cognisant of the Arana Hills community's reservations and concerns.

Kind regards



Mark Furner MP
Member for Ferny Grove

26 October 2017

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From: Nat Paton
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Matt Constance](#); [Electorate Office Ferny Grove](#); [local.government@ministerial.qld.gov.au](#); [South.Brisbane@parliament.qld.gov.au](#); [elizabeth.world@qld.greens.org.au](#); [Peter Dutton MP](#); [fernygrove@lnpq.org.au](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Thursday, 26 October 2017 4:51:00 PM

I would like to comment and object to the development of 80 Plucks Rd and the adjoining developments. **80 Plucks Rd DA/34700/2017/V23R**

As a resident who lives on Plucks Rd, I am very concerned about the road safety. I have experienced difficulties with the current traffic conditions due to congestion in the mornings on my way to work and also people pulling out of side streets where I have had a lady tbone into my car from Yanderra avenue down near the townhouse village that currently exists. Parking on Plucks Rd is also a current issue with limited free space in which for houses with multiple occupants to park on the street now, let alone 77, 3 and 4 bedroom townhouses in place and the volume of potential cars.

If a development occurs at 80 Plucks road with medium or high density housing in place, the issue of road safety would have to be paramount. The safety of pedestrians crossing the street and the increase in traffic on Plucks Rd will make this road even more unsafe and frustrating to use.

As the development at the Quarry at Keperra also is executed, the traffic there will increase. People may try to avoid Samford Rd that is already bumper to bumper by slipping up to Patricks Rd or Plucks to get through to Mitchelton via Everton Hills (Camelia Avenue). There will be increased traffic on side streets also as people attempt to avoid the main roads. The travel time to work for me in the mornings is lengthy if I am to solely rely on public transport to get to the hospital where I work as a shift worker. I don't think that I would be able to cycle the distance or walk to the station in the heat of summer or in a timely manner to get to work in comfort or safely due to late shift work hours. I believe that the impact on the volumes of traffic would have been considered already but have assessments of the traffic been done during peak travel times on the road during a work day. Parking at surrounding amenities like train stations and shops are already at a premium.

I have lived in Arana Hills my whole life and have fond memories of riding my cousins horse around the neighbourhood and the paddocks of 80 Plucks Rd, the old Mansfield Farm, where he was housed. We played in the streets safely and visited all the parks and libraries on foot. Keeping this space as low density with a proportion available for park space would keep the child friendly nature of the neighbourhood. I can remember knowing all the other kids growing up and as our parents pass away or move into aged care, the new families are moving in and raising their families. I would like to think that the new kids of the neighbourhood can roam and play in the streets without having to cross extremely busy main roads and increased traffic on side streets.

I have seen first hand the result of a friend living next door to a development. They had to

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put up with the disruption of clouds of dust from construction after construction as their development progressed. Even playing or gardening in the accompanying houses yards, walkways and parks will be uncomfortable. They had to dry washing in the house so as to avoid it being soiled by dust and it was disruptive to routines. I would visit her and witness the tradesmen playing loud music with profanity and also using the portaloos in the next yard. I even once had to remind a guy to close the door to the port a loo as I didn't need to see him voiding as I knocked on my friend's front door.

There have been koala sightings in the neighbourhood and I have also found possums that reside around my home and in my yard. I have experienced dead possums under my home after they have been hit on the road and we think that they then returned to their hiding spots only to pass away. With increased traffic comes increased wildlife impact. I would support as many walkways and spaces for wildlife through any proposed development, allowing the wildlife to travel to the creek and the leafy areas. If there could be sustainable, large areas of trees planted to promote our fauna and flora remaining, I would also support this. As friends of mine objected to a development at Everton Park, the mediation that occurred and the documents that were drawn up didn't stop trees that had been agreed to be protected being bulldozed down by the developer in a cruel and smug act.

There seems to be a lot of development of medium and high density in the area and I just think that there needs to be a time that we say enough already. Reached capacity!! What about the visual impact of these developments and the impact on existing views from established homes. The character of the neighbourhood and the family feel of the hills is under threat.

Please consider making the development one of thought and care for the community. Please consider changing the development of the area to one of houses on traditional residential lots to keep in line with current surrounding homes. Please listen to the communities around each of the developments as people object. Where is the real community consultation about what is desired by the existing residents.

Sincerely
Natalie Paton
151 Plucks Rd
Arana Hills QLD 4054

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From: David Stone
To: [MBRC Incoming Mail](#)
Cc: [Mayor](#); [Electorate Office Ferny Grove](#); [local.government@ministerial.qld.gov.au](#); [Peter Dutton MP](#); [elizabeth.world@qld.greens.org.au](#); [South.Brisbane@parliament.qld.gov.au](#); [Matt Constance](#)
Subject: Submission objecting to the Application for Development Approval at 80 Plucks Rd (DA/34700/2017/V23R)
Date: Thursday, 26 October 2017 4:57:18 PM

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture, Qld 4510
mbrc@moretonbay.qld.gov.au

To the relevant officer,

I wish to object to the abovementioned application for development approval for the reasons set out below.

Traffic Volume – Impacts and Risk

The Developer has produced a traffic engineering report in connection with the Application for Development Approval. This report is manifestly inadequate as does not represent a fair assessment of traffic volumes and conditions in the vicinity of the Proposed Development.

The report contains a survey of traffic on Leatherwood Drive, Tetragona Drive and Plucks Road. However, the date of the traffic survey coincides with a period of low traffic volume. The survey was undertaken on Thursday 20th April, immediately following a long weekend and school holidays (Easter) and preceding another public holiday (Anzac Day). Many residents chose this period to take leave from work, either going away on holiday, or staying at home and not going to work in order to maximise the benefits of the public holidays. As such, both commuter and commercial traffic would have been at unusually low levels. The Developer's traffic survey under-represents existing traffic loads in the area of the proposed development. The Developer's assumptions as to future traffic flows will be significantly understated as a result.

To calculate the Proposed Development traffic volume, a peak hour traffic generation rate of 0.6 trips per dwelling has been used. This figure seems unduly conservative, given that each dwelling is to have at least two car parking spaces. There will also be 50 visitor car parks. A rate of 2 trips per dwelling would seem more likely.

No assessment of traffic further than Plucks Road has been undertaken. As such, the impacts of the Proposed Development on existing traffic congestion on thoroughfares such as Dawson Parade, Samford Road, Osborne Road, Old Northern Road and South Pine Road have not been adequately considered. The Proposed Development will house workers commuting daily to the Brisbane CBD and surrounding commercial and industrial areas. The Developer has provided no assessment as to the impact of increased traffic on already congested roads with MBRC's transport network.

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The increase in traffic volume directly attributable to the Proposed Development would give rise to an unacceptable risk of injury and death for a number of reasons, including:

- Lack of a fully developed traffic management plan during construction, leading to unacceptable risk from heavy vehicles and equipment and numerous trade vehicles during the construction phase;
- Poor planning of traffic flows within the Proposed Development itself, particularly given the expected volume of traffic from residents, visitors, delivery vehicles and service providers (including post and utility providers);
- A lack of appropriate design and development of the access and egress points to the development, including consideration of passing traffic and vehicular congestion within the Proposed Development; and
- The impact of greatly increased traffic congestion in proximity to the Proposed Development, including the effects of vehicles entering roads at peak times and slowing to exit roads so as to enter the Proposed Development.

To mitigate these impacts, the Developer should be required to fund more detailed studies by an appropriately qualified independent traffic consultant and to develop solutions to compensate for issues identified. These solutions may include road widening for entry and exit lanes, roundabouts and traffic calming measures (at the cost of the Developer) and restrictions upon the manner of ingress and egress to and from the Proposed Development. Restrictions upon the number of dwellings and available parking spaces within the Proposed Development should align with appropriate mitigation of risk.

Inadequate Public Transport

Issues with increased traffic volumes will not be alleviated by public transport. The area surrounding the Proposed Development is poorly served by public transport. Other than a few school buses, there is one public bus route that runs along Plucks Road (Route 397). Route 397 connects Mitchelton Station and Ferny Grove Station. However, this service runs less than once per hour during week days, with only four services on Sundays and public holidays.

The Developer's traffic assessment incorrectly states that the 397 service operates half-hourly in peak hours. This is clearly not the case. Other than buses, the nearest train station is 2.4km distant, approximately 30 minutes by foot or 7 minutes by car (during peak hours). However, there is very limited parking at Grovely, Keperra or Oxford Park stations. The nearest station with reasonable car parking is Ferny Grove Station, 3.4km away. It is unrealistic to expect that people living at the Proposed Development will commute to work (or travel to do shopping or go to sporting activities) by any means other than use of a car.

Inadequate Green Space

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The Proposed Development does not make adequate provision for green space, in accordance with applicable planning guidelines and current practice for development in the SEQ area. This significantly diminishes the amenity and connectivity of the Proposed Development and of surrounding properties.

The Proposed Development is in the nature of a bedroom or dormitory community, with residents being required to leave the community to work and enjoy outdoor space and sporting activities. This will increase traffic issues associated with the Proposed Development, place children within the Proposed Development at risk and place an unacceptable (and unfunded) burden upon green space, sporting and associated facilities in the vicinity of the Proposed Development.

Surface Water/Run off

The cumulative impact of the Proposed Development and other local developments on Cabbage Tree Creek has not been considered with regards to surface water, flooding and overland flow. Cabbage Tree Creek regularly experiences flash flooding, and this has led to significant riverbed erosion and scouring along the creek, specifically at John Carter Reserve off Bunya Road. Currently the predominantly grassed nature of the land at [80 Plucks Road](#) allows heavy rainfall to percolate through the soil draining gradually into Cabbage Tree Creek. If the proposed development goes ahead as designed, over half the development (1.17 ha) will be classed as 100% impervious, with the runoff rapidly draining into Cabbage Tree Creek, which would increase the rate of erosion, riverbed scouring and sedimentation further downstream, and potentially increase the risk of downstream properties to flash flooding.

Planning Scheme and Density

The current zoning of the site of [80 Plucks Road](#) is Suburban Neighbourhood, which allows for a maximum of 33 dwellings on the site (density no greater than 15 dwellings per hectare). This is in line with the surrounding residential area. The Proposed Development has been assessed under the superseded Pine Rivers Shire Plan, which is outdated and not relevant to future developments in the area. For there to be an exception to the zoning plan, the site would need to be an appropriate or well-serviced site. Given the lack of public transport, already congested road infrastructure and lack of active transport links, it is clear that this site is neither appropriate nor well-serviced.

Conclusion

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The dwelling density of the Proposed Development is wholly inconsistent with the applicable planning scheme and the Developer's application is supported by material which is manifestly inadequate, particularly in terms of traffic and surface water impacts.

If approved, the Proposed Development will adversely impact the value and amenity of surrounding properties, place a largely unfunded, excessive burden upon above and below ground infrastructure and will be a blight upon the landscape of the Hills District.

The Proposed Development will alter the character of a significant area of Arana Hills, taking it from a pleasant, leafy place where families can enjoy quiet and well established amenities, to a busy, overcrowded dormitory suburb where families no longer feel secure.

The Developer's application for development approval should be refused by Council.

Yours sincerely,

David Stone

99 View Crescent,

ARANA HILLS, Qld, 4054

Ph. 0414 517 928

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From: Pieter Botha
To: [MBRC Incoming Mail](#)
Subject: Objection to Development Application: DA/34700/2017/v23R - 80 Plucks Road
Date: Thursday, 26 October 2017 10:40:58 PM

To whom it may concern,

Regarding: Development Application DA/34700/2017/v23R - 80 Plucks Road

My name: Pieter Botha
Address: 17 Tetragona Dr, Arana Hills, 4054
Tel: 0420 5898 811

I would like to lodge my formal complaint about the developments occurring in our community.

The local streets in our area are not well-suited to high traffic volumes. The development of high-density dwellings such as those in this development application will place additional stress on an already stressed infrastructure.

The intersection between Tetragona Dr and Plucks Rd is already very busy. Exiting from Tetragona Dr onto Plucks Rd is made more difficult by the blind corner towards the west of the intersection. There are many cyclists in the area (including myself) who need to turn right onto Plucks Rd, which is already very difficult in peak hours. I expect that the additional traffic spilling into Plucks Rd will make it even more difficult. Additionally, I foresee a backup of vehicles exiting the development via Leatherwood Dr at the Tetragona Dr/Plucks Rd intersection.

It is my request, suggestion, and expectation that traffic from the new developments be directed onto Plucks Rd, since it is clearly more amenable to upgrades to handle the increased traffic volumes compared to back-roads such as Leatherwood and Tetragona Dr. Alternatively I foresee the need for the installation of traffic lights at the Tetragona Dr - Pluck Rd intersection.

Thank you for your consideration
Pieter Botha

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From: susanl63@optusnet.com.au
To: [MBRC Incoming Mail](#); [Matt Constance](#)
Subject: Assessment manager Development 80 Plucks Road DA
Date: Thursday, 26 October 2017 5:20:22 PM

Submission 80 Plucks Road DA/34700/217/V23R

To the Assessment Manager

For 42 years I have lived at 75 Plucks Rd opposite the Mansfield farm. I've seen the road be curbed and homes slowly fill the vacant spaces as families chose the Hills leafy lifestyle.

Development has meant that Plucks Rd has already become extremely busy at peak times, far too busy to cope with the traffic from three developments Council is to consider. I share the dismay of all the residents that 300+ units are sought in this 500 m diameter circle, and I strenuously object on two main grounds.

- (a) The disastrous effects on the eco-system and its wildlife.**
- (b) The insurmountable and extremely dangerous traffic problems created.**

The farm and neighbouring acreage lots support a wide and diverse wildlife. With 52 already developed, 62 proposed, the farm at 80 and a large portion of 82 suggested ----- the loss of habitat will be catastrophic! When the 20 old growth trees and underbrush were razed at 52 I personally removed 3 dead possums from the top of Yandeera Ave in the first week while 4 new scrub turkeys fought with our resident pair for several weeks before dispersing. Where?

Sadly this loss will occur for 80 Plucks Rd whether the yield on the project is 77 units or a reduced number. The razing of the landscape for the building footprint means dams, trees, nesting hollows will all disappear along with the wildlife sustained.

My newly arrived English Neighbour recently rushed her two young boys to see a koala which loped across my yard and spent a day in our high old growth only to disappear obviously seeking a specialist tree it needs to survive.

At dawn I still often hear in my front yard the whooping sounds of the pheasant which crosses Plucks Rd from the farm. However, the seven new houses from 64 to 78 cover the previous breeding grounds of the endangered stone curlews and plovers.

A cynic might say people and their welfare should rate more highly with the council. So I argue the extra traffic from these proposed developments will place enormous pressure on the already

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stressed road network ----77 units at 80 Plucks, 174 at Everleigh St, 34 already at 52 Plucks, more to come at 62 Plucks, all with double garages, not to mention service and visitor vehicles. While this submission of objection is to 80 Plucks, we must acknowledge the impact of these other developments all in such a small residential area occurring at the same time.

Developments of such high density as 80 Plucks and the others are supposed to be located near transport and commercial hubs. They are far from any rail, bus or shopping amenities. The development submission rates each unit as having only 0.6 vehicle ???; road surveys were conducted in off-peak times during school holidays; the one bus in their transport claim was the private school bus.

The entry/exit of 52 Plucks on the sharp blind curve has already created the traffic black spot we all dread. The proposed access of 80 through nearby Tetragonia is frightening given that street's proximity to the dangerous entry of 52 and presumably 62. No configuration of traffic lights et al will help here at the top of Yanderra. All of this is before the extra traffic on Plucks when the Everleigh development disgorges the vehicles from its 174 units. We can only hope Council recognises the enormous risks to its voting constituents.

For years the Hills District has been the jewel of the North-side with its leafy, family-safe, eco-friendly ambience. People are proud to live here. Considering the tensions, anger and heartache surrounding the recent troubling developments in Bunya Rd, I would strongly urge the Council, State Govt. and anyone who has the power to stop or seriously curtail these plans that would reduce our residential area to a battery-hen conglomerate far from the requisite amenities and transport facilities such high density projects need .

I thank you for this opportunity to express my serious concerns (my first submission in my 77 years) and I trust you will consider these views.

I am

Marion Westaway

75 Plucks Rd

Arana Hills

3351 1175 040 040 8574

jazz.city8ball@iinet.net.au

Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING
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Supporting Information

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**: Submission to object to 80 Plucks Rd
DA/34700/2017/V23R**

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture, Qld 4510
mbrc@moretonbay.qld.gov.au

26 October 2017

To the relevant officer

Re: 80 Plucks Rd DA/34700/2017/V23R

Arana Hills has been my home for over ten years and I feel connected here. I experience what is termed a strong 'sense of place' in this neighbourhood, which makes me care for it and for our future. I run a business that is part based in the Hills District and I could therefore choose to view the new influx of residents as 'potential clientele' and look forward to it... That is, if it were a sound Development Application seated well within its context and supported by good infrastructure. Instead, I have numerous serious concerns and objections. These are outlined below.

Overview – The Hills District's development

The strong aesthetic and environmental value of The Hills District with its two Mountains to Mangroves ecological corridors connecting gullies, creeks and forests, is presently under threat by the many medium density developments that are being constructed. The rapid and apparently ad hoc manner of **the development lacks a cohesive and systematic approach to planning and has proceeded without adequate community consultation.** There has been no engagement of the community in a broader master planning process, to harness local knowledge and devise solutions for the sum and cumulative impacts of the many developments.

Council has clearly met its statutory obligations, but **the community perception is that we have not been engaged in meaningful consultation about matters that have significant and ongoing impact on our lives.** This seriously erodes trust in Council and damages the MBRC brand. In scoping risk around this 'Next Generation Precinct' style development and the discretionary acceptance of applications under the Supersede Pine Rivers Planning Scheme, **Council has underestimated the level of 'political risk'.**

This development has been rapidly changing the character and liveability of The Hills District, seriously damaging its biodiversity corridors, undermining safe neighbourhoods for children, and created a car-dependant and congested district due to the lack of appropriate infrastructure.

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Specific objections to DA/34700/2017/V23R

1. Loss of Biodiversity.

The Superseded Pine Rivers Plan shows Class 4 Remnant Vegetation mapped over the southern section of the property, where the gully and creek are located. This area is dismissed in the development application as the lowest level of vegetation protection with no mandate for its retention or for an environmental offset. The development application also states it will remove all vegetation from the site. This assessment underestimates its importance as a wildlife corridor as part of the larger Mountains to Mangroves corridor and contravenes the principles of the MBRC's 2012 commissioned report *Pine Rivers Rural District Ecological Corridors*. The report provides an explanation as to why corridor connectivity is important.

In effect, all vegetation including remnant, non-remnant and scattered trees facilitate the movement of fauna between broader areas of integral habitat. The movement of fauna within this matrix is limited by the integrity of vegetation in addition to the presence of impassable barriers including urban development and linear infrastructure such as fences and roads.

The identification of discrete corridors within this matrix is necessary to protect ecological values and functions that are important at a regional scale including (EPA, 2002):

- The maintenance of long term evolutionary/genetic processes that allow the natural change in distributions of species and connectivity between populations of species over long periods of time;
- The maintenance of landscape/ecosystems processes associated with geological, altitudinal and climatic gradients, to allow for ecological responses to climate change;
- The maintenance of large scale seasonal/migratory species processes and movement of fauna; and
- Maximising connectivity between large tracts/patches of remnant vegetation.

At a local scale, corridors are important for the day to day movement of fauna in the search for food, mates, nesting opportunities and dispersal. (Chenoweth C, 2012:3)

The community recognises and values the Mountains to Mangroves corridor which the SEQ Regional Plan (2009-2031) stated would be "retained and enhanced to assist in the long-term protection of biodiversity values in the area." The Mountains to Mangrove corridor is an important riparian area supporting species that are under increased pressure, such as koalas, echidnas and northern brown bandicoots. These and many other native species have been observed by residents in Eveleigh St, Plucks Rd (in the gully running parallel to Plucks Rd) and Leatherwood Drive. Residents there have observed wallabies grazing at 80 and 82 Plucks Rd, and I have also observed wallabies nearby, along Cabbage Tree Creek. This is evidence that the wildlife corridor is working. We need to preserve and enhance it.

The proposed design references the corridor that is outside its boundaries, but ignores the upstream continuation of this corridor and waterway. It proposes a much smaller 'overland drainage path' instead.

Proposed mitigations:

- The proposed development at 80 Plucks Rd should be scaled back around the gully to preserve the connecting bushland and mature trees where possible.

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- A landscaping solution that maintains an ecological buffer along the creek would be appreciated both by residents of the proposed development and by the wider neighbourhood. This could increase the value of a smaller number of townhouses on the site and would create a more sympathetic design in keeping with the area, preserving its leafy, green aspect.
- All landscaping, restoration and revegetation of this area should be designed to support the fauna that use the corridor. If mature trees are removed due to independently proven hazards, then these should be replaced with plantings that support the wildlife in the area. Food trees for koalas such as Dwarf Kabinas and Swamp Bloodwoods could be included, for example.
- Mature native vegetation should be preserved in each instance where this is possible - to preserve nesting places.
- Any engineering advice provided by the developer recommending the removal of mature trees, should be vetted by independent engineers/ arborists, to ensure integrity of intent. Without this, MBRC's brand will be further damaged.
- The Stage 5 extension of the design needs to be reconfigured. Instead of dwellings, it should accommodate a driveway access and pedestrian pathway in response to other issues raised in this submission. This may require a bridging solution over the gully and it should be landscaped in sympathy with the habitat vegetation of the gully.

2. Stormwater management, drainage patterns, overland flow, flooding

Mirvac's *Stormwater Management Plan and Overland Flow report* prepared by Engeny is not a fully independent report. It includes a disclaimer that it is based on prior information and studies provided by Mirvac. Serious flaws include:

- the failure to consider the cumulative effect of the multiple developments proposed for the larger parcel of land
- an obsolete 30 year old rainfall guide was used in the stormwater and flood mitigations plan instead of the current Australian Rainfall & Runoff guide and current IFD information available from the Bureau of Meteorology.

Water Sensitive Urban Design (WSUD). The Development Application gives no details on how it will address WSUD principles as stipulated by Council, stating only that these principles have been applied. Council's failure to require and monitor rigorous WSUD in similar developments on Bunya Rd, Everton Hills, is of high concern. The resident at 106 Bunya Rd has complained to MBRC about water levels rising to the base of her retaining wall due to the land clearing, earthworks and construction of the townhouses upstream from her. According to this resident of 15 years, this did not occur in the past. The waterway in that area has been permanently altered with worsened flood impacts.

Pollutants and run-off. The application includes mention of filters to minimise pollutants in run-off, but provides no management plan for the longer term maintenance of these filters to ensure they continue to function for the life of the complex. There are risks associated with the construction period that also need close monitoring and compliance to prevent sediment and pollutants from earth moving equipment escaping into Cabbage Tree Creek.

Addressing these flaws:

- Council should require the developer to commission a fully independent Stormwater Plan and Overland Flow report that uses current data and considers the cumulative impact of the associated developments on the larger site as a whole.

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- The developer should provide details that demonstrate exactly how they are using Water Sensitive Urban Design principles.
- The developer should be required to adhere to best practice WSUD to care for the creeks and associated wildlife corridors, and prevent overland flow and worsened flooding of the properties on Leatherwood Drive that already experience flooding (numbers 20, 24, 26 and 30).

3. Traffic engineering and road safety

According to the Mirvac's report, the SIDRA assessment of the Leatherwood Drive / Tetragona Drive and Tetragona Drive/ Plucks Road intersections indicates that the existing intersection configuration is adequate for the volume of anticipated traffic for ten years from the opening of the complex in 2019. Local residents challenge this, citing a number of serious flaws in the traffic study including:

- The study was conducted in an unusually quiet week, immediately after Easter Monday during a week that was effectively bookended by public holidays with Anzac Day occurring on the following Tuesday.
- The modelling of .6 vehicle trips per day per townhouse is unrealistic at this site. This estimation would be appropriate in an inner city suburb with excellent access to public transport such as trains and BUZ bus services. It fails to consider the inadequate public transport infrastructure in the area and the hilly geography which isolates the area from shops and schools and inhibits walkability.
- The T-intersection of Tetragona Dr/ Plucks Rd only just complies with minimum safety standards. The intersection was presumably assessed prior to the concrete fence being built at number 1 Tetragona Dr. Residents describe the turn onto and off Plucks Rd as being "like playing Russian Roulette" due to the hills and bends on either side of this intersection and the blind corner caused by the concrete fence. Increased vehicular ingress and egress at this intersection presents higher risk of accidents.

In addition to these flaws, it should be noted that Council's current traffic engineering solutions to cater for increased traffic in the district, such as the new lights installed at Francis and Collins Rd, and South Pine and Bucklands Rd have led to an increased use of 'rat run' shortcutting. Residents in Bunya Rd Everton Hills, for example, complain that there has been a significant increase in through-traffic as people use it to avoid various traffic lights on South Pine Rd. An impact of the development/s at Plucks Rd will be an increase of 'rat run' short cutting via Yanderra Ave, Mitchell and Glenlee Streets and via the shopping strip parking lot on Glenlee St to access Nepean Ave. This poses a nuisance and congestion factor for residents and motorists, as well as added danger to pedestrians and cyclists.

MBRC's approval of recent medium density developments has led to increasing congestion on all of the district and arterial roads, many of which are already at frustrating capacity during peak times.

Addressing these issues:

- The traffic study should be redone using realistic modelling that takes into account the lack of adequate public transport and non-walkability to transport and school hubs, and it should be conducted during a 'typical' usage week.
- The traffic study and recommendations should take into account the cumulative impacts of this and the associated developments on the site as a whole, and upon the district.
- The intersection at Tetragona Dr/Plucks Rd should be upgraded to meet optimal safety standards.

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- A proper traffic management plan for the site needs to be developed that considers alternative access to the site as the local road access via the current route is not safe.
- A district wide traffic management plan and improved infrastructure needs to take place before these developments are approved.
- Additionally this development proposal needs to be scaled back in response to the existing infrastructure and conditions.

4. Inadequate infrastructure

Public transport. The approval of this application as it stands, would fail to take into consideration the serious lack of public transport infrastructure and limitations to services in the area. The available Translink bus services are inadequate and do not provide a viable access for commuters to the train stations. The services are infrequent and the routes are circuitous.

Car parks. At the same time, parking is at capacity at the nearby train stations with the effect that local streets are parked out by commuters, creating hazards for pedestrians and cyclists. Car parking at the local shopping centres - Arana Plaza and the shopping strips at Camelia Ave and South Pine Rd/Queens Rd - is already difficult at peak times (which occur at various times during the week and weekend).

Schools. While the local catchment primary school, Grovely State School is at approximately 64% (2015 school census) of its built capacity, parents complain that the school is already full. Vehicular access to this school is already compromised by the heavy congestion on Dawson Pde during school drop-off/pick-up times. The obstacle of steep hills between 80 Plucks Rd and the school make this school a poor and unlikely destination for active travel for young children.

Addressing these issues

The development application needs to take these conditions into account and Council should scale it back to meet current provision and conditions, or work efficiently and effectively in partnership with State bodies to secure an increase the needed infrastructure. The former option is preferable. The community should not be forced to wear the inconvenience of the infrastructure gaps.

5. The child-safe neighbourhood

The density of this development and the transient nature of the residents it will likely attract, undermine the safety and wellbeing of children in the area. These assumptions are based on the following observations and research.

The immediate neighbourhood around the proposed development is consistently described as child-friendly and safe. This is a marker of success. Children roam safely, interact with neighbours, play on footpaths and at the ends of the cul-de-sacs. Research shows that a safe neighbourhood has many positive impacts on children's physical and emotional wellbeing, supporting their sense of belonging and their ability to achieve in all facets of their lives. Conversely, neighbourhoods with high density and transient populations are not conducive to children's wellbeing. (refer to <https://www.childtrends.org/indicators/neighborhood-safety/>)

Regarding transience, residents at 'Allegra' 52 Plucks Rd, confirm that many of the townhouses are rented, and that owner-occupiers don't generally stay for the long term. Families with young children tend to move to larger properties with back yards as soon as they have the opportunity, often just staying for three years.

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When a neighbourhood is safe for children, it is safe for other people too. As a woman, I feel safe to walk and exercise in this neighbourhood unaccompanied. I strongly value this and know that this is a shared value in the community. A child-friendly neighbourhood encourages an active and healthy lifestyle for all residents and has many positive effects that create a cohesive and neighbourly community.

Government at all levels around Australia spends millions of dollars on remedial strategies and interventions when neighbourhoods are not safe for children. The cost saving benefits of preserving this level of safety in the neighbourhood by reducing the number of proposed dwellings outweighs the revenue MBRC would receive from additional dwellings on this site.

I would be gravely concerned if MBRC did not take this factor into serious consideration.

Proposed mitigations

- The child-friendly cul-de-sac of Leatherwood Drive (and in future, the similar scenario in Eveleigh St) needs to be considered and preserved. The principle driveway to the complex should be situated on Plucks Rd and traffic should be minimised in Leatherwood Drive. This would require the provision of access at the Stage 5 extension of the proposed development.
- The number of townhouses should be scaled back to substantially reduce the density and to increase open and communal green space within the complex.
- The atmosphere of the child-friendly neighbourhood should dictate the architect's design of the complex so that it can enhance interactivity and safe play, together with active and healthy lifestyles.
- A connecting pedestrian/cycle way from the Stage 5 section on Plucks Rd through the complex to Leatherwood Dr should be provided. This should include a pedestrian bridge over the gully, be wide enough to be landscaped and adhere to CPTED principles. This would create more connectivity through the complex and between it and the neighbourhood, enhancing local interaction and integration.

6. Compatibility of scale and design

The architect's design lacks qualities that would enhance the neighbourhood's amenity. Its references to, and efforts to sympathise with surrounding architecture are tenuous at best. A dominant characteristic of the local architecture is how dwellings hug the hills and are surrounded by trees and greenery. This supports a connection to gullies and provides opportunities for residents to positively interact with wildlife and with each other.

The design's purported provision green space and green finger extensions is dubious. The green space is extremely limited as the communal space is actually taken up by a swimming pool and barbeque area. This central communal area also means that the design is 'inward facing' and disconnected from the surrounding neighbourhood. It will foster an isolated attitude that ignores connection with the surrounding community.

The scale of the proposed development (and the sum impact of this with the neighbouring proposed developments) is disproportionate and out of character with the neighbourhood. Furthermore, the zoning conundrum where Council has accepted this application under the Superseded Pine Rivers Planning Scheme means that the developer has sought to pack as many dwellings as possible onto the parcel of land. The sum effect is out of keeping with the intent of the Suburban Neighbourhood and Residential A zoning.

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Proposed mitigations

- The development application should be scaled back to reduce the number of dwellings.
- Green spaces within the proposal need to be designed to enhance connectivity and integration with the wider neighbourhood.
- Landscaping needs to be refined in consultation with wildlife experts, arborists and engineers. Tree species that will provide multiple benefits and coexist well in the urban space need to be chosen. (Current choices are questionable in the longer term and may eventually be removed).

Conclusion

The development application at 80 Plucks Rd is far too dense for this neighbourhood. It

- triggers many 'wicked problems' around infrastructure provision for which solutions are very hard to devise.
- increases traffic congestion and reduces local road safety
- poses possible flooding and water quality issues
- imperils the child-friendly and neighbourly culture of the neighbourhood
- interrupts the local links to the Mountain to Mangroves ecological corridor
- is out of keeping with the local zoning and has sparked community outrage;
- is part of a wave of development in the district that triggers the need for systematic and meaningful Community Engagement; and
- raises the level of political risk for MBRC and undermines the MBRC brand.

I strongly recommend a substantial scaling back of the design and serious efforts to mitigate and resolve all of the issues that have been raised.

Sincerely,

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Tuesday 24th October 2017

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture, Qld 4510

RE: OBJECTION SUBMISSION
Proposed Development at 80 Plucks Road, Arana Hills. DA/34700/2017/V23R

Dear Sir or Madam,

I am a resident of Eveleigh street, Arana Hills, and although I am more impacted by the 82 Plucks Rd, 35-36 Eveleigh street development proposal but I am also very concerned about the 80 Plucks Rd development proposal. Please find following my written objection submission to the proposed development at 80 Plucks Road, Arana Hills.

Some of the issues of concern are outlined below:

1. Biodiversity issues

Moreton Bay Region is renowned for its diverse natural environment which covers an area of approximately 2000 square kilometres to the north of Brisbane.

Since European settlement, changes in land use and rapid urban development have permanently altered the distribution and abundance of native flora and fauna. Surveying and subdivision of land has produced a complex crisscross pattern of roads, fences and pathways stitching together the modern mosaic of a vibrant and thriving community. Urbanisation has caused many of our ecosystems to reduce, fragment, and in some cases, vanish.

The challenge we now face is to ensure that what's left is well managed and not lost. We all have the potential to make a significant contribution to nature conservation.

Council has a role to play through the planning process in minimising the environmental impacts of development. Council planning schemes and local laws should provide a strategic framework and control system for pursuing biodiversity conservation.

The Moreton Bay community plays a vital role in environmental protection and conservation because more than half of the remaining wildlife habitat is located on private property.

On the property where the 80 Plucks Rd development is considered, a consequent amount of fauna has been spotted by local residents which include but not limited to:

- Wallabies
- Koalas
- Bandicoots
- Great Egrets
- Parrots
- Cockatoos
- Lorikeets
- Kookaburras

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- Possums
- Brush Turkeys

Development removes the connections between areas identified as wildlife corridors and koala habitat effectively isolating and impacting native fauna. Destruction of koala habitat is pushing the koala towards 'endangered' and 'critically endangered' status. Previous governments - prior to Campbell Newman - fought to save these wildlife corridors and koala habitats.

The Development Application falls directly within the Cabbage Tree Creek catchment. Cabbage Tree Creek is an important riparian creek, home to many native species, including koalas. Every development in the catchment affects the quality of the creek's water, which in turn affects the health of Moreton Bay. Connection to Cabbage Tree Creek would be reduced and dooms fauna in the environmentally sensitive area.

This property also contains a high amount of native vegetation, identified as MSES - Matters of State Environmental Significance. The environmental corridor on the older Pine Rivers Shire Plan which this development is being based on hasn't been considered in any reports and completely ignored by Mirvac especially in regards to areas where vegetation should not to be cleared. Mature tree native vegetation would need to be entirely removed from the site. An attraction of the locality is the bushland and remnant vegetation within the identified biodiversity corridor (Pine Rivers Plan and MSES). This development would create an obvious scar on the landscape which would not be able to be revegetated to a similar or pre-existing condition. The property is an ecologically valuable area and this development project will have net biodiversity losses.

No Environmental Reports have been created for this development proposal which is an important negligence. An Environmental Assessment Report and an Environmental Impact Assessment need to be undertaken with an authorised specialised ecologist before any development is even considered.

Council have been supporting residents managing and protecting the conservation values of their properties. Over 600 properties are already registered with council's suite of habitat-based conservation programs, representing 3,137 Ha of wildlife habitat. We are asking that this property is assessed to be registered within the habitat-based conservation programs.

Trees clearing have been getting worse in Queensland with a high increase of clearing without consideration of wildlife habitat and environmental significance in general. In 2010, 77,500 ha of trees have been cleared, in 2012 154,000 ha, in 2014 295,000 ha and in 2016 395,000 ha. The development location should be reviewed to prioritise site development in contaminated, previously developed or low ecological value areas to limit ecological impact of the project.

2. Access issues

The intensity of the proposed development is inappropriate for the proposed suburban street access. There does not appear to be any continued access via Plucks Road even though the name of the development is 80 Plucks Road. The narrow frontage and proposed access is insufficient to cater for the passenger vehicles and larger vehicles (e.g. rubbish collection truck, construction vehicles e.g. concrete trucks, or fire appliance) traffic movements that would be required to service 77 townhouses. The narrow accessway is insufficient for the number of vehicle movements generated by the proposed development and does not allow adequate width for provision of a safe pedestrian access on a separate parallel footpath/pavement.

The access to the development should not be on current cul-de-sac streets as it will considerably impact current residents that bought their houses because there were quiet and no through roads.

The proposed access is crossing environmental corridors and areas of high environmental values where koalas have been spotted. These areas should not be cleared as it will considerably impact flora and fauna.

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3. Traffic issues

The current traffic assessment report that has been made for the proposed development is not reflective of the reality and doesn't properly analyse real and long-term traffic issues. In addition, this development traffic report doesn't considerate the future proposed development at 82 Plucks Road, Arana Hills, which would be linked. The intensity of the proposed development is inappropriate as it will generate increased local traffic causing localised adverse impacts associated with more vehicles (e.g. noise, safety, on street parking congestions, night time disturbance). Construction vehicles, service vehicles (e.g. rubbish collection, removalists) and passenger vehicles will impact the local community creating huge increase in traffic and noise.

Local residents bought their houses because their streets are no through roads where there are low traffic and the streets are quiet. This proposed development will considerably impact our lifestyle.

Bulk rubbish collection is being proposed for this development which would bring a lot of noise and impact traffic several times a week.

The number of new residents will also cause impact parking around schools and at train stations where there are already not enough parking spots available for the current residents.

Traffic management has been underestimated with only 0.6 vehicles per household which sounds ridiculous and very far from reality where in townhouses like the ones proposed most residents will have 2 cars per household leaving at the same time towards the city. Traffic audit have been done during a very calm period between Easter long weekend and Anzac Day and didn't consider school times. The traffic management report is unrealistic and should be redone and housing density revised to consider the expected increase in impacts.

4. Safety issues

There are a considerable number of children in the streets around the proposed development, going to/coming from school and playing in the streets. With the amount of technology available today and more children spending all their time in front of screens, it is important when children have the opportunity to play outside with their neighbours in a natural environment that they can do this in a safe environment. If the development happens, the number of vehicles will be too high and safety of children will be impacted. The Council has to understand that if any accidents happen because of this developmental the residents will consider the Council who did accept it to be at fault.

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Photo: Some of the kids from Eveleigh street

5. Scenery issues

An attraction of the locality is the bushland and remnant vegetation on the ridgelines. This development will create an obvious scarp on the landscape which is unlikely to be revegetated to the wide footprint of proposed development for earthworks, roadway and building envelopes.

Our house at Eveleigh street, Arana Hills, is one of the houses that have access to the beautiful landscape and scenery with our house being built entirely to access this view as much as possible with big glass window along the entire wall of our living room, a big window in our kitchen and a deck overlooking the scenery. The proposed development will considerably impact our quality of life, quiet and natural environment composed of the sounds of birds and scenery composed entirely on trees and bushlands. It will also destroy our entire privacy.

See photos below which show future impact on scenery and privacy directly affecting our house and lifestyle.

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Photo: View from kitchen window



Photo: View from our living room window

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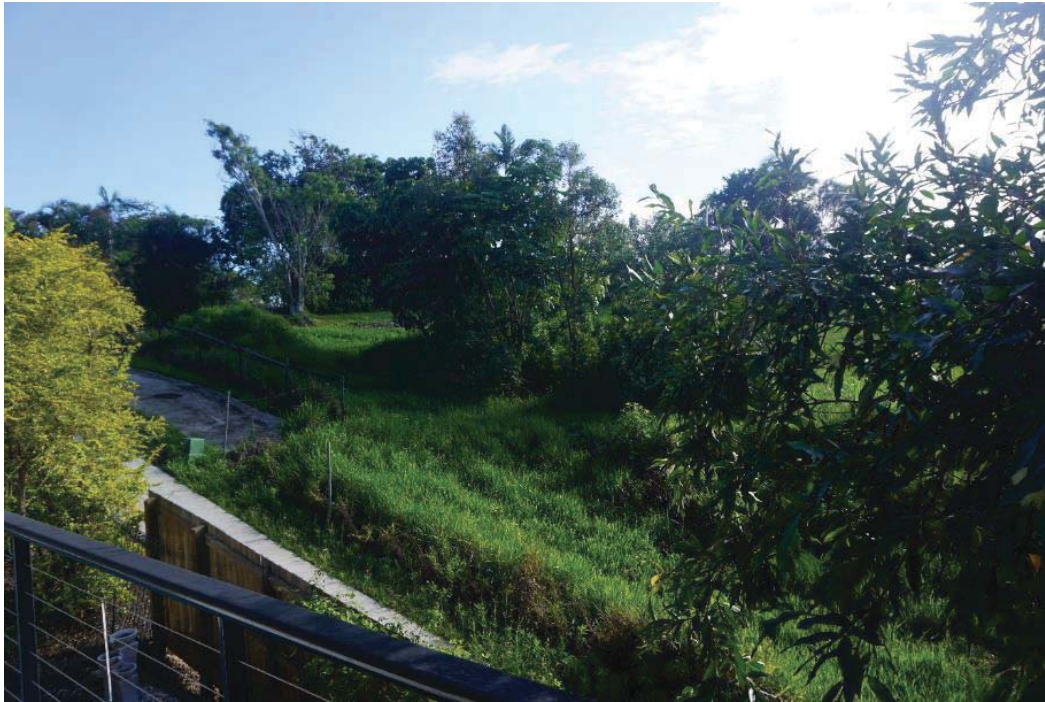


Photo: View from our deck (1)



Photo: View from our deck (2)

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Allowing development and intensification slowly over time would result in detrimental impacts on the quality of life for neighbouring residents and magnify the adverse impacts for the local community (e.g. native vegetation clearing, traffic volume increase, external works upgrade requirements, increased stormwater runoff, reduced visual amenity of bushland for the area.). This situation would be extremely undesirable and a poor planning outcome.

6. Noise, dust and pollution issues

Most resident moved in this area for the quiet streets and the calm and natural environment. Construction of such a large development will impact local residents for an extensive time with a lot of noise, pollution and dust. After construction is finished, the intensity of the proposed development will have an impact on noise and pollution for current residents. Deforestation will remove the opportunity for birds and animals to come and local residents will lose the feeling of nature around them (singing birds replaced by cars and intensive number of new neighbours noise, cars and rubbish trucks).

7. Atmosphere of the area lost

The intensity of the proposed development is inappropriate for the area. Most residents that bought a house in the area chose Moreton Bay Region because it is not a Brisbane city suburb and Moreton Bay Region has always kept a part of natural environment and countryside atmosphere. Too many townhouses and medium density houses will completely change the character and feel of the area. This development will deteriorate the general atmosphere of the area and local residents will lose the reasons they settled here in the first place. Our houses will lose value and be harder to sell in the future.

8. Stormwater issues

The intensity and volume of stormwater runoff from the site will be increased by the removal of vegetation, the steep slopes and impervious areas created by proposed new roadway, retaining walls and roofs. This will increase the quantity and frequency of overland flow affecting downstream lots.

We already have issues with stormwater and flooding on our property during long rain event and our drainage have been blocked several times especially during the construction of houses in Eveleigh street recently. We had to ask the Council to come and clear drainage several times and most of the time we need to clean them ourselves. Intensive development would increase risks of stormwater in our property and flooding on the lower level of our house which had previously been flooded during very strong rain event.

If we compared to the development at 37 Bunya Rd which is a catastrophe in term of stormwater turning the beautiful creek to drains. See photo below from 37 Bunya Rd:

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9. Erosion and Sediment Control issues

The cleared vegetation, steep slopes and earthwork disturbance for proposed roads and dwelling construction will likely create significant sediment and erosion problems for downstream and external to the site in stormwater drains and the surface of the surroundings,

A sediment and erosion plan will need to be prepared specifically for the steep terrain and large extent of earthworks underway and proposed.

10. Council control issues

We are very worried that the Council seems to not be able to control developers after they approve a project. For example, on Eveleigh street, the building of the recent new houses created clearing of koala habitat trees.

This was reported and fines issued however this does not make the trees regrow. The same thing happened on 32 Eveleigh street a few days ago where the new owners just cut off native eucalyptus trees without permits and cut off several trees and bushlands in a previously identified environmental corridor. Maps do not appear to have been updated and are missing important and protected environmental areas as they are based on the state planning scheme. The intention of council is to have better planning and representation of more local issues.

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11. Local residents point of view

As you may have seen with several local community meetings and social media pages and groups, the local community is strongly against that development and Moreton Bay Regional Council will lose credibility and voters if the proposed development is approved in its current state and density.

I am positive after all the discussions with local residents that they will be willing to vote for a Council that will not allow for disruptive development like this one.

12. Reports issues

After reading reports regarding the project and made on behalf of Mirvac, I am very worried that Council didn't read the reports or comprehend them as most of the reports analyse this project giving wrong outcomes. The reports are not objective and simply dismiss current council requirements without providing realistic reasons. As an example, I disagree with the outcome of the bushfire hazard report as I compared what is in the report to bushfire maps and the area of the proposed development has a high risk of bushfire. The conclusion of this report makes reference to "82 Plucks Road" while the report is said to be for "80 Plucks Road". A lot of inconsistency seem to happen in a lot of other reports as well. The traffic management report as I said above is unrealistic. There have been no ecological assessment and environmental management reports. It seems that Mirvac paid lots of money to the people who did the reports to remove several issues that would have made this development unfeasible. Something that does happen regularly in this industry.

13. Economy issues

There have been recent articles in Brisbane City Council explaining the issues of over-construction of apartments for a low number of buyers. If the number of buyers is low in Brisbane City Council, it is even lower in Moreton Bay Region. This development is not needed in this region. People in Moreton Bay prefer buying houses with gardens in a quiet cul-de-sac instead of townhouses in a high-density area. Families have always lived in the region and they are not wanting townhouses as the local community confirmed with local real estate agents.

SEQ infrastructure plan should not be considered for this development as the proposed development is considered under the Superseded Pine Rivers Planning Scheme and the current SEQ infrastructure plan didn't exist in its current state at the time so decisions should be made in the context of how the development has been presented and the timing of the plan used to justify the development density.

Conclusion:

The proposed development should not be granted development approval. The proposed development does not adequately address many of the planning, design, environmental or local community issues. The intensity of development is inappropriate in the location due to steep slopes, unstable site, visual impact, impact upon local residents, biodiversity corridor and wildlife, increased traffic and safety impacts and increased stormwater and erosion and sedimentation issues. I am strongly against this development as well as against the future 82 Plucks Road, Arana Hills development proposal.

If the development project would have to happen anyway, it should be amended by fixing many pending issues presented above, and among others:

- Ensure that the site landscape plan enhances ecological and cultural site values and reduces the building footprint
- Use in the landscape design indigenous species that contribute to protect biodiversity values, avoid soil erosion, secure stormwater runoff and minimise operational maintenance requirements.

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- A 100 metre environmental corridor to be left between the current houses and the future development to protect current residents from losing their current lovely scenery and future noise impact and to protect wildlife and biodiversity
- No access through current cul-de-sac streets
- Serious reduction in the number of townhouses and consideration to replace townhouses by houses with gardens
- Environmental Assessment Report to be undertaken prior to development approval
- Environmental Impact Assessment (EIS) to be undertaken prior to development approval
- Traffic Assessment Report to be redone prior to development approval
- Noise and Dust Assessment Report for during and after construction to be undertaken prior to development approval
- Risk Assessment for during and after construction to be undertaken prior to development approval
- Erosion and Sedimentation Control Report prior to development approval

Should you have any queries regarding this submission, please do not hesitate to contact me.

Yours sincerely,

Environmental Engineer
Bachelor of Engineering
Master of Engineering, Energy and Environment

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Saturday 21st October 2017

The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture, Qld 4510

RE: OBJECTION SUBMISSION
Proposed Development at 80 Plucks Road, Arana Hills. DA/34700/2017/V23R

Dear Sir or Madam,

I am a resident on Eveleigh Street, Arana Hills, and are submitting this objection submission to the development proposed for 80 Plucks Road. Note that although I expect to be more directly impacted by the 82 Plucks Rd, 35-36 Eveleigh street development, I consider that the impacts from the overall development of both properties to be significant and cumulative for the area.

This letter however will aim to convey my objections to the 80 Plucks Road development however the cumulative impacts of both developments cannot be ignored and needs to be considered.

I am also an engineer who has had broad experience with flooding and some experience with traffic management and safety having worked for several large engineering firms in Brisbane and been previously involved with several MBRC developments and planning (mostly for the Dakabin and Caboolture waste management facilities)

In regards to the 80 Plucks Road development, I have read and assessed the supporting documentation provided by the developer as part of the Development Approval (DA) and have identified several deficiencies in a number of the reports that appear to significantly benefit the developers and do not appear to be a realistic expectation for the local Arana Hills Area.

These and other issues and objections are outlined below:

1. SEQ Infrastructure Plan

It is my understanding that the MBRC is operating under the guidance of the recently published and updated SEQ infrastructure plan (August 2017) that calls for significant increase in dwellings in both greenfield and in-fill areas over the next 10years. It is my understanding that council would have given this consideration when developing the latest MBRC planning scheme that identifies the 80 Plucks Road area as Suburban Neighbourhood.

I am aware that the current development is proposed under the superseded Pine Rivers Plan and as such the consideration by council that this area is primed to meet the SEQ infrastructure requirements is flawed and cannot be used as justification for allowing the proposed density of housing. The SEQ infrastructure plan and the current expectations surrounding this were not around when the Pine Rivers Shire plan was developed.

If council is proposing to use the SEQ infrastructure plan as justification for supporting this development density then this process is flawed and possibly even negligent in light of giving the go ahead on the basis of a plan superseded before the SEQ document was updated.

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2. Adoption of the Superseded Pine Rivers Planning Scheme

It has also been brought to our attention that at the time of submission of the original development proposal the council was at liberty to reject the use of the superseded planning scheme however chose to allow for future development that does not fit with the intent of the current MBRC plan for the area. To date no justification for allowing this has been provided and seems to suggest backwards thinking without any consideration or consultation with the local residents. The current intent for the area is 15 dwelling/ha however council chose without any consultation to allow the development proposal to be considered under a superseded plan that allowed higher density. Council is still unable and unwilling to provide details to support why this decision was made.

3. Traffic

The traffic management plan provided as part of the DA is considered inadequate and tells a story that is unrealistic and not defensible. Key items that negate the findings of the report:

- a) No consideration for ultimate development scenario (80 and 82 Plucks Road) as there is clearly a connecting roadway proposed in the DA plan. All cars from the 77 and 177 dwelling development are able to utilise the single entry and exit point and this would preferably be the Leatherwood access. The estimates of expected ultimate traffic have not been considered and failure to consider the ultimate development scenario is a common theme throughout the majority of DA reporting submitted.
- b) The adoption of a 0.6 vehicle/dwelling estimate is not appropriate and the source of this estimate was intended to be used for developments of this type for inner city living where access to public transport and proximity to workplace was significant. For developments in Arana Hills where you need to drive to the train station and for houses that are advertised as 2 garage dwellings, the adoption of this value is not appropriate. Recent traffic surveys of other similar developments on Pluck road and other locations undertaken have identified a nominal 1.2 – 1.5 car allowance/dwelling would be considered appropriate. The fact that the traffic management report did not undertake baseline studies of other similar developments at full capacity in the region and that council to this day appears to have no idea of estimated traffic volumes for the development is a real problem. At 1.2 vehicles/dwelling the estimated increased traffic is approximately 300+ additional cars using Leatherwood Drive as access (worst case scenario). Obviously this is not acceptable from a safety and intersection performance perspective.
- c) The base load car counting undertaken on the 10th April was not considered a suitable timeframe due to the following:
 - That day fell between the Easter and Anzac day long weekends when people would be away.
 - The timing on the day appears to exclude school traffic between 3pm and 4pm.

Obviously if the baseload information is not sourced correctly then outcomes are skewed in favour of there being less impact from additional traffic.

Based on the above we can expect (in the real world) for the traffic volumes to be potentially 2 – 3 times what was reported. It is not understood how a report by a professional consultant can be so biased towards minimising the expected impact but council needs to be aware of these very serious deficiencies or else they leave themselves open to significant repercussions if there is any traffic incident or fatalities.

Put simply the local streets (Leatherwood, Tetragona and especially Eveleigh street at a later date) are not expected to be able to handle the increased traffic load for the dwelling density proposed and significant impacts to waiting time, access by local residents and safety of pedestrians are expected and need to be considered.

I object to the development as the traffic impacts on the local roads are going to be devastating to existing residents and that no amount of intersection upgrades and road widening can make allowance for the reduced safety offered to the children, pedestrians and other road users around the area.

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4. Safety

It is also expected that the safety of children in the area would be significantly impacted by the increased traffic loads. The interconnectivity between MBRC playgrounds and recreational areas requires pedestrian access across Leatherwood and Tetragona Drive. The increased traffic loads and impatient drivers is a recipe for disaster just waiting to happen. Any incident between cars from the development and children in the surrounding local streets is unacceptable for both proposed development in both Leatherwood and in future Eveleigh Street.

I object to the development because the increased traffic would be a serious safety hazard to mine and other residents children who reside in quiet streets where they have been able to play in safety since they were born.



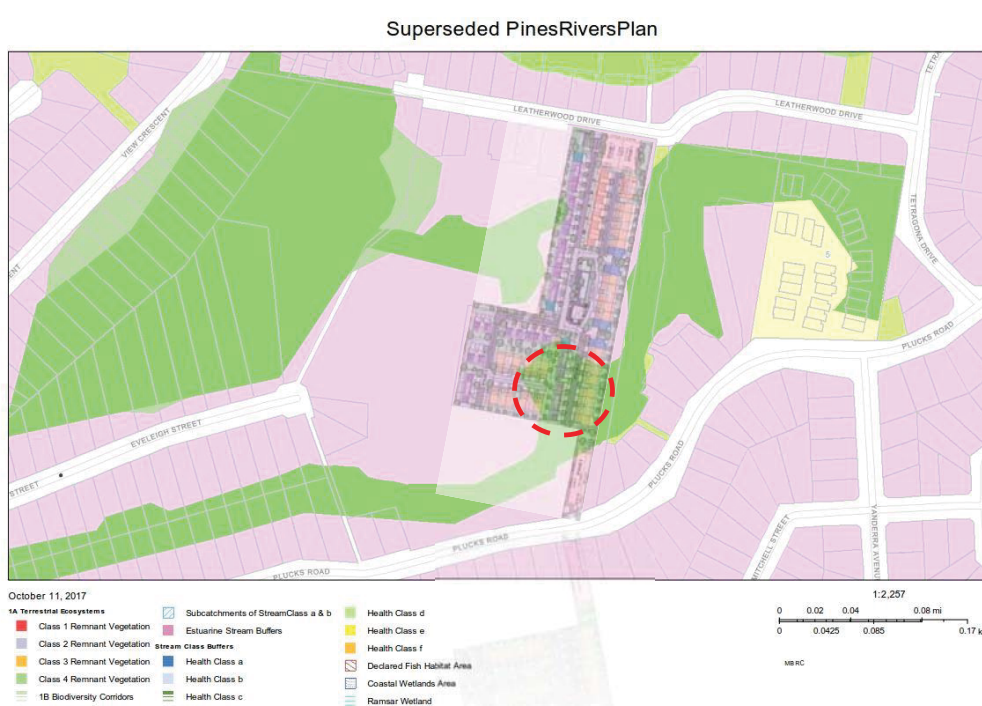
Figure 1 – Just a few of the 25+ kids in Eveleigh Street and ones not even born yet

5. Environment and Biodiversity

To date none of the documents provided to council in support of the development has included an environmental and ecological assessment. Considering that this development abuts an area identified as environmentally significant this appears to have been a significant oversight.

The plan also does not appear to have made allowance for the biodiversity (vegetation corridor) area identified as part of the older Pine Rivers Shire Plan which this development is being based on. Area would involve clearing of a large area of remnant vegetation – refer Pine Rivers Plan. Given the current State Government stance of the rate of vegetation clearing I would think that removal of native trees over 30m high would never be approved.

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Under this development plan mature native vegetation would be entirely removed from the site. An attraction of the locality is the bushland and remnant vegetation within the identified biodiversity corridor (Pine Rivers Plan). This development would create an obvious scare on the landscape which is unlikely to be revegetated to a similar or pre-existing condition.

Development also removes access between areas identified as environmentally sensitive and Koala habitat effectively isolating and impacting native fauna. Connection to Cabbage Tree Creek is reduced and effectively dooms fauna in the environmentally sensitive area. Creatures impacted and seen in this area include:

- Wallabies
- Koalas
- Bandicoots
- Great Egrets
- Parrots
- Cockatoos
- Lorikeets
- Kookaburras
- Possums

An Environmental Assessment Report and an Environmental Impact Assessment need to be undertaken with an authorised specialised ecologist before any development should be considered as the full impacts of the development (on all creatures) have not been assessed.

Council have been supporting residents managing and protecting the conservation values of their properties. Over 600 properties are already registered with council's suite of habitat-based conservation programs, representing 3,137 Ha of wildlife habitat. We are asking that this property is assessed to be registered within the habitat-based conservation programs.

Trees clearing have been getting worse in Queensland with a high increase of clearing without consideration of wildlife habitat and environmental significance in general. In 2010, 77,500 ha of trees have been cleared, in 2012 154,000 ha, in 2014 295,000 ha and in 2016 395,000 ha. The development location should be reviewed to prioritise site development in contaminated, previously developed or low ecological value areas to limit ecological impact of the project.

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I object to this development on the grounds of the unacceptable impacts to the vegetation, local fauna and regional eco systems that use this area as a connective corridor to Cabbage Tree Creek

6. Regional Residence Type

It appears that council is currently of the opinion that the area requires more intensive residential development and that that is the way all near CBD suburbs are going. I would like to remind council that we live in MBRC for a reason and that the intent and growth in this area is not ideally suited to medium or high density housing.

A recent survey of data provided online and by several real estate agents has identified the following for Arana Hills and surrounds:

1. The average age of people selling in the Arana Hills area is 55yrs +
2. The average age of people buying in this area is 28 – 35+ with 2 kids

This area has been identified for the last 10yrs+ as an area of family transition (with a 25yr life span). People whose kids are all grown up don't want to maintain a larger property and sell up and move to nicer, generally beach side apartments and a new family moves in (as I expect the owner of 82 Plucks Road is wanting to do). This is the true demographic of the region. The number of families wanting suburban residential properties with blocks larger than 800m² is significant and these sell more readily than the type of development proposed.

In this area it is not economically viable to have development of this density as to date a lot of these previous developments continue to be unsold. The number of unsold and empty townhouses compared to houses should provide guidance as to the expected and true demographic of this region.

I object to the development as approval of this density of housing is not in keeping with the economic demand for housing in the region. Council should tell the developer to develop suburban neighbourhood.

7. Visual Impacts to residents

Residents accept the more difficult commute on the understanding that we live in a natural area with lots of trees, nature and a great sense of community and space for the kids to grow on our properties and in our streets like we all did as kids.

This type of medium density housing conveniently squashed in between existing residential properties is not wanted in this community. We all understand why we live here however we would like to remind council that we don't live here to have the following:

- 77 and then 177 medium density dwellings latched on to the end of our streets.
- Removal of trees and large scale clearing in areas adjoining our properties
- Construction noise and tradies parking wherever they like for 10hrs a day for a 5yr period.

My house at Eveleigh street was initially built to take into consideration the lovely view of both 80 and 82 Plucks Road. The entire side wall facing east towards these properties is glass and the proposed development would result in serious privacy and lighting issues if we had to screen the entire side of the house. The view below would be replaced with the back of medium density residential at the ridgeline for 80 Plucks road and to the boundary potentially for 82 Plucks Road.

Allowing development and intensification slowly over time would adversely impact the local community (e.g. native vegetation clearing, traffic volume increase, external works upgrade requirements, increased stormwater runoff, reduced visual amenity of bushland for the area.). This situation would be extremely undesirable and a poor planning outcome.

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Figure 2 – View from 34 Eveleigh Street

I object to the development because the design and outlook of my house at no time considered the presence of 77 and an additional 177 townhouses looking into my front window. The lack of privacy would be unacceptable without serious upgrades to screens or external areas. Don't want to have residents able to look down into my house.

8. Water Management Plan

As a water engineer I have read in detail the water management plan and find it to be lacking detail of how the site is going to handle and release the increased volume of stormwater. I understand that the developer wishes to address only the bare minimum of issues required for approval and spend the least amount of money on all aspects of the reporting and this potentially severely limits the scope of work to be undertaken by the company commissioned to deliver the assessment.

The existing water management plan appears to include a lot of 2D modelling of the site in isolation without any consideration of the ultimate development scenario. The modelling continues to maintain the upstream dam and undeveloped scenario for 82 Plucks road and as such is conservative in nature when assessing the impacts of both developments.

The cumulative increase in flow needs to be considered as well as the changed timing of flow peaks as it enters Cabbage Tree Creek downstream. To date the modelling has not considered potential impacts on the rise and fall of the hydrograph at Cabbage Tree Creek as a result of the development.

The water management plan also doesn't include a map for what and where the stormwater outlets are proposed or a general arrangement for the final channel to be constructed down the side of the development.

Modelling also appears to be undertaken for the developed scenario without any change to the roughness factors in the creek area. From experience I expect that this creek area would actually be cleared along with the rest of the development and a non-vegetated channel provided (see attached Figure 3 from Bunya Road) that would speed up flows and create increased sediment loads and erosion within the channel prior to vegetation establishing. This has been observed in many developments where water management and flooding has not been addressed correctly. The channel below has significantly different hydraulic and sediment generation mechanisms than the existing very well vegetated creek with a substantial riparian zone to reduce erosion in large storm events. This is not water sensitive urban design.

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Figure 3 – Reinstatement of local drainage path

I have marked the location of previous flooding during the 2011 cyclone that hit Brisbane within the creek to the southwest of the development (near Q100 rainfall event). I will see any increase in observed flow depths at the back of my property to be a direct result of the downstream development works and would take action accordingly.

I will also aim to try and take samples of water inflows to Cabbage Tree creek from the development after rainfall events during the construction period and expect council to fine developers accordingly if they exceed any of the water quality requirements outlined in the MBRC guidelines during and post construction. Requests will be made to council to address the issue when it happens and responses will be recorded and made available to the public.

I object to the development as I see it having adverse impacts on the Cabbage Tree Creek and local drainage systems during and post construction and because the design of the stormwater management system has been developed in isolation and without consideration of the ultimate development of the area.

9. Bushfire

The proposed development is located within an identified bushfire impact zone however the reporting and civil infrastructure works has been light on in explaining the impacts of the development on the mains water pressure and ability to fight fires.

The MBRC guidelines indicate that a 50m exclusion zone needs to be provided between the bushfire area and any development. The report appears to negate that requirement but does not appear to identify why?

I object to the development as it may potentially impact the regional ability to fight bushfires if and when they occur resulting in the loss of homes about the area.

10. Inadequate Supporting Infrastructure

To date the type of medium density housing apartments proposed is more in keeping with areas where there is a defined public transport corridor. It is expected that the increase in residents would place a significantly undue strain on several infrastructure areas as follows:

- a) Bus routes
- b) Parking at Ferny Grove, Keperra, Grovely and Oxford Park train stations
- c) Water supply infrastructure
- d) Local schools that are already at near capacity
- e) Waterways and local creeks

I object to the development as the infrastructure to support the increase in residential density does not exist.

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11. Noise, dust and pollution issues

Noise and disturbance to existing residents would be considerable during and after construction. The recent construction of houses in Eveleigh Street already creates traffic congestion with tradies parking and taking up road space every day.

Although sediment control measures have been indicated in the planning for construction the local drains at the end of the road are blocked after every rainfall event and ponded water has flowed down the driveway of 34 Eveleigh Street and come into the house downstairs. I expect the developers and construction of 80 Plucks road to have the same disregard for the conditions imposed on them by council during construction and the situation in regards to rubbish, noise and dust to significantly worsen over the 5yr staged development construction. This effectively draws out the agony of surrounding residents.

I object to the development as it would create increased noise and nuisance to all residents.

12. Council Oversight of Developers Commitments

I object to the proposed development on the basis that the council does not appear to have the man power or authority to maintain control of what the developer does after the approval has been granted.

It appears that regardless of the controls specified for construction in relation to reducing impacts the developer will fail to enact even the simplest measures as follows:

- Flood protection works
- Sediment and erosion control works
- Limits to land clearing
- Cease work if native fauna is endangered

This was especially shown recently in Eveleigh street where tree clearing on the northern development properties exceeded allowance and trees in an environmental sensitive area were cleared and koalas were directly impacted. The council was called and the response was not very efficient and a koala was forced to scurry overland to safety in a habitat that was supposed to be protecting him.

I object to the development as I do not believe council is able to adequately police the developers during the construction process to ensure they meet the standards and conditions attached to the development approval.

13. Consultation and Council's Decision Making Process for Developments

There appears to have been a significant lack of consultation by the developer with the community prior to his purchase and subsequent development application. Some consultation should have been sought from Mirvac with the local community prior to the purchase of the land to gauge the potential objection to what they are proposing.

Given that Mirvac has already potentially invested over \$2M by the time this development application see's the light of day with local residents for comment doesn't this effectively hamstring and significantly influence the councillors who are voting on this issue in the future.

We have been advised that in meetings with the community, counsellors can't be seen to have a personal opinion or have already judged the development prior to reading all submissions and having the decision meeting. I would note however that Mirvac's subsequent purchase and expense on generating the reports for this development (already potentially costing over \$2M) does not in fact allow councillors to remain impartial. Due to the serious nature of the investment if the council decides against this development then the developer will just go to the Environmental and Lands Court and argue against the councils decision (due to the financial commitment already made) and this creates more issues for the council. How does this remain objective?

Doesn't this simple fact mean that the council can't remain impartial and objective in approving or rejecting these developments? Given that the development is rejected or has to be changed back to 15 dwellings/ha Mirvac is expected to lose a significant amount of money and wouldn't be able to sell the land for the price they bought it for. I see this process as hindering the objectivity of the council's decision making process.

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I object to the development on the grounds that due to the already large financial commitment by Mirvac that the council cannot remain objective in its decision making process as the consequences for rejecting or changing a development application has consequences to the council.

I will be voting at the next election for the council who revises this process so that it is realistically objective, balanced and of benefit to the community.

I object to the development as I do not believe that the decision making process by council can possibly be objective given the value of developer investment prior to the period where the public can object.

Conclusion:

The proposed development should not be granted a development approval at the density currently proposed. The proposed development does not adequately address many of the planning, design, environmental or local community issues and is expected to result in significant traffic and safety issues for local residents. The intensity of development is inappropriate in the location due to the following:

- Increased risk of traffic hazard to local residents, kids and pedestrians;
- Unsuitable intersections that can't possibly hope to convey the true traffic loads;
- un-supported surrounding infrastructure (public transport);
- Significant visual impact to residents;
- Impact upon local residents through noise and nuisance;
- Clearing of a biodiversity corridor with remnant vegetation;
- Lack of ecological consideration in the DA and impacts on local protected fauna;
- Conflict with expected and long term demographic for the area (families in homes);
- Potential impacts to waterways and increased stormwater and erosion and sediment issues;
- Development is being assessed against a superseded planning scheme that was approved by council
- The current developer investment makes the council's decision making process biased towards the approval of the development

I remain strongly against the 80 Plucks road development as well as against the future 82 Plucks Road, Arana Hills development proposal.

If the development project can't be avoided, it needs to ensure the site landscape plan enhances ecological and cultural site values and reduces the building footprint. The landscape design should use indigenous species that contribute to enhance biodiversity values, avoid soil erosion, reduce stormwater runoff and minimise operational maintenance requirements.

The local community have requests:

1. That the density of the development be reduced to match the current MBRC planning scheme (15 lots per Ha)
2. An ecological and environmental survey be undertaken of the area prior to approval of the development and any and all precautions taken to protect local fauna.
3. Revise the Traffic Assessment Report to be realistic and based on actual observed traffic loads in similar developments and match density of housing to capacity and safety of local streets
4. Erosion and Sedimentation Control measures to be agreed and enforced with the developer
5. Consideration of a buffer zone between adjacent properties and the new development where vegetation is not cleared.
6. No clearing of the existing waterway area.
7. Re-establishment of the biodiversity corridor through the development in the latest planning scheme to match the old planning scheme
8. No access to any development at the end of no through roads

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Should you have any queries regarding this submission, please do not hesitate to contact me.

Yours sincerely,

Moreton Bay Regional Council

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The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture, Qld 4510

Monday 23rd October 2017

RE: Making a Submission to Object to the DA at 80 Plucks Road, Arana Hills
80 Plucks Rd DA/34700/2017/V23R

Dear Sir or Madam,

I, _____, am a resident at Eveleigh Street, Arana Hills, where I spend three to six months per year, when my wife, _____, and I are visiting with our daughter, her husband and our grandchildren.

My wife and I both being retired, we are lucky to be able to spend a lot of time in the lovely Arana Hills away from our usual busy and loud life in Paris suburb, France. Up to now, we enjoy the quality of life and the nice and healthy environment of the area. When our daughter and her husband were looking to buy a house, we help them take the decision of buying the house at Eveleigh street for the following reasons: quiet environment surrounding by trees and animals, and the cul-de-sac end location of the house permitting our grandchildren to play safely in the street and forest around the house. Thus we feel very impacted by the 82 Plucks Road development proposal which will affect seriously our living environment and the living environment of a large number of people nearby. We feel as well very concerned about the 80 Plucks Road development proposal as the potential addition of these two projects would have local appalling consequences.

Given these circumstances I address hereby a submission to object to the DA at 80 Plucks Road, Arana Hills.

I would like to support my concerns, by stressing a number of open issues resulting from the above.

1. Environment

On the property where the 80 Plucks Rd development is considered, number of trees and wildlife are living. During our stay, we are regularly viewing number of Australian animals such as koalas, wallabies, parrots, cockatoos, lorikeets, kookaburras, possums, egrets, etc. Living so close to these very special Australian wildlife highlights our stay and make us feel special and happy to be in such a beautiful country.

There also an important number of trees and bushland that provide a beautiful natural view. We feel very far from a city and enjoy Moreton Bay Region for these reasons. There is also an environmental corridor at the Cabbage Tree Creek and a Matters of State Environmental Significance vegetation that don't seem to have even been considered for the proposed development which is very worrying.

It is hard these days to live in such beautiful areas and still being close to Brisbane city and the international airport.

The building of too many townhouses in this region will badly affect the nice current beautiful landscape. The feeling of living in a peaceful area will be highly reduced. Deforestation and road traffic will reduce significantly the number of animals and birds to come or to live in the area, in a period of time where humans understand that we have to protect them. This development will deteriorate the general atmosphere of the area and local residents will lose the reasons they settled here in the first place.

2. Safety issues (Road, Children, Traffic)

The safety of the large number of children walking in the area on the way home-school will be badly affected by the proposed development with the huge traffic increase.

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Many children play together in the cul-de-sac where traffic is currently very reduced. This creates a friendly neighbourhood, and is a good opportunity for them to spend time outside home, make friends and socialise. Our grandchildren among many benefit currently from this situation. We are very worrying for our grandchildren that are very lucky to be able to play in the street, find new games to play every day and discover the surrounding forest instead of sitting on a couch watching tv or playing video games. We find our grandchildren more healthy and happier at the moment being able to be outside instead of inside all day and as said above it was one of the main reasons for buying this house.

The proposed development will result in a high traffic volume increase, with undersized entry & exit ways, considering the forecasted new cars to come. The narrow access issues are not appropriate for catering large vehicles such as rubbish collection trucks, fire appliances and others to service the expected 77 townhouses. The current quiet area will switch to traffic jam in streets and crossroads at rush hours. The future proposed development at 82 Plucks Road would make this worrying situation even much worse.

3. Pollution issues

The area benefits from a quiet, calm and healthy environment. Many of the residents have decided to settle in this area, among them my family and us, in order to escape from the pollution and from the noise created by high car traffic and by high population density. The proposed development will alter badly the peaceful country feeling residents have here, increasing as well the dust and polluted air level, with a negative impact on the public health.

4. Stormwater and Erosion issues

The intensity and volume of stormwater runoff from the site will be increased by the removal of vegetation, the steep slopes and impervious areas created by proposed new roadway, retaining walls and roofs. This will increase the quantity and frequency of overland flow affecting downstream lots. The situation is already critical in our house at 34 Eveleigh street where the drainage has been blocked several times especially during the construction of houses in Eveleigh street recently.

The cleared vegetation, steep slopes and earthwork disturbance for proposed roads and dwelling construction will likely create significant sediment and erosion problems for downstream and external to the site in stormwater drains and the surface of the surroundings.

Conclusion

The proposed development should not be granted development approval. The proposed development does not adequately address many of the planning, design, environmental or local community issues. The intensity of development is inappropriate in the location due to steep slopes, unstable site, visual impact, impact upon local residents, biodiversity corridor and wildlife, increased traffic and safety impacts and increased stormwater and erosion and sedimentation issues. I am strongly against this development as well as against the future 82 Plucks Road, Arana Hills development proposal.

Yours sincerely,

PHD Computing Science

and

Mathematics teacher

Moreton Bay Regional Council

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Submission for: 80 Plucks Rd DA/34700/2017/V23R

We are asking for a reduction in townhouse builds for 80 Plucks Road. We have serious issues as it is getting out of our drive way safely. It takes me at least 15 minutes to get onto South Pine Road, Stafford from Plucks Rd during peak times. The noise of the traffic is also a serious problem. I completely oppose an exit or entry ever be put on Plucks Road.

We bought in this neighbourhood because of the natural surroundings, we are regular walkers and don't want to start walking past cement buildings.

I am OK with bringing more people to Arana Hills IF there is compensation for the construction time and noise for us shift workers and the entry/exit points being away from Plucks Rd. You will need to increase infrastructure such as local shops also. Safety and traffic volume must be addressed urgently.

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The Chief Executive Officer
Moreton Bay Regional Council
PO Box 159
Caboolture, Qld 4510
mbrc@moretonbay.qld.gov.au

25 October 2017

To the relevant officer,

Re: 80 Plucks Rd DA/34700/2017/V23R

Please find below our properly made submission to object to the development application DA/34700/2017/V23R

Environmental issues

Clearing of existing vegetation

The development application shows very little existing vegetation to remain (certainly all mature growth trees would be removed) on the site which will completely destroy the flora and fauna that live here. At present, there are is a range of birds such as king parrots, rainbow lorikeets, scaly breasted lorikeets, gorgeous timid curlew families, sulfur-crested cockatoos, bush turkeys, rare black cockatoos, tawny frogmouths and other native species obviously nesting and feeding in the site with a corridor to Cabbage Tree Creek. We know this because my family sees many of them regularly and we can hear them. At night time the beautiful sound of the curlews prevail, we have seen several types of amphibians and have seen a few types of marsupials. The reptiles in the site area include water dragons, legless lizards, native turtles and a range of snake species (many which visit our house). There are several species of butterflies, native bees and other important insect species.

We need to help conserve all of these species as they all play a vital role in the ecosystem of this area. Some of these are listed on the MBRC Priority list and are mentioned in the Nature Conservation Act. Before any development takes place on this site, there needs to be a complete and independent study undertaken of a seasonal analysis of the flora and fauna on the site over several years. The habitats for these fauna and flora needs to be conserved and incorporated into any approved final development plans. The biodiversity corridor for access to Cabbage Tree Creek is critical as they are the connections between areas identified as wildlife corridors including Koala habitats and must be preserved. The corridors provide the food that these fauna eat, mating and breeding sites and maintain the balance of the ecosystem. At present, this is an environmentally unsustainable development because it simply obliterates most of the vegetation on the site to make way for the dense population of dwellings in a small area resulting in an exponential increase in human impact. Even when this vegetation has been given the lowest grading of Class 4 Remnant Vegetation, I note that this is exactly the same rating for the Bunyaville Conservation Area. This rating does not provide an accurate picture of how important the remnant vegetation is for the survival of the diverse flora and fauna within it.

The urban encroachment provisions of the Sustainable Planning Act 2009 enable protection from clearing of an identified biodiversity corridor with existing vegetation that supports native flora and fauna and protection from specific nuisance actions brought by encroaching urban development. 80 and 82 Pluck Rd developments are examples of prohibited developments mentioned in schedule 1. A development application request cannot be accepted if the development is prohibited development.

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Buffer Zones

The proposed development should leave the green north south linkage unspoiled. An additional environmentally acceptable pedestrian linkage from Plucks Road to Leatherwood Drive, with several metres of existing and additional similar species vegetation planted on either side of the pedestrian linkage, could provide access and habitats for fauna. In designing the route of the walkway, there should be maximum preservation of mature trees and existing vegetation clumps to provide some reprieve for the local fauna, including koalas, bandicoots, wallabies and the other animals that use that corridor. This may mean that the pedestrian linkage is somewhat jagged to enable maximum environmental benefits. This pedestrian linkage will enable less people on the site to use their vehicles when public transport services are significantly improved in the area.

At present Leatherwood Drive in fact provides a buffer to the more sensitive lands including esplanades along our Cabbage Creek waterway. Significant increases in vehicle and human presence on the road will mean that this road can no longer a buffer as a result of this development. (Land Act 1994 revised 23/1/17)

Pollutants - Runoff provisions

Provisions must be made by the developer to ensure that the filters identified in the proposal will not just minimise pollutants but guarantee that there will be NO pollutants in the run-off. Any pollutant entering Cabbage Tree Creek would have serious consequences for the entire length of the creek and Moreton Bay. Environmentally, there is to be zero tolerance for pollutant run off from this proposed development into Cabbage Tree Creek. Any development of this site should be consistently monitored by a state environmental agency or independently by council at the developers cost to ensure there are no pollutants able to enter the waterways.

Obstruction to flow of water

There will be obstruction to the natural flow of water as a result of clearing most of the old growth and which will result in significant soil erosion and degradation in the area. Also, there needs to be a recent water management plan developed for the area including storm water as the one provided was outdated. Also, there is a significant water source on the site currently which needs to be preserved for the flora and fauna in the site.

Geological assessment

The developer must ensure that eroded material and sediment for years to come will not end up in Cabbage Tree Creek changing the pH of the water, salinity, oxygen concentration and several other water quality conditions. Any change in the fine balance of water quality will be detrimental for our flora and fauna. This development changes significantly the natural quantity and flow of water into the local waterways. There should be a geological assessment of the rock type below the site with an analysis of the consequences of disturbance are essential. There have been earthquakes noted in the Ferny Hills area in the last 30 years and in recent years in 2002 the earthquake measured magnitude 2.8 on the Richter Scale. There was damage to our own home in Tetragona Drive as well as homes in the Arlington and Ferny Hills areas. We know this because we heard the earthquake crack and in the morning we saw a crack in the kitchen wall. Geologically this development would involve a lot of deep rock disturbance and significant retaining walls which means further degradation of the existing topography. The structure of the townhouses proposed should be designed to withstand earthquakes and the amount of earth movement need to be evaluated against natural events.

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Noise

Noise will increase at the proposed site as a result of the increased number of vehicles and people on the premises and exiting and entering. A thorough independent environmental review of noise emissions for the area needs to be conducted at the developers' expense (Environmental Protection Act; 1994. *Application requirements for activities with noise impacts.*) This will include examination of the sensitive places in the area for one kilometre around the site, the impact of site topography, current background noise levels and other contextual features. The results of the review will need to be incorporated into the proposed development to minimise the noise level on the surrounding wildlife and current residents.

Noise will increase at the site during the development phase. Another environmental independent review at the developer's expense will need to be undertaken. It will include an evaluation of all the noise making equipment, predicted decibel levels for the range around the site including the nearby environmentally sensitive Cabbage Tree Creek. The results will need to be incorporated into the measures taken to reduce the noise levels of any equipment utilised in this development. This may involve the installation of noise reducing barriers around the development site.

Economic Issues

Oversupply of townhouses already

MBRC has identified in the councils' planning scheme that they need to accommodate the increasing SEQ population through 'a range of housing styles'. Recent real estate and [media reports](#) have announced an oversupply of townhouses and apartments in the Brisbane area so the need for housing such as this style in the proposed development application (townhouses) may not be in demand.

An independent investigation into the exact style of housing in particular areas of Brisbane is required so that the style of housing matches the needs. It is not appropriate to randomly mix it up and hope there is a good range of style of housing in lots of areas. The current glut in townhouses and apartments means there is an oversupply and they are not selling. The prices have dropped dramatically for other townhouse and apartment developments in other areas of Brisbane. This can create a new range of socio economic issues which we don't need at this proposed development site.

Infrastructure issues

Access Road

This development proposal will impact significantly on the capacity to enter and leave Tetragona Drive. Tetragona Drive and Leatherwood Drive were built as 'no through roads' designed to carry a load in keeping with a no through road. If each new townhouse on this proposed development had two cars each, there could be hundreds of extra cars every day on these two 'no through roads', more than doubling the current load of vehicles. This constitutes a 'road realignment' because the purpose for which the road was originally designed (no through road) is being changed to access a significant increase of through traffic from a development. According to the Land Act 1994 (version 2.01) any road realignment 'must be in the public interest'. The increased load through the entry and exit points of Leatherwood and Tetragona Drives would be in the potential developers' interest only and not in the public interest.

Access via Leatherwood and Tetragona Drives is a cheaper solution for the developer to solve their access issues and is to the public detriment. There is no benefit to the people or the environment around Leatherwood or Tetragona Drive at all. In addition, access via this road would not necessarily be in the developers best interest because it will take the potential occupants of these townhouses extra time to travel to Plucks Rd. The potential buyers of the townhouses want instant access to a more significant road than a side street that will add 5-10 minutes onto their daily journeys. They

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may not purchase a townhouse because of this additional travel time to go around the block to get in and out.

Road Safety

Another issue is turning out of Tetragona Drive, not just because of the extra vehicle load, which in peak hour can already take significant time, but because it is dangerous if turning right. Visually we are unable to see traffic coming around the bend. Speed reduction signals make no difference. With all of the extra cars from this development, trying to turn out of Tetragona Drive, there will be a queue of traffic and the time to turn out will be greatly increased. The intersection was not designed for more traffic than a typical 'no through road' would provide. Traffic lights at the intersection are not a solution either. There are already traffic lights at another nearby intersection on Plucks Rd and Bunya Rd and traffic lights at the curve would make it dangerous. The traffic flow on Plucks Road would be impeded greatly well if vehicles were required to stop for lights for people exiting and entering Tetragona Drive and then stop for another set of lights not far up Plucks Rd. It is unfair to the residents as they would have to wait at traffic lights which were only necessary to accommodate this proposed medium density dwelling in streets designed for low level traffic.

This area is currently zoned suburban and the roads are suburban single lane roads. Plucks Rd is single lane as well. Medium density developments such as this would require a major upgrade to Plucks Road to two lanes as happens at major thoroughfares for other medium density dwellings. This would be the responsibility of the developer. To provide a safe place for children to cross the road, two lanes for the whole length of Plucks Road to maintain traffic flow across the length with a parking lane for current locals living on Plucks Road.

Public transport

A traffic report with the development plan indicates that Tetragona can cope with the significant additional traffic in changing the entry and exit points for the new development to Leatherwood/Tetragona. I do not agree this would be the case because it makes the assumption when analysing the data the roads falls into the 'well serviced by public transport' category. Our streets are not serviced well by public transport at all. In addition, the data was collected over an atypical period of time (two long weekends) but is invalid anyway due the public transport issue.

The 397 bus is already uncomfortably crowded in the mornings and afternoons. It is the only bus to catch in the area. My children catch it in the mornings and afternoons. With a dramatic increase in patronage, the 397 won't cope. Also, it is an extremely long route through the Hills District by this bus and most adults would opt for using their cars because the 397 bus journey takes so long to get anywhere.

The people from this development would have to drive to the train station to access public transport. The Ferny Grove, Grovely and Keperra train stations car parks are already overcrowded by 7.45am and it is unlikely that they can manage the additional influx of vehicles from this development. The developer would need to accommodate the extra room required at the train stations by funding additional car parking at each of the local train stations.

Safety

My children need to cross Tetragona Drive at some point to access the bus stop. The significant increase in traffic will make it dangerous for them to cross the road. Road safety will become a real issue for our neighbourhood. This development assumes everyone entering and exiting will drive quietly and carefully, within the speed limits and be alert for people and fauna crossing. The nature of the whole area will change with the massive increase volume of vehicles.

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Consistency

We request that the development be substantially scaled back. Also, an independent report needs to be undertaken as to how the MBRC has enabled this zoning confusion to occur creating a window of opportunity for an inappropriate development proposal to be accepted. This will provide assurance to the community that the assumptions made by MBRC that the proposal submitted 'one day prior to the cut-off' is above board and an avenue to review loopholes to dismiss the proposal. Also, this will help to ensure that MBRC doesn't let this missed loophole to exist again to cause so much angst and distress to another community!

Clearly the intent by everyone (residents, State government, MBRC) was to maintain the suburban nature of the area. My understanding is that this site does not comply with a medium density requirements as it is not well serviced in particular with public transport and pedestrian links.

The MBRC has the flexibility to enforce the current suburban nature of the site (not medium density) and needs to be consistent in the way they respond to development applications in this local area. There are several developments close to the proposed development application that have been environmentally friendly (number of dwellings in keeping with the suburban plan) and minimising vegetation clearing. The approval of this development needs to be consistent with the other nearby developments in the area. Other developments have not been afforded the privileges that this current proposed development seeks.

This development should not be afforded any extra privileges such as special access to the 'no through roads' (Leatherwood and Tetragona Drives), should not be allowed to build this quantity of townhouses in a small area (it is not a medium density site), should not be allowed to clear the majority of the vegetation on the site to make way for the intense and crowded construction.

Summary

In summary,

- the number of dwellings needs to be reduced to 15 dwellings/hectare with a design that will preserve the maximum amount of existing vegetation
- entry and exit to the dwellings at all stages of the development needs to be Plucks Rd not Leatherwood Drive and Tetragona Drive

By reducing the size of the development to the suburban standards in the current zoning, changing the entrance and exit to Plucks Road as with other developments (not Leatherwood/Tetragona Drive) and minimising the amount of flora and fauna on the site that is allowed to be cleared, several of the environmental issues and infrastructure issues mentioned above can be avoided completely.

Your Sincerely,

Moreton Bay Regional Council

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Development Application Enquiry: 2017 / 34700 / V23R - Combined MCU and RAL – Residential

Please find below my submission.

Hello

I have lived at this address for my whole life and in that time I have come to treasure and value the environment here. We need to protect as many of the plants and animals in the area as possible. That is what the priority of the hills district used to be.

I am really worried about what this development is going to do to our lifestyle particularly the plants and animals on the site. I am not sure why the developer is cramming in so many houses and people into this area and wanting to clear all the plants and animals on the site but I would like you to stop it.

Please make sure you look after the area because I want my children to enjoy it too in 20years time and if you cram too many people in here, it won't be the same. The animals like the curlew and parrots are very easily scared and won't hang around. The townhouses will be an awful place to live – crowded, noisy and dirty with fake planted trees around that the birds don't even like to eat. I don't want this crowded mess to overflow into the nice, natural, clean quiet environment. I am hoping the animals will all come down to our house where I will look after them.

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Good morning,

I am extremely concerned about the application for development at this site.

Firstly, as a student, I catch the 397 bus from Plucks Road every morning. This bus is consistently very crowded and noisy; I often have to stand. The public transport services in this area are very limited and are not able to cope with thousands of new residents in such a short time.

Walking up the street will be a safety concern for me and many other children. In catching the bus from Plucks Rd, I am required to cross Tetragona Drive each morning. This simple task will quickly become a safety issue due to the increase in cars on the street. The cars should be required to enter and leave the development via Plucks Rd, as it is a main road rather than a quiet residential road (such as Tetragona Drive/ Leatherwood Drive). The previous townhouse development was required to enter this way, when its proposal to enter through Tetragona Drive was knocked back. You need to do the same with this developer. The developer should lay a driveway opening onto Plucks Rd. They have already purchased this land. You are representing *us* and should therefore fight for our concerns, not allow the developer to compromise our best interests for the sake of the cheapest option.

I study geography at school and we have investigated the importance of balance in the community between development and preserving the environment. This application demolishes a vast majority of the land and overpopulates the area, preserving only the small area which is compulsory to keep. This development is far too dense for this area and will easily pollute the environment for many years to come. The creek is a very fragile ecosystem which once wrecked, will not recover. This is not an environmentally balanced approach.

Finally, with an increase in population there is invariably an increase in litter, noise, and crime. If development of the unreasonably high number of dwellings was to go ahead, these factors would ruin our beautiful environmental and residential areas. We are relying on you to prevent this from happening!

Thank you for your consideration of my objection and I hope that you can take my concerns on board. Thank you for your service.

Moreton Bay Regional Council

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ITEM 2.1 DA/34700/2017/V23R - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR MEDIUM DENSITY MULTIPLE DWELLING UNITS (77 UNITS) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (1 INTO 4 LOTS) AND ACCESS EASEMENT AND BUILDING WORKS - DEVELOPMENT PERMIT - A16775743 (Cont.)

25th October 2017

Scott Hambleton
Moreton Bay Regional Council
mbrc@moretonbay.qld.gov.au

DA/34700/2017/V23R – 80 Plucks Road

Attn: Scott Hambleton

I am opposed to the development at 80 Plucks Road for the following reasons.

Section 4.1 of the Traffic Engineering Report (v4) states that all estimates of current traffic flow in the document were based on a total of 4 hours of measurement on 1 day only. All further calculations to forecast effects on future traffic from this development have been based on this data. In my opinion this is too small a sample size to base these critical calculations upon. Can you refer me to the relevant section of legislation that describes the required guidelines for how to perform these measurements?

The Moreton Bay Regional Council (MBRC) has the obligation to maintain road safety in our local area. Can you confirm the amount that the MBRC has budgeted towards meeting road safety requirements? Can you confirm that inadequate sampling and under-forecasting by the developer regarding increases to traffic flow will not result in higher rates for local residents?

The Traffic Engineering Report (v4) has not sufficiently considered the impact on public transport. It only mentions the local bus that travels to Ferny Grove or Mitchelton train stations. It has not considered whether these bus services have capacity for further passengers, whether additional services will be required, and what the subsequent cost to the MBRC and rate payers would be. Also, for many people this service is not user-friendly, particularly for parents who drive their children to childcare and then proceed to a train station on the Ferny Grove train line. There was no mention of impacts on the train line and parking at the train stations. Train station car parking is already at full capacity at all train stations on the Ferny Grove line. It is impossible to get a car park after 8.30am, and even street parking at this time is difficult. This has not been mentioned in the Traffic Engineering Report, which I believe is a large omission. A truly thorough review of the impact of this development on current public transport infrastructure is essential for realistic future planning of the Hills area.

I am concerned that during construction time my street and other local streets will have construction workers' cars parked along the road, on both sides. I'm concerned about the safe maneuverability of my vehicle during this period. Can you provide me with an estimate of how long construction will take? Can you tell me how many construction workers are estimated to be parking on local streets permanently, for the duration of construction of this development? If it arises that there are workers parked on both sides of our road does the minimum distance between cars comply with the relevant legislation and allow cars to safely drive in between? Please tell me the page number of the Traffic Engineering Report (v4) and direct quote for where this has been taken into consideration, because I could not find this important information. Can you give me an assurance that should local residents face problems with the safe maneuverability of their own vehicles we will have the necessary framework for our concerns to be addressed, and our rights protected?

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The Traffic Engineering Report (v4) forecasts of impacts on road safety and transport infrastructure have been based on too little data and the impacts could be severely underestimated. What provisions are in place to ensure the developer provides sufficient funding to address the future costs to upgrade road safety and public transport requirements? And how can you prove to local rate payers that we will not be required to pay for these costs in our rates?

Please actively seek consultation with local residents so that we can work together to find realistic solutions to how we can sustainably grow our community. While short term benefits of monetary investment and construction jobs might be appealing, please make sure that we, the local rate payers, are not charged for the unforeseen costs to upgrade road safety and public transport infrastructure in the future. These long term costs could severely outweigh the short term benefits.

Yours sincerely,

Moreton Bay Regional Council

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From: [Development Services](#)
To: [Development Services](#)
Subject: Objection to Development Application Enquiry: 2017/34700/V23R
Date: Monday, 20 November 2017 4:24:29 PM

From: [mailto:]

Sent: Thursday, 26 October 2017 4:24 PM

To: MBRC Incoming Mail <MBRCmail@moretonbay.qld.gov.au>

Subject: Fwd: Objection to Development Application Enquiry: 2017/34700/V23R

To whom it maybe concerned

I object to granting the development at 80 Plucks road for the following reasons:

1) It exceeds the allowable number of dwellings for the size of the land under MBRC planning guidelines.

2) Entry/Exit points Tetragona/Plucks - I'm am very concerned about the safety of the entry point from Tetragona and Plucks. I have personally had daily near misses at that intersection. The sight lines to the right is not sufficient due to the huge grey wall on the corner. Turning right is a nightmare and gives me sleepless nights. Coming down from the intersection with Southpine road turning right into Tetragona is also a nightmare with people not concentrating on the indicators and I have had many cars brake right up against me. With the first phase of the development planned to exit into Leatherwood this will increase the traffic by at least a 100 extra cars on Leatherwood.

3) Safety of my children. Currently Leatherwood drive is a dead end street and that is the main reason why we purchased our property in this area. Children play in the street all the time and have cricket matches and learn to ride their bikes in the street. The current residents in the streets are very aware of the children and always drive slowly. Extra cars in this very quiet suburban street will be a nightmare for parents. If any of my children get hit by a car due to the increased proposed cars in this quiet street it will lead to lawsuits against the Council.

Therefore I object to ANY entry or EXIT points on Leatherwood dr. It will change the quiet street to a mini highway, this is not fair towards the current residents.

4) Number of dwellings - I expect the developer to significantly reduce the number of dwellings on the site, to change the entry and exit points only to Plucks road and to upgrade the existing infrastructure to accommodate the planned increased traffic in the area.

5) Wild life - with the development on Pluck rd (close to Tetragona) many koalas lost their trees and many possums were found dead in the bushes. This is unacceptable and we need some guarantee that high regard will be given to the existing wild life and possible relocation.

6) Infrastructure - The current roads are just not capable of handling more traffic, it is already a nightmare at most entry and exit points from Plucks rd. I am very concerned for the safety of my family driving in the area. Plucks rd speed limits need to be reduced immediately to 50 for the entire road. Cars speeds down there at an alarming rate and any fatalities in the future will be to blamed on the council who have not done their proper research in this regard. The developer stated that they are estimating .6 cars per dwelling, this is just an outright lie. Most dwellings are 3beds and there will be 2 parents, one going to work and one taking the kids to school. This estimation of cars need urgent review from council. Council also have to keep in mind that this is the first development on Plucks rd planned for the coming months and there will be even more cars added to this already over crowded road as soon as the second even bigger development is being built.

7) Safety of the community - Leatherwood drive is being used by the entire Arana hills community with more than one access point along the road. There are a great number of pedestrians daily using Leatherwood dr to access the parklands. An increase of cars on Leatherwood dr will increase the safety of the pedestrians and the residents.

8) Traffic wider impact - There will be a huge impact on the whole community, currently

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the access routes to the city are totally overcrowded. There are not enough parking spaces at Grovely station and there are not enough and direct bus lines to the city.

9) Lack of consultation - With this development there was a SERIOUS lack of consultation with the residents in the area. The only communication was driven by the residents themselves. This is unacceptable and really not good enough from a brand new councillor.

10) Environmental impact - As a resident of Leatherwood drive I see very often flooding in the park at the back of our house and also the drains in the park that accommodate all the water run downs from Plucks road, there will have to be a major independent study done to determine what upgrades needs to be done. The current suggested upgrades are all nonsense and not verified as long term sustainable.

11) Density and high volume housing - We bought our current house in the area because of the residential character and we love the look and feel of the neighbourhood. Our street is not the right place to expand a high volume development and although councils pockets will increase significantly I urge you to give some consideration to the residents of this area.

Kind Regards

Moreton Bay Regional Council

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From: [Development Services](#)
To: [Development Services](#)
Subject: 80 Plucks Rd DA/34700/2017/V23R
Date: Monday, 20 November 2017 4:29:52 PM

From: [mailto:]

Sent: Sunday, 22 October 2017 11:57 AM

To: MBRC Incoming Mail

Cc: elizabeth.world@qld.greens.org.au; South.Brisbane@parliament.qld.gov.au; Matt Constance ; Peter Dutton MP ; fernygrove@lnpq.org.au; local.government@ministerial.qld.gov.au; Electorate Office Ferny Grove ; Mayor

Subject: 80 Plucks Rd DA/34700/2017/V23R

To the Assessment Manager,

I am writing to formally object to the development application at 80 Plucks Road, Arana Hills, and to express my concerns about the harmful effects it will have on my local area. Please acknowledge receipt of this email.

I am a resident in Eveleigh Street, and my primary concern is for safety issues that arise with such a radical increase in traffic. However, my concerns are not just for my own street but also for the other streets surrounding the development. The amount of traffic congestion on Plucks Road, South Pine Road, Camelia Ave and surrounding streets of a morning is already an issue, and increasing traffic volumes through a development of this size will only make it worse and increase the risks of accidents. I noted that the report allows for .6 journeys by car per day, per townhouse, which is absolutely unrealistic and illustrates the negligent approach to assessment and reporting.

There are a very large number of pedestrians and children who currently use the roads going to and from school. And our quiet, friendly street environment has kids playing in it every single day; they should feel safe to wonder and play! Developing an entrance point in our street will destroy their ability to lead active, healthy, connected lives, playing together on footpaths in the neighbourhood, roaming to visit each other. Not to mention, the amount of traffic during and after construction that will look for short cuts (rat runs) to get the fastest routes out of the proposed development, our street cannot accommodate an increase in traffic and there will only be increased accidents!

My second concern is for the environment of our beautiful area and the impacts on the identified biodiversity (vegetation corridor) as part of the older Pine Rivers Shire Plan (which this development is being based on). It should also be known that this area has State Government 'Matters of State Environmental Significance' mapping over it, indicating these biodiversity corridors are recognised at the state level too. Why on Earth is this development even being considered?! We fell in love with this area because of the bushlands and beautiful vegetation, and this development would destroy the landscape and effect the wider corridor environments, harming the native fauna while you're at it! I have seen Koalas, possums, and even bandicoots in my own yard, and this development further reduces the connection to Cabbage Tree Creek and will doom the fauna in this already environmentally sensitive area.

Further concerns about the development application itself include the lack of consideration for larger scale impacts to flooding both upstream and downstream of the ultimate development scenario (80 and 82 Plucks Road). The water management plan is

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focused on the site only and does not consider the ultimate developed scenario. An outdated, 30 year old rainfall guide was used in the storm water and flood mitigations plan instead the current guides. It is also evident that the storm water management and overland flow report commissioned by Mirvac is not a fully independent report. The disclaimer on the cover notes that it was prepared by Engeny, based on prior information and studies provided by Mirvac. These oversights are another indication of negligent practice and corner-cutting, they are completely unacceptable.

I fear that our beautiful area will lose its character and charm with the development of so many townhouses and medium density houses. The sale of this type of dwelling in our local area has been stagnant, whilst residential house sales and demand for larger family housing has increased dramatically. The council must take this into consideration along with the current zoning of the MBRC Planning Scheme. Regardless of the planning scheme adopted for the development application (Pine Rivers Shire Plan), the council should consider the current intent for the area as follows:

The current zoning of Lot 1 Plan: RP205708 (80 Plucks Road) is Suburban Neighbourhood that would allow for a total of 33 dwellings on the property and is more in line with current surrounding residential areas.

The rationale behind not utilising the access points from Plucks Road is ridiculous – if the main road is not a safe access point, invest in making it safer! Install traffic lights or reduce the speed limit, just don't destroy the surrounding neighbourhoods!

I do not believe that appropriate consultation with local residents (or the general community) that are directly impacted has taken place. I, along with many others, stand firmly opposed to this development, and call on our council to listen to the community.

Regards,

Moreton Bay Regional Council

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From: [Development Services](#)
To: [Development Services](#)
Subject: FW: Fw: 80 Plucks Rd DA/34700/2017/V23R
Date: Monday, 20 November 2017 4:34:58 PM

From: [mailto:]

Sent: Sunday, 22 October 2017 9:03 PM

To: MBRC Incoming Mail

Cc: elizabeth.world@qld.greens.org.au; South.Brisbane@parliament.qld.gov.au; Matt Constance ; Peter Dutton MP ; fernygrove@lnpq.org.au; local.government@ministerial.qld.gov.au; Electorate Office Ferny Grove ; Mayor

Subject: Re: Fw: 80 Plucks Rd DA/34700/2017/V23R

To the Assessment Manager,

I am writing to formally object to the development application at 80 Plucks Road, Arana Hills, and to express my concerns about the harmful effects it will have on my local area. Can you please acknowledge receipt of this email.

I am a resident in Eveleigh Street, and my primary concern is for safety issues that arise with such a radical increase in traffic. However, my concerns are not just for my own street but also for the other streets surrounding the development. The amount of traffic congestion on Plucks Road, South Pine Road, Camelia Ave and surrounding streets of a morning is already an issue, and increasing traffic volumes through a development of this size will only make it worse and increase the risks of accidents. I noted that the report allows for .6 journeys by car per day, per townhouse, which is absolutely unrealistic and illustrates the negligent approach to assessment and reporting. Without being unreasonable every unit will have atleast 2 cars. 3 or 4 bedroom places may easily have more.

There are a very large number of pedestrians and children who currently use the roads going to and from school. And our quiet, friendly street environment has kids playing in it every single day; they should feel safe to wonder and play! Developing an entrance point in our street will destroy their ability to lead active, healthy, connected lives, playing together on footpaths in the neighbourhood, roaming to visit each other. Not to mention, the amount of traffic during and after construction that will look for short cuts (rat runs) to get the fastest routes out of the proposed development, our street cannot accommodate an increase in traffic and there will only be increased accidents!

My second concern is for the environment of our beautiful area and the impacts on the identified biodiversity (vegetation corridor) as part of the older Pine Rivers Shire Plan (which this development is being based on). It should also be known that this area has State Government 'Matters of State Environmental Significance' mapping over it, indicating these biodiversity corridors are recognised at the state level too. Why on Earth is this development even being considered?! We fell in love with this area because of the bushlands and beautiful vegetation, and this development would destroy the landscape and effect the wider corridor environments, harming the native fauna while you're at it! I have seen Koalas, possums, and even bandicoots in my own yard, and this development further reduces the connection to Cabbage Tree Creek and will doom the fauna in this already environmentally sensitive area.

Further concerns about the development application itself include the lack of consideration for larger scale impacts to flooding both upstream and downstream of the ultimate development scenario (80 and 82 Plucks Road). The water management plan is focussed on the site only and does not consider the ultimate developed scenario. An outdated, 30 year old rainfall guide was used in the storm water and flood mitigations plan instead the current guides. It is also evident that the storm water management and overland flow report commissioned by Mirvac is not a fully independent report. The disclaimer on the cover notes that it was prepared by Engeny, based on prior

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The rationale behind not utilising the access points from Plucks Road is ridiculous – if the main road is not a safe access point, invest in making it safer! Install traffic lights or reduce the speed limit, just don't destroy the surrounding neighbourhoods!
I do not believe that appropriate consultation with local residents (or the general community) that are directly impacted has taken place. I, along with many others, stand firmly opposed to this development, and call on our council to listen to the community.
Regards,

SUPPORTING INFORMATION

Ref: [A16885878 \(Official Version A9499790\)](#)

The following list of supporting information is provided for:

**ITEM 3.1
DEBT POLICY 2018/19 - REGIONAL**

#1 Debt Policy

#1 Debt Policy



Policy: 2150-083

Debt Policy

Head of Power

Local Government Act 2009
Local Government Regulation 2012, Section 192

Objective

To provide Council with a debt management framework based on sound financial management, to undertake borrowings to fund capital expenditure.

Application

This policy applies to all forms of borrowing undertaken by Council.

Policy Statement

1. Council will only undertake to borrow monies for purposes within its jurisdiction.
2. Borrowings will be undertaken in accordance with the Queensland Treasury Corporation Guidelines and the *Statutory Bodies Financial Arrangements Act 1982*.
3. Borrowing requirements will be determined on a Council-wide basis, adhering to the following guidelines:
 - i. New borrowings will only be made to fund capital expenditure.
 - ii. Borrowings will be for a period which is less than or equal to the estimated useful life of the related asset(s).
 - iii. Borrowing decisions are to be made in accordance with the appropriate financial ratios as determined by Council.
4. The Financial and Project Services Department will be responsible for undertaking periodic reviews of Council's borrowings in order to ensure the amount, terms and interest charged represent the optimum financial position for Council.
5. Borrowings will only be made for expenditure which has been approved through the annual budget cycle. As part of this process, and in accordance with section 192 of the Local Government Regulation 2012, each financial year the debt policy will state:
 - i. the new borrowings planned for the current financial year and the next nine financial years;
 - ii. the period over which it is planned to repay existing and new borrowings.

This information will be published in the Council's annual budget and annual report.

Details of planned borrowings for the period 1 July 2018 through to 30 June 2028 are indicated in table 1 and are in \$ millions.



Policy: 2150-083 - Debt Policy

Table 1

| Loan Purpose | Term (years) | 18/19 \$m | 19/20 \$m | 20/21 \$m | 21/22 \$m | 22/23 \$m | 23/24 \$m | 24/25 \$m | 25/26 \$m | 26/27 \$m | 27/28 \$m |
|--------------|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| General | 15 | 24.5 | 22.1 | 35.1 | 24.8 | 22.8 | 39.9 | 35.5 | 37.1 | 20.9 | 20.1 |
| Waste | 20 | - | - | - | - | - | - | - | - | - | - |
| Total | | 24.5 | 22.1 | 35.1 | 24.8 | 22.8 | 39.9 | 35.5 | 37.1 | 20.9 | 20.1 |

6. Council has a general approval from Queensland Treasury to borrow funds from the Queensland Treasury Corporation subject to the approval by the Department of Infrastructure, Local Government and Planning (DILGP). A separate approval of the Treasurer is required should the Council wish to borrow from a source other than Queensland Treasury Corporation.
7. Borrowing costs are to be recognised as a capital expense where the criteria of the relevant accounting standard can be met; otherwise they will be expensed as they are incurred.
8. Any new borrowings from 1 July 2018 will be repaid within the term (years) indicated in Table 1 above.
9. All existing borrowings of Council will be repaid by 2033/34.

Review Triggers

This Policy is reviewed internally for applicability, continuing effect and consistency with related documents and other legislative provisions when any of the following occurs:

- (1) The related documents are amended.
- (2) The related documents are replaced by new documents.
- (3) Amendments are made to the head of power which affect the scope and effect of this Policy.
- (4) Other circumstances as determined from time to time by a resolution of Council.
- (5) Amendments to the organisational structure.

Notwithstanding the above as part of the annual budget process, this Policy is to be reviewed annually for relevance and to ensure that its effectiveness is maintained.

Responsibility

This Policy is to be:

- (1) implemented by the Manager Financial and Project Services.
- (2) reviewed and amended in accordance with the "Review Triggers" by the Manager Financial and Project Services.
- (3) reviewed annually in accordance with section 192 of the Local Government Regulation 2012.

ITEM 3.1 DEBT POLICY 2018/19 - REGIONAL - A16886106 (Cont.)



Policy: 2150-083 - Debt Policy

| Policy: 2150-083 | | Official Version: A9499790 | |
|--------------------|---|----------------------------|------------------------|
| Document Control | | | |
| Version / Reviewed | Version Adoption (Council meeting / Minute Page) Reviewed (revision comment) | Date | Word version reference |
| 2010/11 | Special General Meeting (P.10/1601) Adoption Budget 2010/11 (A3352705 – P. 92) | 1.7.2010 | A4534458 |
| 2011/12 | Coordination (P.10/2963) Adopted as part of the Financial Plan 2010-2020 (A4560943 – P.18) | 14.12.2010 | A4560943 |
| 2012/13 | Coordination (P.12/880) Adopted as part of the Financial Plan 2012-2022 (A6792028 – P.15) | 5.6.2012 | A6792028 |
| 2013/14 | Coordination (P.13/869) Policy 13-2150-067 | 28.5.2013 | A8182826 |
| 2014/15 | Coordination (P.14/874) Policy 14-2150-083 | 20.5.2014 | A9499653 |
| 2015/16 | Coordination (P.15/750) | 19.5.2015 | A11859735 |
| 2016/17 | Coordination (P.16/809) | 24.5.2016 | A13620072 |
| 2017/18 | Coordination (P. 17/960) | 23.5.2017 | A15177052 |
| 2018/19 | DRAFT | .2018 | A16885878 |

SUPPORTING INFORMATION

Ref: A16878123

The following list of supporting information is provided for:

ITEM 3.2

MICROSOFT ENTERPRISE AGREEMENT RENEWAL - REGIONAL

Confidential #1 Tender Evaluation

SUPPORTING INFORMATION

Ref: [A16897292 \(Official version A9474083\)](#)

The following list of supporting information is provided for:

**ITEM 3.3
2018/19 REVENUE POLICY - REGIONAL**

#1 2018/19 Revenue Policy

#1 2018/19 Revenue Policy



Policy: 2150-082

Revenue Policy

Head of Power

Local Government Act 2009, (Act)
Local Government Regulation 2012, (Regulation)

Objective

The purpose of this policy is to state, for the 2018/19 financial year:

1. The principles the Council intends to apply for:
 - Levying rates and charges
 - Granting concessions for rates and charges
 - Recovering overdue rates and charges; and
 - Cost-recovery methods.
2. The purpose for the concessions for rates and charges the Council intends to grant; and
3. The extent to which physical and social infrastructure costs for new development are to be funded by charges for the development.

Application

This Revenue Policy applies for the 2018/19 financial year

Policy Statement

1. Making Rates and Charges

Rates and charges will be determined on the basis of achieving net revenue which is sufficient to allow the Council to meet its budgetary responsibilities for the various activities of the Council. In making rates and charges, the Council will have regard to:

- Transparency – openness in the processes involved in the making of rates and charges
- Accountability – making decisions and acknowledging the effects of those decisions
- Simplicity – a rating regime that is simple and cost efficient to administer
- Equity – the consistent levying of rates and charges across the region
- Flexibility – responding where possible to unforeseen changes in the local economy
- Fiscal responsibility – levying an amount sufficient to allow the Council to meet its budgetary responsibilities

2. Limitation on Increase in General Rates

Council will limit increases in differential general rates levied in the previous financial year to a maximum stated percentage for those differential rating categories identified in the Council's Revenue Statement. Increases in other rates or charges will not be subject to limitation in this way.



Policy: 2150-082 - Revenue Policy

3. General Rates

In the 2018/19 financial year Council will apply a differential general rating approach for the levying of general rates. Differential general rates will be levied on all rateable land in the Council's local government area. This differential rating approach seeks to achieve broad rating equity that could not otherwise be achieved by a single rate in the dollar. Within all differential rating categories, a minimum general rate will be applied to ensure that all owners contribute a minimum equitable amount towards Council's general revenue requirements in circumstances where levying rates based solely on land valuation would not achieve that outcome.

When determining differential rating outcomes, Council may have regard to:

- the level of services available to the land and the cost of making those services available;
- the level of utilisation of services by the land in particular the consumption of council resources, services and infrastructure;
- the use to which the land may be put; and
- whether or not the land is the principle place of residence of the owner

4. Special Rates and Charges & Separate Rates and Charges

Special and Separate rates and charges will be levied to generate funds required to provide services and fund activities that Council considers will specifically benefit defined (special) or all (separate) rateable properties across the entire region.

5. Utility Rates and Charges

Waste Management

In the 2018/19 financial year Council will apply a regional approach to the levying of waste management charges generally based on the principle of user pays.

These charges reflect the full cost recovery of providing a kerbside collection service, availability of refuse stations and development of waste management strategies for the protection of the environment.

6. Levying Rates and Charges

In levying rates and charges, the Council will apply the principles of:

- Responsibility – making clear the obligations and responsibility of both council and ratepayers in respect to rates and charges;
- Accountability – making decisions and acknowledging the effects of those decisions;
- Cost – making the levying process simple and cost effective to administer;
- Flexibility – responding where possible to unforeseen changes in the local economy;
- Timeliness – ensuring ratepayers are given adequate notice of their liability to pay rates and charges.

7. Concessions for rates and charges

In considering the application of concessions, the Council will be guided by the principles of:

- Equity – acknowledging the different levels of capacity to pay;
- Accountability – making decisions and acknowledging the effects of those decisions;
- Transparency – making clear the availability of concessions and eligibility requirements;
- Flexibility – responding where possible to unforeseen changes in the local economy;
- Fairness – taking into consideration the circumstances that lead up to the application for a concession;
- Sustainability – long term planning to ensure the financial sustainability of concessions.

The Council intends to exercise its power under Chapter 4, Part 10 of the Regulation to partly rebate rates and utility charges for the purpose of recognising the particular financial and related circumstances of qualifying pensioners within the region.



Policy: 2150-082 - Revenue Policy

8. Recovery of unpaid rates and charges

Council will exercise its rate recovery powers in order to reduce the overall rate burden on ratepayers and to better manage the scarce financial resources of Council. It will be guided by the principles of:

- Responsibility – making clear the obligations of ratepayers to pay rates;
- Transparency – making clear the consequences of failing to pay rates;
- Accountability – ensuring due legal processes are applied to all ratepayers in the recovery process;
- Capacity to pay – negotiating arrangements for payment where appropriate;
- Equity – applying the same treatment for ratepayers with the same circumstances;
- Flexibility – responding where possible to unforeseen changes in the local economy;
- Cost – making the processes used to recover outstanding rates and charges clear, simple to administer and cost effective.

9. Cost-recovery

The Council will seek to recover the costs of providing services and undertaking activities by setting cost recovery fees in accordance with the Act. The Council will fix cost-recovery fees to ensure that each fee does not exceed the cost to Council of taking the action for which the fee is charged.

10. Physical and Social Infrastructure Costs

In setting charges for new development, Council's objective is to apportion the establishment cost of Trunk Infrastructure over all benefiting development (existing and future), commensurate with the demand or load that existing and future development will place on existing and planned infrastructure, while ensuring a reasonable and equitable distribution of the costs between Council and developers of land.

Under the *Planning Act 2016*, Council may only levy up to the Maximum Infrastructure Charge set by the State Government.

Council may waive infrastructure charges in accordance with its Incentivising Infill Development Policy.

Review Triggers

This Policy is reviewed annually in accordance with the Act.

Responsibility

This Policy is to be:

- (1) implemented by the Chief Executive Officer; and
- (2) reviewed and amended in accordance with the "Review Triggers" by the Chief Executive Officer.

| Policy: 2150-082 | | Official Version: A9474083 | |
|--------------------|---|----------------------------|-------------------------------|
| Document Control | | | |
| Version / Reviewed | Version Adoption (Council meeting / Minute Page) Reviewed (revision comment) | Date | Word version reference |
| 2008/09 | Special General Meeting (P.08/1654) Adoption Budget 2008/09 (A6126726 – P. 22) | 27.6.2008 | A6126726 |
| 2009/10 | Coordination (P.09/1582) Policy 62-2150-026 | 9.6.2009 | A4534599 |
| 2010/11 | Coordination (P.10/1520) Policy 10-2150-001 | 22.6.2010 | A4533132 |
| 2011/12 | Coordination (P.10/2963) Adopted as part of the Financial Plan 2010-2020 (A4560943 – P.20) Policy 11-2150-035 | 14.12.2010 | A6027498 (A4560943 F/Plan) |

Moreton Bay Regional Council

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Supporting Information

ITEM 3.3 2018/19 REVENUE POLICY - REGIONAL - A16899248 (Cont.)



Policy: 2150-082 - Revenue Policy

| Policy: 2150-082 | | Official Version: A9474083 | |
|--------------------|--|----------------------------|------------------------|
| Document Control | | | |
| Version / Reviewed | Version Adoption (Council meeting / Minute Page) Reviewed (revision comment) | Date | Word version reference |
| 2012/13 | Coordination (P.12/880) Adopted as part of the Financial Plan 2012-2022 (A6792028 – P.17) | 5.6.2012 | A6792028 |
| 2013/14 | Coordination (P.13/833) Policy 13-2150-073 | 21.5.2013 | A8182290 |
| 2014/15 | Coordination (P.14/846) | 13.5.2014 | A9387650 |
| 2015/16 | Coordination (P.15/743) | 19.5.2015 | A11891776 |
| 2016/17 | Coordination (P.16/806) | 24.5.2016 | A13377946 |
| 2017/18 | Coordination (P.17/824) | 9.5.2017 | A15053847 |
| 2018/19 | DRAFT | .2018 | A16897292 |

SUPPORTING INFORMATION

Ref: A16884030

The following list of supporting information is provided for:

ITEM 8.1

COMMERCIAL PROPERTY LEASE - EXPRESSIONS OF INTEREST - DIVISION 11

#1 Location Plan

#2 Floor Plan

ITEM 8.1 COMMERCIAL PROPERTY LEASE - EXPRESSIONS OF INTEREST (Cont.)

#1 Location Plan



ITEM 8.1 COMMERCIAL PROPERTY LEASE - EXPRESSIONS OF INTEREST (Cont.)

#2 Floor Plan

