

18 June 2025

Chief Executive Officer
City of Gold Coast
PO Box 5042
GCMC 9726

Via Email: mail@goldcoast.qld.gov.au; kreid@goldcoast.qld.gov.au

Council Reference: COM/2024/317
Our Reference: 23-8110
Attention: Kyra Reid

Dear Kyra,

RE: Response to Information Request – Material Change of Use for a Multiple Dwelling (73 Townhouses); Reconfiguring a Lot (Boundary Realignment and New Road); and Operational Works (Change to Ground Level and Vegetation Clearing) at 202 Baileys Mountain Road, Upper Coomera

We write on behalf of our client, MG Land Pty Ltd, in response to an Information Request issued by Gold Coast City Council on 24 December 2024 regarding the abovementioned development application.

The following supporting documentation is submitted as part of this response:

- Copy of Council's Information Request (**Attachment 1**);
- Architectural Plan Package prepared by Red Door Architecture (**Attachment 2**);
- Statement of Landscape Intent prepared by Dunn Moran Landscape Architects (**Attachment 3**);
- Civil Engineering RFI Response Letter prepared by Cozens Regan (**Attachment 4**);
- Civil Engineering Report prepared by Cozens Regan (**Attachment 5**);
- Erosion and Sediment Control Plan prepared by Cozens Regan (**Attachment 6**);
- Stormwater Management Plan prepared by Cozens Regan (**Attachment 7**);
- Ecology and Bushfire RFI Response Letter prepared by s5 Environmental (**Attachment 8**);
- Bushfire Management Plan prepared by s5 Environmental (**Attachment 9**);
- Vegetation Management Plan prepared by s5 Environmental (**Attachment 10**);
- Fauna Management Plan prepared by s5 Environmental (**Attachment 11**);
- Traffic Engineering RFI Response Letter prepared by TTM (**Attachment 12**);
- Hydraulic Assessment prepared by Allan & Dennis (**Attachment 13**); and
- Bill of Quantities prepared by Dunn Moran Landscape Architects (**Attachment 14**).

This letter and attachments are a formal response to Council's Information Request. Pursuant to *Part 3 Section 13.2 (a)* of the *Development Assessment Rules 2017*, the applicant elects to provide all of the information requested.

Planning Assessment

1. Amended Site Plan

Following amendments to the development area as a result of the items herewith, the applicant is requested to provide an amended site plan clearing illustrating a delineation between the development components including the respective area calculations. The applicant is requested to include the following area annotations within the site plan:

- a. Road dedication area;*
- b. Land dedication area for conservation;*
- c. Recreation link dedication area;*
- d. New road reserve area;*
- e. Development area;*
- f. Any amendments to the bio-basin area; and*
- g. All infrastructure and service easement areas.*

Response

In response to Council's request, the Architectural Plan Package (**Attachment 2**) has been amended to include annotations (a) – (e) within the Land Ownership Plan – refer to sheet DA-0-005.

Please refer to the Civil Engineering RFI Response Letter (**Attachment 4**) and Civil Engineering Report (**Attachment 5**) for amendments to the bio-basin area and infrastructure/service easements as requested within annotations (f) and (g). In particular, the civil engineering drawings show an indicative stormwater easement.

2. Baileys Mountain Road/New Road interface

There are a number of fence types shown on the 'Fence type details' plan, drawing number DA-0-041 & Revision A, by Red Door Architecture that display a combined retaining wall and fence height in excess of 2m, with portions of the retaining wall and fence at the Baileys Mountain Road interface and northern boundary reaching up to 3.3m above NGL.

In accordance with Overall outcome OO6.2.15.2(3)(ix) of the Emerging community zone code, Performance outcome PO9 of the Change to ground and creation of new waterways code and Performance outcome PO1/PO2 of the General development provisions code, the applicant is required to demonstrate that earthworks and retaining will not negatively impact visual amenity.

The applicant is requested to:

- a. Setback any retaining at the Baileys Mountain Road frontage from the boundary a minimum of 1.5m to allow for tree planting, This is to allow for tree planting on this frontage where the existing 3.4m setback of the dwelling types on this alignment (section E) do not allow for tree planting in private courtyards to occur.*
- b. Offset northern boundary fence and retaining walls 600mm into the subject site allowing for screening shrubs to be located forward any fencing/retaining. Currently section A depicts landscape works at the base of the fence located within the road reserve;*
- c. Demonstrate how landscaping within the private property will be maintained in perpetuity;*
- d. Identify the location of any tiered walls and provide a tiered outcome (1m x 1m) where retaining wall and fence heights exceed 2m height;*
- e. Provide a minimum 600mm vegetated buffer/landscaping area within the nominated tiers to soften the appearance of the retaining wall and fence structure.*

Note: Dwellings 61-62 and 65 – 66 already propose a shortfall in private open space. Officers do not support the further reduction of private open space for these dwellings to accommodate the request for stepped in fencing / retaining and landscaping.

Response

Please refer to the responses below to each of the comments within this RFI Item.

- a. Setback any retaining at the Baileys Mountain Road frontage from the boundary a minimum of 1.5m to allow for tree planting. This is to allow for tree planting on this frontage where the existing 3.4m setback of the dwelling types on this alignment (section E) do not allow for tree planting in private courtyards to occur.***

The Architectural Plan Package (**Attachment 2**) has been amended to provide a 1.5m setback from the proposed retaining wall to the northern boundary of the site (fronting Baileys Mountain Road).

In accordance with the amended Statement of Landscape Intent (**Attachment 3**), feature trees and screening shrubs have been incorporated within the setback and will assist with softening the appearance of the retaining wall and creating visual interest.

- b. Offset northern boundary fence and retaining walls 600mm into the subject site allowing for screening shrubs to be located forward any fencing/retaining.***

Currently section A depicts landscape works at the base of the fence located within the road reserve;

The Architectural Plan Package (**Attachment 2**) has been updated to provide a 600mm setback from the retaining wall/fence fronting the eastern boundary of the site (new road reserve). Landscaping has been established within the additional setback area as demonstrated within the amended Statement of Landscape Intent (**Attachment 3**).

Additionally, a 1.5m setback has been provided from the northern boundary (fronting Baileys Mountain Road) to the retaining wall which provides the opportunity for significant landscaping, including feature trees and screening shrubs – refer to the Statement of Landscape Intent (**Attachment 3**).

c. Demonstrate how landscaping within the private property will be maintained in perpetuity;

Private landscaping areas will become the responsibility of the landowners following the commencement of the use. Council is invited to condition this within the development approval.

Should Council hold concern regarding the ongoing maintenance, the applicant would consider a maintenance easement in favour of Council for the landscaping within the strip of land between fence and property boundary. The applicant invites further discussion with Council in this regard.

d. Identify the location of any tiered walls and provide a tiered outcome (1m x 1m) where retaining wall and fence heights exceed 2m height;

The Architectural Plan Package (**Attachment 2**) has been updated to:

- Note all areas of fencing and retaining – refer to sheet DA-0-040
- Depict a typical section of the proposed fencing and retaining – refer to sheet DA-0-041
- Depict the proposed fencing and retaining in the context of the key interface areas (e.g. Baileys Mountain Road and new Road Reserve) – refer to sheets DA-0-050 to DA-0-053
- Depict the proposed fencing and retaining in elevation form – refer to sheet DA-0-062

The site is of a challenging grade. In particular, there is a high point in the western corner of the site. The structure planning for the area necessitates vehicular access from this 'high' part of the site. Naturally, this requires extensive earthworks to achieve efficient construction, compliant driveway gradients and mandated falls for stormwater and sewer. Through landscape and fencing design, the applicant is striking an appropriate

balance between addressing these inherent engineering challenges and providing attractive frontages.

The following response is provided in response to Council's request for tiered retaining for all walls and fences that cumulatively exceed 2m in height.

New Road Reserve Frontage

The extent of retaining wall and fencing height located along the new road reserve frontage (eastern boundary) which cumulatively exceeds 2m in height (when viewed internally) is limited to the rear of dwellings 22 to 26 – refer to **Figure 1** below.

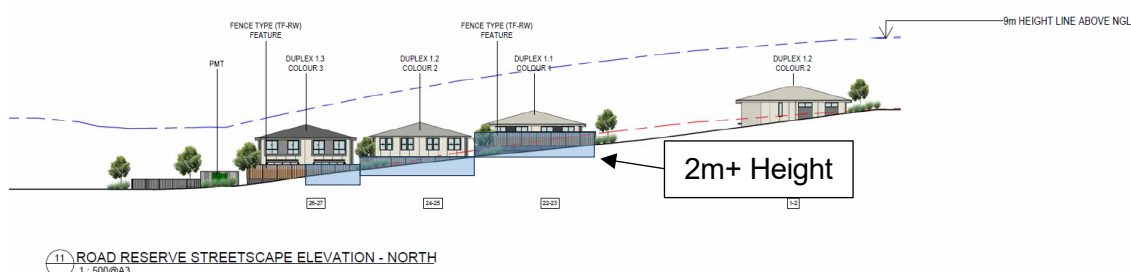


Figure 1: Northern Elevation (Source: Red Door Architecture)

An additional approximate width of 2.1m would be required to effectively provide the requested step in retaining, allowing for 2 x 300mm walls (excluding footings) and 1.5m of planter bed.

The Applicant explored the opportunity to reduce the private open space area to accommodate the tiered retaining wall. Currently, 3.4m of setback is provided between the retaining wall and fence and the building. This space is allocated as private open space. A reduction in the setback from 3.4m to 2.3m would significantly reduce the capacity of the private open space area to service the needs of the future residents and would adversely impact the overall saleability of the dwellings.

The Applicant also explored the opportunity to relocate the subject dwellings further to the east in order to cater for the additional 2.1m of width required for tiered retaining; however, found that such would adversely impact the overall feel and appearance of the development for future residents when viewed from the internal access roads, noting that such would result in a lesser setback, smaller internal building separation and therefore a more dominant built form. Relocation of the dwellings further to the east would also result in the loss of the ability to park a vehicle in the driveways of the dwellings. As such, it was determined that the relocation of the subject dwellings to accommodate the tiered retaining wall would result in substantial changes to the development layout that would serve as a detriment to the visual perception of same.

Figure 2 overleaf depicts the interface of the backyards of dwellings 22 to 26 with the retaining wall and fencing.

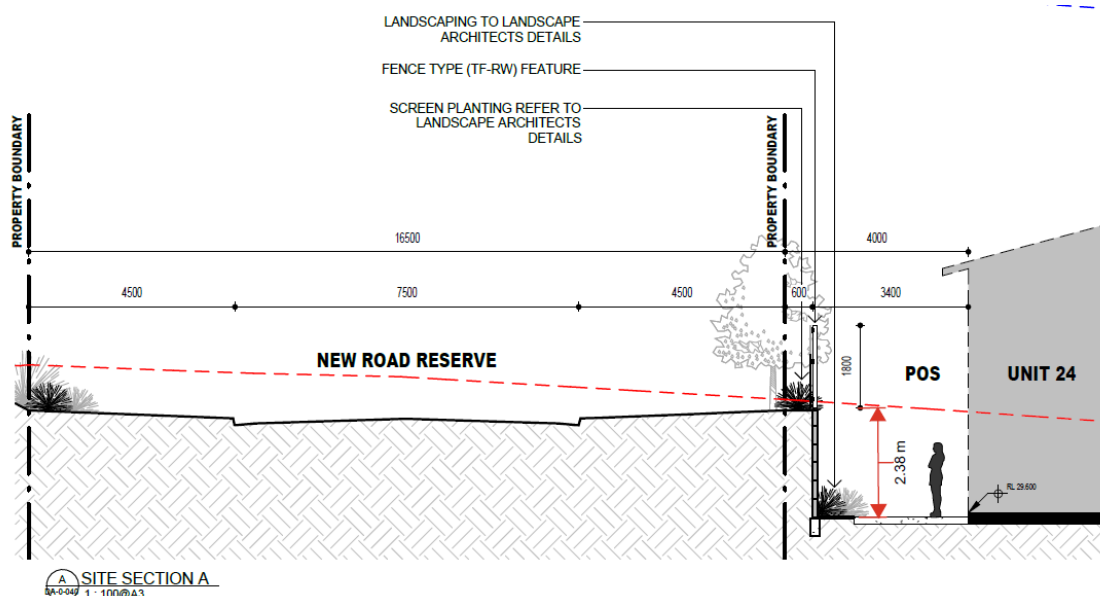


Figure 2: Section A – New Road Reserve Interface (Source: Red Door Architecture)

As demonstrated within **Figure 2**, a combined retaining wall and fence height of approximately 4.1m will exist toward the rear of the subject dwellings. This extent of retaining and fencing height is limited to 5 of the 73 dwellings located within the proposed development. This wall is retaining 'cut' and is therefore of no visual impact to road users, adjoining properties or any external observers.

Given the adverse impacts of reducing the private open space area or relocating the dwellings further to the east to accommodate the tiered retaining wall, the Applicant sought to explore opportunities to improve the current situation. The most effective mitigation measures that were identified include a reduction in the visual extent of the retaining and fencing located at the rear of the subject properties. These measures are listed below and have been incorporated into the Architectural Plan Package (**Attachment 2**):

- Landscaping at the base of the retaining wall to soften its appearance.
- 50% timber palings for the upper 600mm of the fence located atop the retaining wall to allow for greater transparency and therefore reduce the dominance of the cumulative height of the retaining and fencing.

Figure 3 overleaf depicts the amended Fence Type (TF-RW) Feature which has been updated to include the 50% transparency component mentioned above.

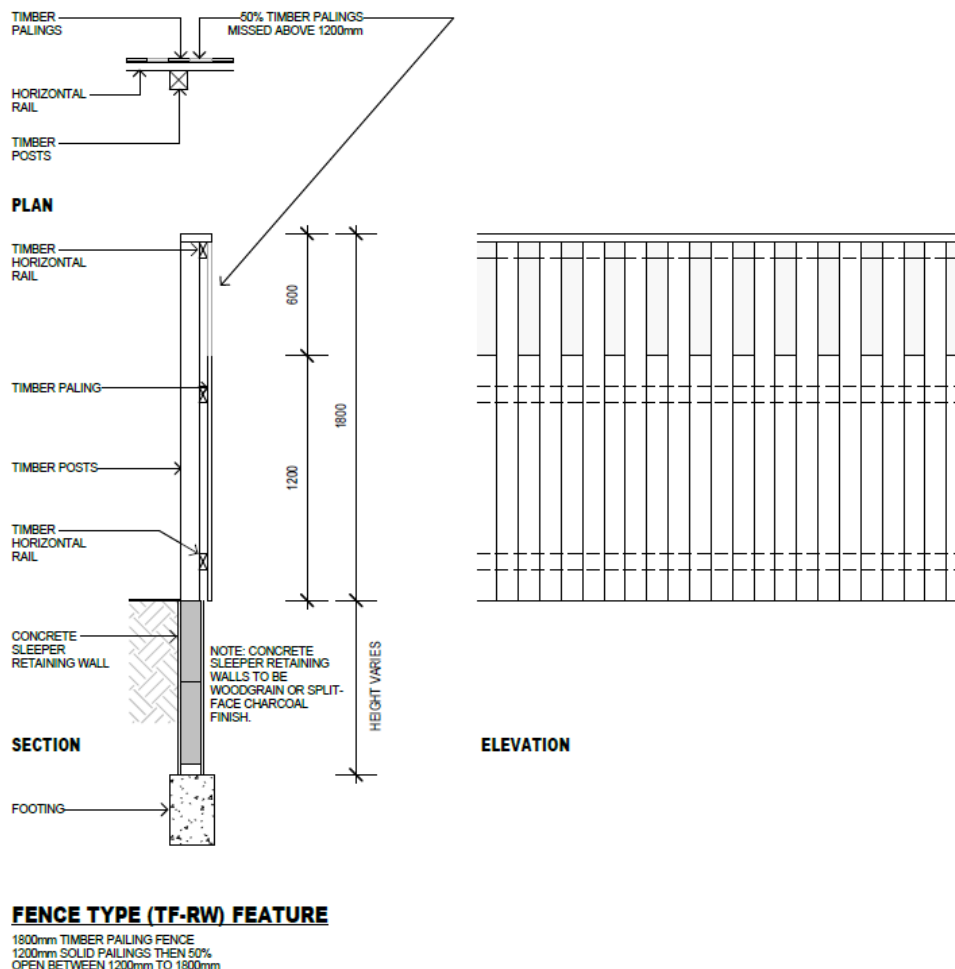


Figure 3: Fence Type (TF-RW) (Source: Red Door Architecture)

In summary, it is considered that whilst tiered retaining along the new road reserve frontage has not been provided, the Applicant has implemented measures which are considered to aid in reducing the overall impact to a degree which is acceptable for an emerging greenfield development area.

Baileys Mountain Road Frontage

The extent of retaining wall and fencing height located along the Baileys Mountain Road frontage (northern boundary) which cumulatively exceeds 2m in height (when viewed externally) is generally limited to dwellings 46 to 57 – refer to **Figure 4** below.



Figure 4: Baileys Mountain Road Elevation (Source: Red Door Architecture)

As demonstrated within **Figure 4** above and the Statement of Landscape Intent (**Attachment 3**), the setback toward the western end of the northern boundary and increased setback (to 1.5m) to the eastern end of the northern boundary provide significant landscaping opportunity (including feature trees and screening shrubs) which helps to soften the retaining wall and fencing and create visual interest when viewed from the public realm.

Figure 4 overleaf shows the interface of the subject dwellings with Baileys Mountain Road.

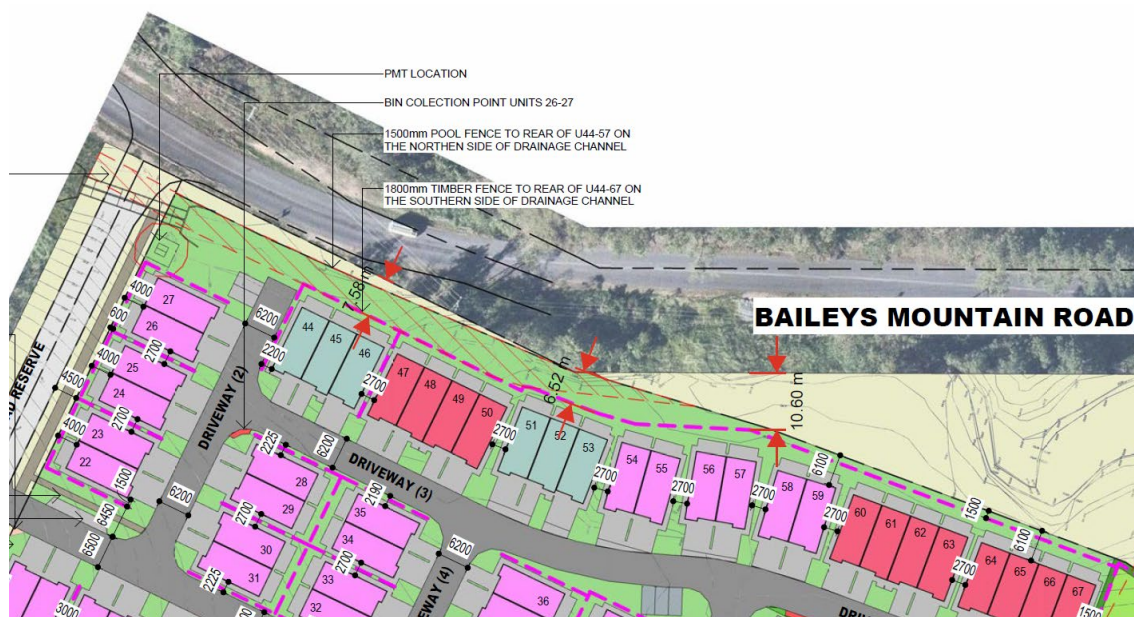


Figure 5: Site Plan (Source: Red Door Architecture)

As demonstrated within **Figure 5** above, the retaining wall and fencing is setback between 6.5m and 7.6m from the edge of the road reserve, providing a significant buffer will ultimately be softened by landscaping.

The extent of the setback may however be reduced subject to future road widening of Baileys Mountain Road, at which point the buffer to the western-most portion of the retaining wall/fence exceeding 2m in height will be reduced to 1.5m from the property boundary at the eastern end of the northern boundary and the proposed 6.5m – 7.6m buffer will be retained toward the western end of the northern boundary. The Applicant considers this an appropriate outcome in the context of both the current and ultimate interface design.

Figure 6 below depicts the retaining wall/fence in a section view and the corresponding buffer to the road reserve.

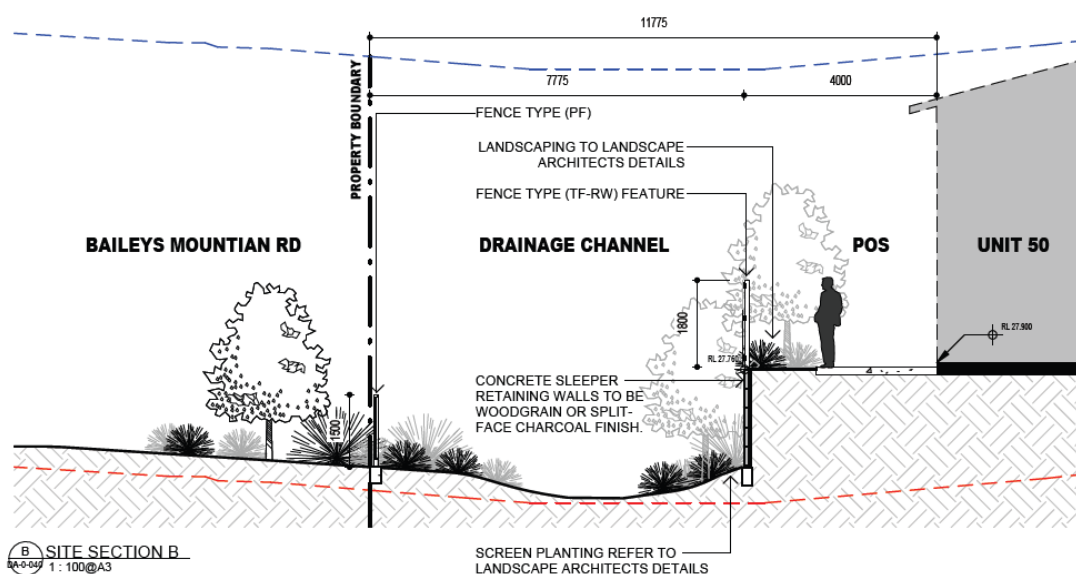


Figure 6: Section B – Baileys Mountain Road Interface (Source: Red Door Architecture)

As demonstrated within **Figure 6** above, the proposed setback and landscaping outcome provides for an appropriate interface of the development with Baileys Mountain Road.

- e. Provide a minimum 600mm vegetated buffer/landscaping area within the nominated tiers to soften the appearance of the retaining wall and fence structure.***

Please refer to the response for RFI Item 2 (d) above.

3. Privacy

The elevations show that each dwelling type includes bedrooms on the first floor with large windows. Officers have concerns that this will facilitate overlooking into the adjoining dwellings / private open space. In accordance with Performance outcome PO7 of the Multiple accommodation code, the applicant is requested to amend the bedroom windows to be high sill windows (minimum 1.5m sill height) to minimise privacy impacts and overlooking.

Response

Where habitable room windows have the potential to overlook an adjoining dwelling and/or their associated private open space, the windows will be treated with an opaque privacy screen – refer to the Architectural Plan Package (**Attachment 2**).

4. Private open space

The architectural drawings do not show any pergola / roofed structure over each unit's private open space. This is not considered suitable to provide for weather protection and a practical outdoor space for residents. In order to comply with Performance outcome PO4 of the Multiple accommodation code, update the plans to clearly show a covered patio area for each unit.

The applicant is also requested to clarify the purpose of the 'service gate' shown in the private open space on the Triplex and Quadplex standard floor plan.

Response

The Architectural Plan Package (**Attachment 2**) has been amended to provide a roofed structure over a reasonable portion of the private open space area of each dwelling.

5. Height

In response to Councils Action Notice, dated 8 November 2024, the applicant confirmed portions of the development exceed 9m in height above NGL. The applicant is requested to provide further assessment against the City Plan with regard to height. To ensure Officers are able to undertake a comprehensive assessment of the proposal, the applicant is requested to provide additional sections through the site (including through the proposed buildings).

Response

The subject site is located within the Emerging Community Zone (Upper Coomera Precinct) and has a New Communities land use designation in accordance with the *Strategic Framework Map 2 – Settlement Pattern*.

The site has a mapped building height of 2-storeys and 9m, with the opportunity for a partial third storey.

Although not eligible for the 50% uplift due to the sites location outside of the Urban Neighbourhood land use designation area, the proposed minor exceedance in building height, which is relative to a small portion of the pitch of the roofs for eight of the dwellings located along the northern boundary, is considered appropriate in the context of the extent of the exceedance itself, the nature of the proposed development and location of the subject site within the Courtney North East Precinct of the Upper Coomera (Courtney Drive) Precinct Plan.

As depicted within **Figure 7** below, the extent of the building height exceedance is relative to the pitch of the roofs for dwellings 47 – 50 and 44 – 46, which sit at a maximum height of 9.345m and 9.701m respectively.

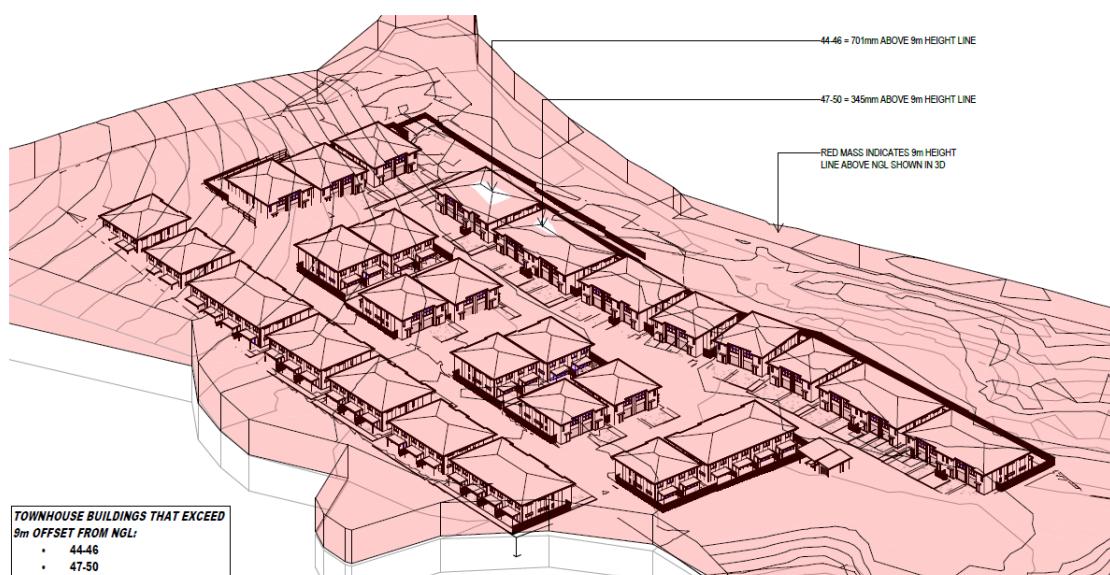


Figure 7: Building Height Exceedance Model (Source: Red Door Architecture)

Given the undulating nature of the subject site, the extent of the roofs which exceed 9m in height will be generally imperceptible to the public realm. To this end, it is acknowledged that the new road reserve (located along the northern boundary) sits at a finished level that is higher than the building pads of the development. However, direct sight lines to the subject dwellings will be screened by the row of dwellings adjoining same.

Furthermore, and as demonstrated within **Figure 8** below, the finished levels for the dwellings located along Baileys Mountain Road increase as the development progress to the west along the northern boundary. Such is considered to provide a seamless transition of roof heights and reduces the visual perception of the minor building height exceedance.



Figure 8: Baileys Mountain Road Elevation (Source: Red Door Architecture)

Although presenting a minor building height exceedance, the proposed development has been demonstrated to comply with the Overall Outcomes of the Emerging Community Zone and Upper Coomera (Courtney Drive) Precinct as outlined within Section 6.5 of the Planning Report.

The proposal also gains support from the South-East Queensland Regional Plan 2023 as it seeks to deliver a low-rise attached Multiple Dwelling in a highly urbanised area with access to a range of essential services and facilities. The proposal's supply of additional low-rise attached dwellings at a competitive price point relative to 'house and land' development, contributes to the achievement of the dwelling targets stipulated within ShapingSEQ 2023, being 27,000 by 2046.

In summary, the proposed minor building height exceedance is considered appropriate, and the above justification is considered to warrant support from Council.

Transport Assessment

6. Transport code

To demonstrate compliance with Performance outcome PO11, Performance outcome PO13 and Performance outcome PO16 of the Transport code, the applicant is requested to address the following:

- a. Demonstrate the required form of intersection for the proposed new public road with Baileys Mountain Road. The physical configuration of the intersection shall be suitable, and provide sufficient capacity, to accommodate the 'ultimate' traffic demands intended to use the public road, noting that the Town Planning Report*

states that 'The new local access road will also provide access for neighbouring properties in the sub-precinct, minimising intersections with Baileys Mountain Road'. The proposed intersection design shall be supported by an Austroads turning warrants assessment (if a priority-controlled intersection is appropriate), and also by SIDRA Intersection assessment based on 'ultimate' traffic volumes. Appropriate growth rates shall also be applied to background traffic volumes on Baileys Mountain Road (as per the table provided, below). Of note, TTM Consulting's Transport Engineering Report does not sufficiently address intersection design as it does not quantify 'ultimate' traffic demands or demonstrate the results of a turning warrants assessment (additionally, the proposal for the provision of 'basic' left and right turning treatments, as identified in Section 5.1 of the report, has not been substantiated). To be clear, the 'ultimate' intersection design must be identified at this stage so that appropriate infrastructure can be provided. A revised, fully dimensioned functional layout drawing showing the required intersection design, signed by an RPEQ Traffic Engineer, shall be submitted.

- b. Further to point (a), the functional layout drawing must demonstrate that the proposed intersection design achieves full compliance with all relevant design standards (including Council's standards and Austroads guidelines) - this includes (but is not limited to) the alignment of the new public road with respect to Baileys Mountain Road (the two roads shall meet at 90 degrees), lane widths, verge widths, horizontal alignment, etc. In addition, it must be demonstrated that the proposed intersection design ties into Council's road planning for Baileys Mountain Road (Council will provide drawings showing the relevant road planning, in this regard). The drawing shall also show the required corner truncations at the new intersection, and kerb and channel for the extent of works (between the tangent point and taper of any turn lanes). In addition, any errors shown on the functional layout drawing shall be corrected (including, but not limited to – consistent identification of turning treatments, including within the title block, removal of reference to the new public road as a 'driveway', etc).*
- c. Submit an updated swept path (using the 'design service vehicle') based on the amended intersection design.*
- d. Demonstrate compliant sight distances for the proposed intersection of the new public road / Baileys Mountain Road.*
- e. Demonstrate compliant sight distances for the proposed site access location with the new public road.*

Response

Colliers have undertaken surveys along Baileys Mountain Road and associated intersections, conducted a Turning Warrants Assessment and a Sight Distance and Intersection Capacity Analysis and prepared a Swept Path Analysis in response to this RFI Item.

The assessments/analysis found that:

- A BAR treatment is required for right-turn from the Baileys Mountain Road north approach.
- A BAL treatment is required for the left-turn from the Baileys Mountain Road south approach.
- The new road access is considered to sufficiently meet the 'ultimate' traffic demands of the site and future adjoining development (approvals).
- Based on the concept design provided, it is expected that no land dedication will be required for the proposed access intersection concept design proposed.
- The intersection design is in line with Austroads guidelines and Council requirements.
- There are no swept path clashes.
- The sight distances generally comply with Austroads guidelines, with mitigation measures outlined. Ultimately, the future upgrade of Baileys Mountain Road will provide an improved overall road design within the corridor.

Please refer to the Traffic Engineering RFI Response Letter (**Attachment 12**) for a detailed response to this RFI Item.

7. Integrated Transport and Land Use

In accordance with Performance outcome PO16 of the Transport code, the applicant is requested to remove reference to 'temporary construction access' from all development drawings.

Response

In response to Council's request, the Architectural Plan Package (**Attachment 2**) has been amended to remove all reference to 'temporary construction access' on all drawings.

8. General

The proposed car parking layout does not comply with Performance outcome PO20 or AS2890.1 for the following reasons:

- a. *Pedestrian sight triangles are not shown where the proposed site access meets the new public road. Sight triangles shall be fully dimensioned and development drawings shall include the following notation 'Pedestrian sight triangles to be kept clear of obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level'.*
- b. *Provision has not been made for visitors to turn-around at the end of dead-end aisles (NW and NE aisles).*
- c. *Development drawings shall be amended to demonstrate that the proposed car parking facilities achieve compliance with AS2890.1 requirements.*

Response

Please refer to the responses below to each of the comments within this RFI Item.

- a. Pedestrian sight triangles are not shown where the proposed site access meets the new public road. Sight triangles shall be fully dimensioned and development drawings shall include the following notation 'Pedestrian sight triangles to be kept clear of obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level'.**

The Architectural Plan Package (**Attachment 2**) has been updated to include the pedestrian sight triangles at the new road access.

- b. Provision has not been made for visitors to turn-around at the end of dead-end aisles (NW and NE aisles).**

The Architectural Plan Package (**Attachment 2**) has been updated to provide blind aisle extensions in accordance with AS2890.1:2004.

- c. Development drawings shall be amended to demonstrate that the proposed car parking facilities achieve compliance with AS2890.1 requirements.**

Colliers have conducted a design review of car parking facilities for the development and found that the layout is considered to achieve compliance with AS2890.1:2004.

Please refer to the Traffic Engineering RFI Response Letter (**Attachment 12**) for a detailed response to this RFI Item.

Public Landscape Works

9. Bushfire management plan

The provided Bushfire Management Plan (BMP) includes the following recommendations:

- *A Bushfire Management Zone (BMZ) of 18.5m is identified on Site Plan: DA-0-010, which includes the 5m Recreation linkage as forming part of the buffer; and*
- *Management zone requirements include that any planting within the buffer must be regularly monitored for leaf matter and woody debris. With no use of organic mulch.*

The BMZ identified above conflicts with requirements outlined within the key desired standards of service for public parks and land for community facilities network, as per Table 4.4-9, Part 4 of the City Plan. Public land is not to be encumbered by or include an easement or buffer of any type. Reference is also made to Performance outcome PO3 of the Bushfire hazard overlay code and Performance outcome PO5 of the Environmental

significance overlay code.

These requirements affect the landscape works outcome of the communal open space area of the development and conflict with the landscape works code requirements of the City Plan. Future operational works approvals will require the use of organic mulches to be utilised within the development. Further, the incorporation of rock mulch within the bio-retention basin conflicts with the ecological design principals outlined within section 4 of the City Plan, Stormwater drainage and water sensitive urban design standards.

The applicant is requested to remove the bushfire management zone from outside of the 5m Recreation linkage, and to remove the rock mulch “only” requirement.

Response

The Bushfire Management Plan (**Attachment 9**) has been amended to relocate the Bushfire Management Zone (BMZ) outside of the recreational link and remove the “rock mulch only” requirement. It is noted that the BAL ratings and determination of hazardous vegetation in the Bushfire Management Plan has not changed as a result of the amendments.

Please refer to the Ecology and Bushfire Information Request Response Letter (**Attachment 8**) for a more detailed response to this RFI Item.

10. Recreation linkage

The 5m recreation linkage on the Site Plan: DA-0-010 is currently located within the 30m setback area of Yuan Creek. In accordance with Performance outcome PO5 of the Environmental significance overlay code, buffers of at least 30m wide are to be provided between the development and the outer bank of a waterway. The recreation linkage is requested to be located on the outside of the buffer area.

- a. The 30m setback line is also requested to be extended further south, across the proposed turf area at the South eastern corner of the site, and to clearly demonstrate that it is free and clear of the 5m recreation linkage.*
- b. Plan amendments are to also include a clear label identifying the recreation linkage area in metres delineated from the road dedication area on the site plan.*

Response

Despite the location of the recreation linkage within the 30m setback area of Yaun Creek, it is considered that all requirements of PO5 of the Environmental Significance Overlay Code have been achieved. Notably, the MLES minor waterway will be protected from proposed works and will continue to allow for unimpeded fauna movement throughout the 85m wide rehabilitated corridor, whilst ensuring bank stability and water quality within the minor waterway (implemented via rehabilitation techniques).

Please refer to the Ecology and Bushfire Information Request Response Letter (**Attachment 8**) for a more detailed response to this RFI Item.

11. Bio-retention drainage

The bio retention location on private land proposes to locate a 750 dia RCP discharge pipe and headwall at the bank of Yuan Creek. Advice provided by the future asset custodian, Community Facilities and Open Space Planning states that, private infrastructure, retaining structures or batters and other matters must be located wholly outside the required future parks and waterway buffers.

The applicant is therefore requested to redesign the piped discharge point of the bio retention basin by positioning the pipe and headwall in a northerly direction, allowing for sheet flow to cross the northern boundary line and entre the road reserve. Onsite stormwater can link to the established flow path on the southern side of Baileys Mountain Road.

Advice Note: The design of intersection and road upgrade works to Baileys Mt Road, located within the road dedication area are available. The applicant is requested to obtain a copy of these plans and to incorporate the batter works into a site plan. This will assist in determining stormwater conveyance at this location.

Response

The proposed outlet pipe of the bio-retention basin has been relocated so as to now run to the north within the future road reserve. The pipe is located clear of any existing and future infrastructure associated with the future Baileys Mountain Road Intersection upgrade.

Please refer to the Civil Engineering RFI Response Letter (**Attachment 4**) and the Stormwater Management Plan (**Attachment 7**) for a detailed response to this RFI Item and more information regarding the revised outlet pipe location.

12. Sewer Connection

As previously stated, advice provided by the future asset owner, Community Facilities and Open Space Planning states that, private infrastructure, retaining structures or batters and other matters must be located wholly outside the required future parks and waterway buffers.

The applicant is therefore requested to remove the proposed sewer line running through the Recreation linkage, Conservation Park and crossing Yuan Creek.

Response

The proposed sewer connection/extension has been relocated from the future park and waterway buffer to now run across Bailey Mountain Road.

Please refer to the Civil Engineering RFI Response Letter (**Attachment 4**) and the Stormwater Management Plan (**Attachment 7**) for a detailed response to this RFI Item and more information regarding the revised sewer connection/extension location.

13. Necessary Trunk Infrastructure – LGIP Recreation Linkage

The subject site is identified on the Local Government Infrastructure Plan (LGIP) for the Parks and Land for Community Facilities network - REC_LR_0021 for a Recreational linkage local park land and associated embellishments in accordance with the Desired standard of services for Parks network. In addition to LGIP designation over the subject site, the recreation linkage is required pursuant to Strategic outcome 3.7.1(1) and Specific outcome 3.7.3.1(1) of the Strategic framework which ensures a comprehensive green space network of natural landscape areas is enhanced, maintained, and protected to provide for recreation, community wellbeing and scenic amenity.

The current arrangement includes a total width of 5 metres which is proposed to be embellished with a 2.5 metre wide footpath, be improved with landscaping and has a minimum of 1 metre flat area either side. While this is not compliant with LGIP requirements, Officers agree to accept this arrangement subject to the following being demonstrated:

- a. All infrastructure is removed from the recreation corridor. The plans currently demonstrate a stormwater drainage pipe and sewer line within the corridor;*
- b. The recreation corridor is outside of the necessary 30 metre buffer width to the identified waterway;*
- c. That the LGIP recreation linkage is included within a separate allotment;*
- d. That the recreation corridor extends the full length of the development footprint (including through the 18.5 metre bushfire buffer adjacent to Lot 18-21); and*
- e. 1 metre flat area is provided either side of the 2.5 metre wide footpath.*

Note: The above changes will impact on the development footprint. Offsets will only be applicable to the embellishments (footpath and landscaping), not for the land as the proposed arrangement is not compliant with LGIP.

Response

Please refer to the responses below to each of the comments within this RFI Item.

- a. All infrastructure is removed from the recreation corridor. The plans currently demonstrate a stormwater drainage pipe and sewer line within the corridor;**

All infrastructure has been removed from the recreation corridor – refer to the Stormwater Management Plan (**Attachment 7**).

b. The recreation corridor is outside of the necessary 30 metre buffer width to the identified waterway;

Please refer to the response for RFI Item 10. Location of a small area of the recreation link within the nominated 30m buffer is not considered to cause any ecological or landscape amenity impact.

c. That the LGIP recreation linkage is included within a separate allotment;

The Architectural Plan Package (**Attachment 2**) has been amended to include the recreation linkage within a separate allotment and this can be conditioned accordingly.

d. That the recreation corridor extends the full length of the development footprint (including through the 18.5 metre bushfire buffer adjacent to Lot 18-21); and

It is noted that this land is ultimately not part of the multiple dwelling lot, and the continuation of the footpath is likely to be delivered pursuant to adjoining Development Application ROL/2024/116.

e. 1 metre flat area is provided either side of the 2.5 metre wide footpath.

The Architectural Plan Package (**Attachment 2**) has been amended to provide a 1m flat area either side of the 2.5m wide footpath.

14. Bill of Quantities

Provide a bill of quantities to inform offset calculations for the recreation linkage.

Response

A Bill of Quantities has been prepared in response to this RFI Item – please refer to **Attachment 14**.

Private Landscape Works

15. Stormwater Swale

A stormwater swale at the north-eastern corner of the site includes turf proposed to the base of the swale with vegetated batters as per the developed scenario of the SWMP (p.7) and as shown on the Statement of Landscape Intent. No maintenance access from the private lot is indicated on the provided drawings, and it's expected that the wet/boggy nature of the culvert won't allow for regular slashing to occur.

In accordance with Performance outcome PO19 of the Change to ground and creation of new waterways code, created waterways are designed to provide maintenance access to revetment walls and cleaning of the waterway. To remove the ongoing maintenance burden and expected weed infestation of this area, the applicant is requested to convert the swale to a rock lined swale, allowing for vegetated batters to assist in reducing visual amenity impacts associated with the proposed retaining walls and fencing.

Response

The swale has been amended to include a rock lined base with densely planted vegetated batters – please refer to the Statement of Landscape Intent (**Attachment 3**).

16. Retaining walls

In accordance with Overall outcome OO6.2.15.2(3)(ix) of the Emerging community zone code, Performance outcome PO9 of the Change to ground and creation of new waterways code and Performance outcome PO1/PO2 of the General development provisions code, retaining and earthworks are not to create a negative visual impact. Officers have concerns with the following interfaces and potential visual impact associated with the proposed retaining:

a. Baileys Mountain Road

The proposed retaining wall results in portions of the combined retaining wall and fence height exceeding 3.3m. The applicant is therefore requested to nominate that all concrete sleeper retaining walls are charcoal in colour and are either split faced or wood grain in pattern. This is to be read in conjunction with Planning Assessment Item 1.

b. Western Boundary

Proposed retaining wall locations on the southern boundary (section C) are currently offset 600mm. There is no requirement for the offset of the fence on this alignment as the walls are in cut and not visible for the adjacent site. It's also expected additional housing will be located immediately adjacent. It is therefore requested that the boundary offset is reduced to 200mm.

Response

Please refer to the responses below to each of the comments within this RFI Item.

a. Baileys Mountain Road

The proposed retaining wall results in portions of the combined retaining wall and fence height exceeding 3.3m. The applicant is therefore requested to nominate that all concrete sleeper retaining walls are charcoal in colour and are either split faced or wood grain in pattern. This is to be read in conjunction with Planning Assessment Item 1.

The Architectural Plan Package (**Attachment 2**) has been amended to nominate that all concrete sleeper retaining walls are charcoal in colour and are either split faced or wood grain in pattern.

b. Western Boundary

Proposed retaining wall locations on the southern boundary (section C) are currently offset 600mm. There is no requirement for the offset of the fence on this alignment as the walls are in cut and not visible for the adjacent site. It's also expected additional housing will be located immediately adjacent. It is therefore requested that the boundary offset is reduced to 200mm.

The proposed retaining wall offset is 450mm from the southern boundary to provide sufficient space for machinery access to complete earthworks and establish the retaining wall footings.

17. Boundary fencing

Officers require the following additional information regarding boundary fencing:

a. Northern boundary

The applicant is requested to offset the northern boundary fence and retaining walls 600mm into the subject site allowing for screening shrubs to be located on private land visible from the proposed public road. Currently section A depicts landscape works at the base of the fence located within the road reserve. In accordance with Performance outcome PO4 of the General development provisions code, the applicant is required to demonstrate that landscaping enhances the character of the area, specifically landscaping that will be visible from the public road.

b. Western boundary

Proposed fencing locations on the western boundary (section C) are currently offset 600mm. There is no requirement for the offset of the fence on this alignment as it's expected additional housing will be located immediately adjacent; further, the setback creates an area unable to be accessed by the landowner without accessing the neighbouring property. It is requested this fence is located on the boundary or atop the retaining wall which has been requested to be setback 200mm from the boundary.

c. Embellished fence type

Exposed fencing on the northern and western boundaries is requested to be embellished by the addition of hardwood battens or the inclusion of a pattern of palings of various widths to provide visual interest of the fencing on these alignments. Painting with a dark recessive colour (e.g. charcoal) is also requested.

Response

Please refer to the responses below to each of the comments within this RFI Item.

a. Northern boundary

The applicant is requested to offset the northern boundary fence and retaining walls 600mm into the subject site allowing for screening shrubs to be located on private land visible from the proposed public road. Currently section A depicts landscape works at the base of the fence located within the road reserve. In accordance with Performance outcome PO4 of the General development provisions code, the applicant is required to demonstrate that landscaping enhances the character of the area, specifically landscaping that will be visible from the public road.

Please refer to the response to RFI Item 2 (b) and (d).

b. Western boundary

Proposed fencing locations on the western boundary (section C) are currently offset 600mm. There is no requirement for the offset of the fence on this alignment as it's expected additional housing will be located immediately adjacent; further, the setback creates an area unable to be accessed by the landowner without accessing the neighbouring property. It is requested this fence is located on the boundary or atop the retaining wall which has been requested to be setback 200mm from the boundary.

Please refer to the response to RFI Item 16 (b).

c. Embellished fence type

Exposed fencing on the northern and western boundaries is requested to be embellished by the addition of hardwood battens or the inclusion of a pattern of palings of various widths to provide visual interest of the fencing on these alignments. Painting with a dark recessive colour (e.g. charcoal) is also requested.

Please refer to the response to RFI Item 16 (b).

18. Service Locations

No conceptual water, sewer or electrical locations have been provided for the internal site configuration. To retain and protect tree planting locations within the development. The applicant is requested to identify on plan, by hatching out locations that are to be free and clear of all services, the nominated tree planting locations to be installed on the internal driveways.

Response

The Statement of Landscape Intent (**Attachment 3**) has been updated to show all area required to be free and clear of services and to nominate tree planting locations to be installed adjoining the internal driveways.

19. Statement of Landscape Intent

The applicant is requested to submit an updated Statement of Landscape Intent identifying the above amendments and requirements and any additional items resulting from this information request.

Response

The Statement of Landscape Intent (**Attachment 3**) has been amended to reflect any changes made to the Architectural Plan Package (**Attachment 2**).

Environmental Assessment

20. Fauna Management Plan

In accordance with Performance outcome PO21 and Performance outcome PO22 of the Environmental significance overlay code, the applicant is requested to submit a Fauna management plan, prepared by a suitably qualified person and in accordance with SC6.8 City Plan policy – Environmental management plans. The management plan should identify potential management for the koala habitat area and as such provide appropriate management suggestions in reducing the impact to fauna and allowing for fauna movement.

Response

A Fauna Management Plan (**Attachment 11**) has been prepared in response to this RFI Item.

The Fauna Management Plan clearly demonstrates that the proposed development allows for protection of an unimpeded fauna movement across the site.

21. Vegetation Management Plan

The site is mapped as containing assessable medium priority, regulated vegetation and habitat for state and local significant species. To meet Performance outcome PO11, PO18 and PO20 of the Environmental Significance overlay code and comply with the Vegetation management code, the applicant is requested to prepare and submit a vegetation management plan. The plan is requested to be in accordance with SC6.8 City plan policy- Environmental management plans and include the following:

- a. *Habitat trees.*
- b. *How vegetation to be retained will be managed.*
- c. *Ensure all measures are taken to reduce impacts to vegetation.*
- d. *A plan indicating the location, size and species of replacement vegetation to compensate for the loss of damaged vegetation.*
- e. *Retain tree ID as per submitted Tree Survey; 88,89,92,113,115,116,147,149, 152,153,158.*

Response

A Vegetation Management Plan (**Attachment 10**) has been prepared in response to this RFI Item.

The Vegetation Management Plan includes all requirements listed within (a) – (e).

22. Amended Plans:

The site is mapped as containing regulated, medium priority vegetation, habitat for state and local significant species, a minor waterway and buffer area. As such, the applicant is requested to amend the plans to ensure the proposed sewer line is relocated away from the recreational linkage and conservation park proposed on site. Further, the proposed sewer line should ensure that no additional removal of vegetation is introduced to facilitate the connection.

Response

The proposed sewer line has been relocated to avoid the recreational linkage and conservation park proposed on site and requires no additional removal of vegetation to facilitate the connection. The sewer line now runs out to Baileys Mountain Road and not through the recreation link/waterway.

Please refer to the Ecology and Bushfire Information Request Response Letter (**Attachment 8**) for a more detailed response to this RFI Item.

Bushfire Assessment

23. Address bushfire risk and management strategies in areas to be dedicated to Council as Open Space

The development is proposing to dedicate the southern portion of the site to Council as Open Space for conservation purposes. To comply with Performance outcome PO8 of the Bushfire hazard overlay code the applicant is requested to identify and address any management strategies required within the dedicated area to mitigate the bushfire risk or confirm that no ongoing management is required.

Note: City Officers are not supportive of any ongoing bushfire management requirements within the Open Space area. If this cannot be achieved, the applicant is requested to amend the submitted Plan of Development to incorporate a wider Bushfire Management Zone to reduce the bushfire risk

Response

The Bushfire Management Plan (**Attachment 9**) has been amended to relocate the Bushfire Management Zone 5m to the north, to exclude the recreation link. The determination of hazardous vegetation in the BMP has not changed and the BAL lines remain the same. Due to this, there would be no bushfire maintenance requirements for

the rehabilitated area which is to be dedicated to Council as Open Space, as the BMZ does not enter into the rehabilitated area and is separated by the 5m wide recreation link.

Please refer to the Ecology and Bushfire Information Request Response Letter (**Attachment 8**) for a more detailed response to this RFI Item.

24. Relocation of the proposed bio-basin

The submitted Bushfire Hazard Assessment and Management Plan (BMP), prepared by S5 Environmental dated 10/10/2024, identifies the required Bushfire Management Zone (BMZ) between the proposed Open Space and the interface of the development. As outlined in the BMP, no trees are to be retained within the BMZ. The proposed bio-basin includes a planting palette that will introduce tree species back into the BMZ. As such, to comply with Acceptable outcome AO3.2 of the Bushfire hazard overlay code the applicant is requested to relocate the bio-basin outside of the BMZ.

Response

The Bushfire Management Plan (**Attachment 9**) has been amended to support planting within the bio-basin, which is in accordance with A03.2 of the Bushfire Hazard Overlay Code. The location of the bio-basin within the subject site avoids all matters of environmental significance, utilises natural fire breaks (5m recreational link divides the hazardous vegetation from the south) and only requires the removal of exotic species within this location.

Please refer to the Ecology and Bushfire Information Request Response Letter (**Attachment 8**) for a more detailed response to this RFI Item.

Subdivision Engineering

25. Public road vehicle turning facility

The proposed new public road is shown to be approximately 100m long, however it does not include sufficient area for a vehicle turning facility. This will result in unsafe reversing and/or inefficient vehicle turning manoeuvres and does not comply with Overall Outcome 9.4.8.2 (2) (d) of the Reconfiguring a lot code or Specific outcomes 3.6.1 (7) or 3.6.4.1 (4) of the Strategic framework.

Section 2.4.15 of the City's Land Development Guidelines states that a facility for vehicles to turn around is provided at the end of all cul-de-sac streets (i.e. streets that are closed at one end). Officers do not consider the provision of a vehicle crossover to be an appropriate facility for vehicles of the general public to complete a turnaround manoeuvre. The Applicant is requested to provide:

- a. An engineering concept road design drawing (fully dimensioned) showing a vehicle turning facility at the Western end of the proposed public road. An 18m diameter (kerb to kerb) cul-de-sac head is an acceptable option, or alternatively a "T" shaped turning facility can be considered, subject to provision of RPEQ*

signed swept path drawings to demonstrate the largest intended design vehicle can safely and efficiently achieve a turnaround manoeuvre.

b. An amended ROL plan showing amended land dedication for the new public road to:

- i. Accommodate the proposed vehicle turning facility, including minimum 4.5m wide verge around the full perimeter; and*
- ii. Provide corner truncations at the proposed intersection location with Bailey's Mountain Road, made by 3 equal chords of a 6m radius (or as required by Council's TAPM section's comments for the proposed intersection).*

Note: The vehicle turning facility is expected to be constructed similar to the City's minimum requirements for public road as per the Land Development Guidelines (ie. kerb and channel, asphalt surfacing, minimum 4.5m wide verges).

Response

Colliers have conducted an assessment of the need for a public road vehicle turning facility, specifically considering the subject and adjoining development. It was found that, any unintentional use of the new road access, albeit noted as being a very rare occurrence, will be resolved/redirected using a 3-point turn within the vehicle crossover of the proposed development.

Once construction of the remaining local road network is complete (adjacent development to the north), vehicles would circulate through this local network to the Baileys Mountain Road intersection and back to the wider road network.

This is considered a reasonable interim arrangement, given that there are no other developments using the new public road while not fully constructed and traffic generation within the new public road will be minimal.

Please refer to the Traffic Engineering RFI Response Letter (**Attachment 12**) for a detailed response to this RFI Item.

It is noted that the complex will not be gated, which will ensure a turnaround option is available.

26. Indicative road network and new public road street classification

The provided "Transport Engineering Report" (dated 17/10/2024, prepared by TTM), indicates that the proposed new public road is to be classified as a "Residential Collector Street", which has an upper threshold limit of 3,000 vehicles per day as per the LDG's. However, without an indicative road network layout plan for the adjoining lots or indicative ultimate traffic volumes (in vehicles per day) for the section of proposed new

public road, it is difficult for Officers to determine the appropriate street classification for compliance with Acceptable outcome AO15/Performance outcome PO15 of the Reconfiguring a Lot code or Specific outcomes 3.6.1(1), (7) & (8) and 3.6.4.1(2) & (4) of the Strategic framework.

The provided concept bulk earthworks drawings (prepared by Cozens Regan) do not indicate the proposed earthworks levels where the new public road meets the adjoining lots. Without this information, it is difficult for Officers to determine if the proposed public road can be extended in the future (i.e., Applicant has not demonstrated that significant level differences are avoided at this boundary of the proposed public road that would restrict future extension of this road). The applicant is requested to:

- a. Provide an indicative road network layout plan which includes indicative future development for the subject site and surrounding lots 184RP173727, 185RP173727 and 56RP162858.*
- b. Provide an indicative ultimate traffic volume (in vehicles per day) by a suitably qualified RPEQ traffic engineer for the proposed new public road within the subject site. This figure must include indicative ultimate traffic volumes generated by future development on surrounding lots as listed in the item above.*
- c. Provide concept bulk earthworks drawings to demonstrate the proposed new public road can be extended further South-West in the future (ie. demonstrate the proposed earthworks and finished ground levels where the South-Western end of the proposed new public road meets adjoining lots does not create significant level differences (ie. maximum 1m level difference) and hence, the proposal does not restrict the ability for this public road to be extended).*

Response

Please refer to the responses below to each of the comments within this RFI Item.

- a. Provide an indicative road network layout plan which includes indicative future development for the subject site and surrounding lots 184RP173727, 185RP173727 and 56RP162858.**

Please refer to the Traffic Engineering RFI Response Letter (**Attachment 12**) for the indicative road network layout plan.

- b. Provide an indicative ultimate traffic volume (in vehicles per day) by a suitably qualified RPEQ traffic engineer for the proposed new public road within the subject site. This figure must include indicative ultimate traffic volumes generated by future development on surrounding lots as listed in the item above.**

The Traffic Engineering RFI Response Letter (**Attachment 12**) notes, “Colliers have consulted with the neighbouring development and have obtained information on site

layout and lot arrangement. Currently, there are 135 proposed lots for the adjacent residential subdivision accessible through Baileys Mountain Road. The current development proposal includes 73 proposed lots. For consistency's sake, daily traffic generation rates of 7.53 vehicles per day (vpd) for low density residential dwelling houses and 6.5 vpd for medium density residential dwellings have been applied.

As all lots have shared access through Baileys Mountain Road, the total vehicle per day volume for the new public road is therefore approximately 1,500 vpd, which is at the threshold of "Residential Access Street" and well within the 3,000 vpd threshold of a "Residential Collector Street" classification. Therefore, the adopted classification of the road as a "Residential Collector Street" is considered appropriate".

- c. Provide concept bulk earthworks drawings to demonstrate the proposed new public road can be extended further South-West in the future (ie. demonstrate the proposed earthworks and finished ground levels where the South-Western end of the proposed new public road meets adjoining lots does not create significant level differences (ie. maximum 1m level difference) and hence, the proposal does not restrict the ability for this public road to be extended).**

Colliers acknowledges Council's request for swept paths, which have been completed using AutoTURN. The updated swept paths indicate there is sufficient space for a CoGC side-loading refuse collection vehicle (RCV) to manoeuvre the site and pickup bins kerbside.

Please refer to the Traffic Engineering RFI Response Letter (**Attachment 12**) for the requested Swept Path Analysis and a detailed response to this RFI Item.

27. Footpath network plan

The application package does not include a proposed footpath network plan for the proposed new public road. Therefore, the proposal does not achieve compliance with AO15 (b), PO15 (a), (c) and (f) of the Reconfiguring a Lot code or the Planning (Walkable Neighbourhoods) Amendment Regulation 2020 or Specific outcomes 3.6.1(1) & (5), 3.6.3.1(1) and 3.6.4.1(2) of the Strategic framework.

In order to comply with the abovementioned provisions, the Applicant is required to submit a Footpath Networking Plan showing proposed footpath (including nominated width) for the proposed new public road, in accordance with the City's Land Development Guidelines.

Response

The new road reserve has been assigned a classification of a Residential Collector Street in accordance with the analysis undertaken within the Traffic Engineering RFI Response Letter (**Attachment 12**) in response to RFI Item 26 (b).

The new road reserve will be delivered in accordance with the applicable design criteria prescribed by Section 2 Transport Network Standards of the SC.12 City Plan Policy – Land Development Guidelines for a Residential Collector Street, which in general terms is a 1.5m wide pathway on the development side of the street.

Hydraulics and Water Quality

28. Stormwater quality and quantity

In accordance with Performance outcome PO3 and PO5 of the Healthy waters code, the applicant is requested to demonstrate that the stormwater quantity management outcomes demonstrate no adverse impact on stormwater flooding or the drainage of properties external to the subject site and demonstrate that the development appropriately manages stormwater quality to:

- *protect natural ecosystems;*
- *protect water quality;*
- *reduce runoff and peak flows; and*
- *meet the water quality objectives and environmental values for Queensland waters.*

To demonstrate the above, the applicant is requested to:

- a. *Increase filter media to 700 mm to allow for tree planting.*
- b. *Clearly indicate outlet controls for detention in the report (low flows and high flows) and drawings.*
- c. *Clearly indicate the maintenance access for the bio-retention/detention basin within the plans.*
- d. *Revise MUSIC catchment plan and ensure the site has been correctly represented. Backyards along the northern and southern side of the site appear to be in bypass, as well as the pool area at the eastern side of townhouses 68-73. Provide a stormwater management plan layout, clearly showing how the stormwater from the entire site will be conveyed to the treatment/detention system.*
- e. *Note bio-retention systems should be designed without walls, where possible, as they represent a potential safety hazard. The proposal indicated the vertical drop from the top of the retaining wall to the filter media is over 1 meter. Demonstrate the proposed bio- retention basin complies with design and safety requirements of the Land Development Guidelines and Water by Design.*
- f. *Amend drawing "Concept Bio basin plan and details" to include:*
 - i. *Setback from site boundaries*
 - ii. *Proposed ground levels and slopes upstream and downstream the proposed system.*
 - iii. *Maintenance access.*

Response

Please refer to the responses below to each of the comments within this RFI Item which have been extracted from the Civil Engineering RFI Response Letter (**Attachment 4**).

a. Increase filter media to 700 mm to allow for tree planting.

Filter media has been increased to 700mm – refer to the Stormwater Management Plan (**Attachment 7**).

b. Clearly indicate outlet controls for detention in the report (low flows and high flows) and drawings.

Outlet controls from the basin consist of 1% AEP flows being directed from the basin via the 750 dia outlet pipe. In the event of flows in excess of the capacity of the outlet pipe an overflow weir is shown which directs flows into the road reserve / drainage channel to the north – refer to the Stormwater Management Plan (**Attachment 7**).

c. Clearly indicate the maintenance access for the bio-retention/detention basin within the plans.

The maintenance access to the basin is clearly indicated with a 2.5m wide concrete ramp proposed from the internal road down to the basin floor. This will provide sufficient access for small maintenance machinery/personal such as bobcats, pozitracks, excavators which is considered adequate for maintenance of the basin.

d. Revise MUSIC catchment plan and ensure the site has been correctly represented. Backyards along the northern and southern side of the site appear to be in bypass, as well as the pool area at the eastern side of townhouses 68-73. Provide a stormwater management plan layout, clearly showing how the stormwater from the entire site will be conveyed to the treatment/detention system.

All of the site including backyards will be directed to the internal drainage network and the bio-basin, there is no bypass. Roofs and backyards of all dwellings including the community areas are all at sufficient grade/levels to permit gravity pit/pipe drainage to the basin. The entire site is collected via the civil drainage system located in the roadway which is directed to the bio basin.

e. Note bio-retention systems should be designed without walls, where possible, as they represent a potential safety hazard. The proposal indicated the vertical drop from the top of the retaining wall to the filter media is over 1 meter.

Demonstrate the proposed bio- retention basin complies with design and safety requirements of the Land Development Guidelines and Water by Design.

The spatial, geographical & hydraulic constraints of the site cannot accommodate the biobasin to be constructed without retaining walls. It is acknowledged that the basin is provided with retaining walls presenting drops exceeding 1m in height however this is not expected to present safety hazards as all retaining walls will be provided with appropriate vehicular and pedestrian safety fencing. The basin is to be a private asset.

- f. Amend drawing “Concept Bio basin plan and details” to include:***
- i. Setback from site boundaries.***
 - ii. Proposed ground levels and slopes upstream and downstream the proposed system.***
 - iii. Maintenance access.***

Concept Bio Basin Plan has been amended to incorporate the following as requested – refer to the Stormwater Management Plan (**Attachment 7**).

- i. Setback from boundaries has been shown on Bio Basin Plan.
- ii. Proposed ground levels and slopes upstream and downstream of the basin have been shown.
- iii. Maintenance Access is clearly shown to be provided by the concrete access ramp.

Please refer to the Civil Engineering RFI Response Letter (**Attachment 4**) for a detailed response to this RFI Item.

29. Overland flow paths

The applicant has submitted a Hydraulic Assessment for the site. To ensure the development does not obstruct free open surface flow of stormwater through a site, and the overland flow is safely conveyed in accordance with Performance outcome PO7 of the Healthy waters code, the following items must be addressed:

- a. Figure 5 shows part of the lots coloured as vegetation. Amend figure and model to ensure these areas have the correct roughness.*
- b. Provide details of the culvert design and cross and long section of the proposed culvert, including invert levels.*
- c. Ensure adequate public safety controls (e.g. maximum flow depth and d.V product) exist for flows passing over the road surface during the major storm, and that the nominated major storm flow does not cause unacceptable damage to adjacent properties.*
- d. Provide an assessment of the stormwater drainage impacts if the culvert is blocked, using a blockage factor according to QUDM requirements. Ensure adequate public safety controls (e.g. maximum flow depth and d.V product) exist for flows passing over the road surface during the major storm, and that the*

nominated major storm flow does not cause unacceptable damage to adjacent properties.

- e. *Figure C2.7 shows impacts over 10mm external to the site. Revise model/design and ensure impacts are limited according to the afflux specified in Council's document Flood noise practice note.*

Response

A Hydraulic Assessment (**Attachment 13**) has been prepared in response to this RFI Item.

The Hydraulic Assessment model results indicate that the proposed development:

- Does not cause ponding on the site or nearby land
- Does not increase flooding which adversely affects the safety or use of any land upstream and downstream
- Does not adversely affect the flow of water in any overland flow path external to the site.

An indicative culvert section is provided at SK32 of the attached Civil Engineering Report.

30. Public safety

In accordance with Performance outcome PO10 of the Healthy waters code, the applicant is requested to demonstrate that the stormwater treatment devices and stormwater infrastructure minimise impacts on public health and safety.

Response

The Civil Engineering RFI Response Letter (**Attachment 4**) notes, “the stormwater treatment devices and stormwater quantity infrastructure have been designed to minimise impacts to public health and safety generally in accordance with Councils Land Development Guidelines, QUDM and standard industry practices”.

Please refer to the Civil Engineering RFI Response Letter (**Attachment 4**) for a detailed response to this RFI Item.

31. Maintenance access

In accordance with Performance outcome PO11 of the Healthy waters code, the applicant is requested to demonstrate that maintenance access is provided for all stormwater management systems and considers:

- a. *the type of vehicle or machinery needed to service particular assets; and*
- b. *the need to ensure a safe working environment for maintenance personnel and the public.*

Response

The Civil Engineering RFI Response Letter (**Attachment 4**) notes, *“the maintenance access to the basin is clearly indicated with a 2.5m wide concrete ramp proposed from the internal road down to the basin floor. This will provide sufficient access for small maintenance machinery/personal such as bobcats, pozitracks, excavators which is considered adequate for maintenance of the basin”*.

Please refer to the Civil Engineering RFI Response Letter (**Attachment 4**) for a detailed response to this RFI Item.

Operational Works Assessment

32. Erosion and sediment control

Demonstrate that all construction and operational work is designed and managed with specific regard to the density, scale, layout and staging of development. All reasonable and practicable measures are taken to protect the environmental values of waters and the functionality of stormwater infrastructure from the impacts of erosion, turbidity and sedimentation, on and downstream of the development site.

- a. *Specifically, it is noted the applicant has provided separate Erosion and sediment control plans for staging C02 to C08, but the applicant is to amend the drawing to demonstrate Erosion and sediment control has been demonstrated by showing location of sediment fencing on the ‘Bulk Earthworks Layout Plan’ drawing.*

Response

The Civil Engineering RFI Response Letter (**Attachment 4**) notes, *“the ESC management program has been designed and documented with a 3 phased program which accounts for all expected disturbance to the site during construction. Concept Plan C04 has been updated to more clearly show the required sediment fencing extents along with the provision of a high efficiency sediment basin which accords to the requirement of IECA”*.

Please refer to the Civil Engineering RFI Response Letter (**Attachment 4**) for a detailed response to this RFI Item.

Water and Waste

33. Infrastructure

Council acknowledges the Concept Water and Sewer Plans by Cozens Regan provided as part of the application material; however, Council is unable to determine if the proposed gravity sewer extension and connection achieves the minimum design requirements (i.e. grade & cover) outlined within the Water and Sewerage Connections Policy and the SEQ Water Supply and Sewerage Design and Construction Code.

In addition to the current concept plans, the Applicant is requested to provide the

following material to support the development's proposed sewerage connection:

- a. A conceptual longitudinal section confirming that the proposed gravity sewer main extension has sufficient cover and fall in compliance with the SEQ WS&S D&C Code.*
- b. For sections of the proposed sewerage main extension within the private property, ensure easements are indicated including dimensions with the sewer main / infrastructure located centrally within the easement in compliance with the SEQ WS&S D&C Code.*
- c. Ensure that the proposed sewer connection point is consistent with the sewer network capacity assessment reporting for the development.*

Response

Please refer to the responses below to each of the comments within this RFI Item which have been extracted from the Civil Engineering RFI Response Letter (**Attachment 4**).

- a. A conceptual longitudinal section confirming that the proposed gravity sewer main extension has sufficient cover and fall in compliance with the SEQ WS&S D&C Code.***

Noting that the location of the sewer main extension is now proposed to extend across Baileys Mountain Road. A concept Longitudinal Section has been developed confirming that adequate cover and fall is provided in accordance with the SEQ Code – refer to the Civil Engineering Report (**Attachment 5**).

- b. For sections of the proposed sewerage main extension within the private property, ensure easements are indicated including dimensions with the sewer main / infrastructure located centrally within the easement in compliance with the SEQ WS&S D&C Code.***

The sewer main is no longer proposed to extend through private property – refer to the Civil Engineering Report (**Attachment 5**).

- c. Ensure that the proposed sewer connection point is consistent with the sewer network capacity assessment reporting for the development.***

The sewer connection point has been revised in response to Council's request. Feedback has been sought from the Water and Sewer modelling engineer regarding the amended sewer infrastructure arrangement which confirms that, from a preliminary review, the proposed changes will not alter the overall outcomes (recommendations/conclusions) of the Sewer Capacity Assessment Report, because the sewer discharge location is in the same sewer catchment as previously modelled. An updated sewer capacity assessment (including the new drawing) will be provided to Council as an addendum.

34. Servicing

The applicant is proposing a number of dead-ends without providing cul-de-sac heads (minimum 18m diameter) to facilitate manoeuvring of a CoGC side-loading refuse collection vehicle. In accordance with Performance outcome PO3 of the Transport code, the applicant is requested to provide WCV swept paths. Officers acknowledge the CoGC RCV swept paths provided in the Traffic Engineering Report by TTM, however, the following amendments are required.

- a. Provide amended RCV swept paths, ensuring that they include the following information:

 - i. Swept path analysis is to be generated by AutoTurn, AutoTrack or similar.*
 - ii. Plans must demonstrate vehicle specifications in accordance with the 'City Plan Policy – Solid Waste Management' including the kerb-to-kerb turning radius as nominated in Appendix C of SC6.16 City plan policy – solid waste management code.*
 - iii. Manoeuvring clearances in accordance with AS2890.2 must be clearly depicted on drawings and demonstrate no obstructions exist for all waste servicing manoeuvres.*
 - iv. Reversing movements on-site are to be kept to a minimum and access to the development from the road is to comply with AS2890.2.*
 - v. Swept paths are to be certified by an appropriately qualified RPEQ.**

Response

The Traffic Engineering RFI Response Letter (**Attachment 12**) notes, *"there are two locations in the internal site layout where a reverse manoeuvre will be utilised to fulfil refuse collection duties of the WCV. At the majority of these locations, the WCV will not reverse more than 2 lengths; this is considered safe and the most efficient method of kerbside refuse collection. For the south-east location, a slightly longer reverse manoeuvre (3 vehicle lengths) is illustrated, which is considered acceptable in this instance given the overall development layout and that there are no residential crossovers on the nearside of internal circulation road where the reverse manoeuvre occurs"*.

Please refer to the Traffic Engineering RFI Response Letter (**Attachment 12**) for a more detailed response to this RFI Item.

35. Solid waste management

Amend the drawing 'Site Plan of Layout' by Red Door Architecture to include dimensions on each combined bin pad location, clearly demonstrating that each combined bin pad has sufficient space to cater for the proposed number of wheelie bins. The amended plan must also clearly note which residents are permitted to use the combined bin pad locations.

Response

The Architectural Plan Package (**Attachment 2**) has been amended to include dimensions on each combined bin pad which detail that each bin pad has sufficient area to accommodate the number of bins proposed. The bin pad located to north of Unit 68 is intended to be used Units 60-67 and the bin pad located south of Unit 40 is intended to be used by Units 19-21 as indicated on the Architectural Plan Package.

In accordance with Section 13.2 of the Development Assessment Rules 2017, this letter constitutes a response to all of the information requested.

In accordance with Section 16.3 of the Development Assessment Rules 2017, the Applicant will now proceed to publicly notifying the Development Application.

We trust the above and accompanying information suitably addresses the comments of the Council; however, should further clarification or information be required, please contact our office or the undersigned on 07 3360 4200.

Yours faithfully,

URBAN STRATEGIES PTY LTD



Alexander Elms
SENIOR TOWN PLANNER