

11 July 2025

Kyra Reid
Council of the City of Gold Coast
PO Box 5042
GOLD COAST MC 9726

Via email: mail@goldcoast.qld.gov.au

Dear Kyra,

**RE: INFORMATION REQUEST RESPONSE (SECTION 12 OF THE
DEVELOPMENT ASSESSMENT RULES) & CHANGE TO APPLICATION (SECTION 52 OF
PLANNING ACT 2016)**

**176 BAILEYS MOUNTAIN ROAD, UPPER COOMERA - LOT 183 RP156422, LOT 185
RP173727, LOT 186 RP173728, LOT 56 RP162858, LOT 57 SP214370, LOT 58 SP191940**

We act on behalf of Norfolk Estates Pty Ltd ATF The Solander Investments Unit Trust, the Applicant in relation to a Development Application lodged with the Council of the City of Gold Coast (the Council) under the *Planning Act 2016* (the Planning Act) over the above land seeking approval for:

- Development Permit - Reconfiguration of a Lot for Subdivision (6 Lots into 149 Lots, Drainage Reserves and Open Space)

On 28 January 2025 we received an Information Request from the Council of the City of Gold Coast under Part 3 of the *Development Assessment Rules* (DA Rules).

Change to Application s52

Following the receipt of the information request, the applicant has purchased 31 Courtney Drive, Upper Coomera (Lot 184 RP173727). This parcel of land is located adjacent to the current subject site and is benefitted by similar planning controls to the current application. Therefore, in conjunction with responding to the information request, the applicant will be changing the application to include 31 Courtney Drive, Upper Coomera and subsequently increase the development yield of the development.

This change is not a minor change under section 52(3) of the Planning Act, therefore the development assessment process will restart per section 27.1 of the DA Rules.



The application now being applied for is:

- Development Permit – Reconfiguring a Lot (Impact Assessment) for Subdivision (7 into 188 Lots, new road, drainage reserves and open space)

Subject Site

The subject site includes:

- 176 Baileys Mountain Road, Upper Coomera (Lot 183 RP156422)
- 31 Courtney Drive, Upper Coomera (Lot 184 RP173727)
- 41 Courtney Drive, Upper Coomera (Lot 185 RP173727)
- 53 Courtney Drive, Upper Coomera (Lot 186 RP173728)
- 288 Reserve Road, Upper Coomera (Lot 56 RP162858)
- Lot 57 Reserve Road, Upper Coomera (Lot 57 SP214370)
- 202 Baileys Mountain Road, Upper Coomera (Lot 58 SP191940)



Subject Site

Planning Framework Assessment

31 Courtney Drive shares similar planning particulars to the existing subject land including strategic framework, zone, overlays and site features. Reference is made to the submitted Town Planning Assessment Report for details of the Local and State Government Planning Framework for the site.



Otherwise, the technical specialist reports attached to this response letter account for the inclusion of 31 Courtney Drive and the various planning controls associated with it.

In support of the change application and response to the information request, we provide the following attachments:

Attachment A	DA Form 1
Attachment B	Certificate of Title – 31 Courtney Drive, Upper Coomera
Attachment C	Amended Proposal Plans
Attachment D	Civil Engineering Cover Letter
Attachment E	Stormwater Management Plan
Attachment F	Engineering Infrastructure Report
Attachment G	Hydraulic Impact Assessment
Attachment H	Water and Wastewater Report
Attachment I	Traffic Response
Attachment J	Landscape Architect Response
Attachment K	Rehabilitation Management Plan
Attachment L	Environmental Management Response
Attachment M	Bushfire Mitigation Report
Attachment N	Geotechnical Response

A response to each item of the Council's information request is set out below.

Preamble

The City Plan's Strategic Framework has identified the Upper Coomera (Courtney Drive) precinct as one of the final expansion areas within the City that is expected to accommodate approximately 40,000 new dwellings (one-third of 130,000 new dwellings) over the next 20 years. The Strategic Framework refers to the need to '*utilise land and infrastructure efficiently*' to deliver densities between 11 to 23 dwellings per net hectare. The infrastructure in the area is significant with major sewer, water, road and recreational parkland upgrades. Therefore, the residential population is required to utilise and pay for this infrastructure.

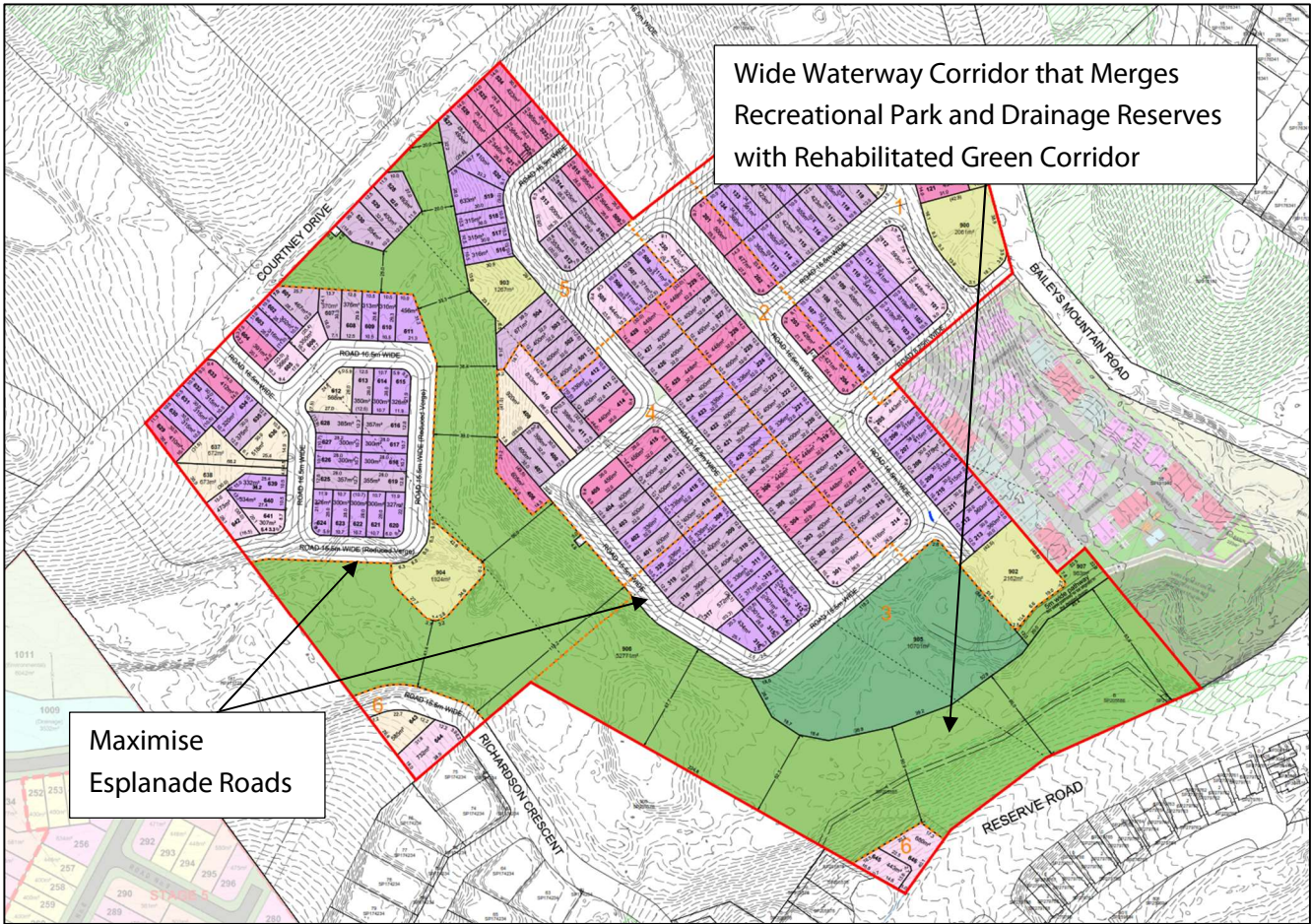
The subject development will be responsible for delivery of a 1ha local recreational park, shared public pathways, trunk sewer infrastructure delivery and upgrades to the existing public road network. The subject site is also constrained by Yuan Creek and its tributaries. The development outcome proposed is to deliver all necessary public infrastructure, protect and rehabilitate the natural waterways while retaining enough developable land to deliver a residential population envisaged by the Strategic Framework.

Of note is the nature of Yuan Creek and its formation as a natural waterway that meanders through the site. It is acknowledged that the planning scheme seeks minimum buffers from the top of bank, however it is proposed to provide a wide green corridor (60m to 100m+) where the creek meanders and the development footprint may encroach within a buffer and then significantly separate.



Importantly, the development footprint is free from flood impact and does not cause any worsening of off-site flooding.

The amended plan also maximises road frontage to Yuan Creek to avoid edge effects and improve public connection to the green space. Given the undulating nature of the subject site, this creates challenges in minimising earthworks on the waterway without significantly reducing the development footprint. A solution is to incorporate retaining structures of high-quality treatment and landscaping within the open space allotment. This avoids retaining within road reserve and screened from public view while minimising impact on the biodiversity values of the waterway.



Development Plan

Since time of lodgement other applications have advanced in the locality. COM/2024/317 at 202 Baileys Mountain Road have updated designs which have been incorporated into the proposal and ROL/2025/49 at 50 Courtney Drive to the north. While the application at 50 Courtney Drive is acknowledged, given the early assessment of this application it has not been considered in the submitted design.



Response to Information Request

PLANNING ASSESSMENT

1. Plan of Development

Officers acknowledge that the applicant has provided a document which resembles a Plan of Development, including built form parameters and design controls for future Dwelling houses on the proposed lots (including small lots). This cannot be endorsed through a Reconfiguring a lot application. Officers will assist with advising the appropriate mechanism for the delivery of dwelling house product on future lots and will discuss potential further application mechanisms after the layout of the current application is better refined.

Response:

The Plan of Development has been removed from the application material.

2. Adjacent development

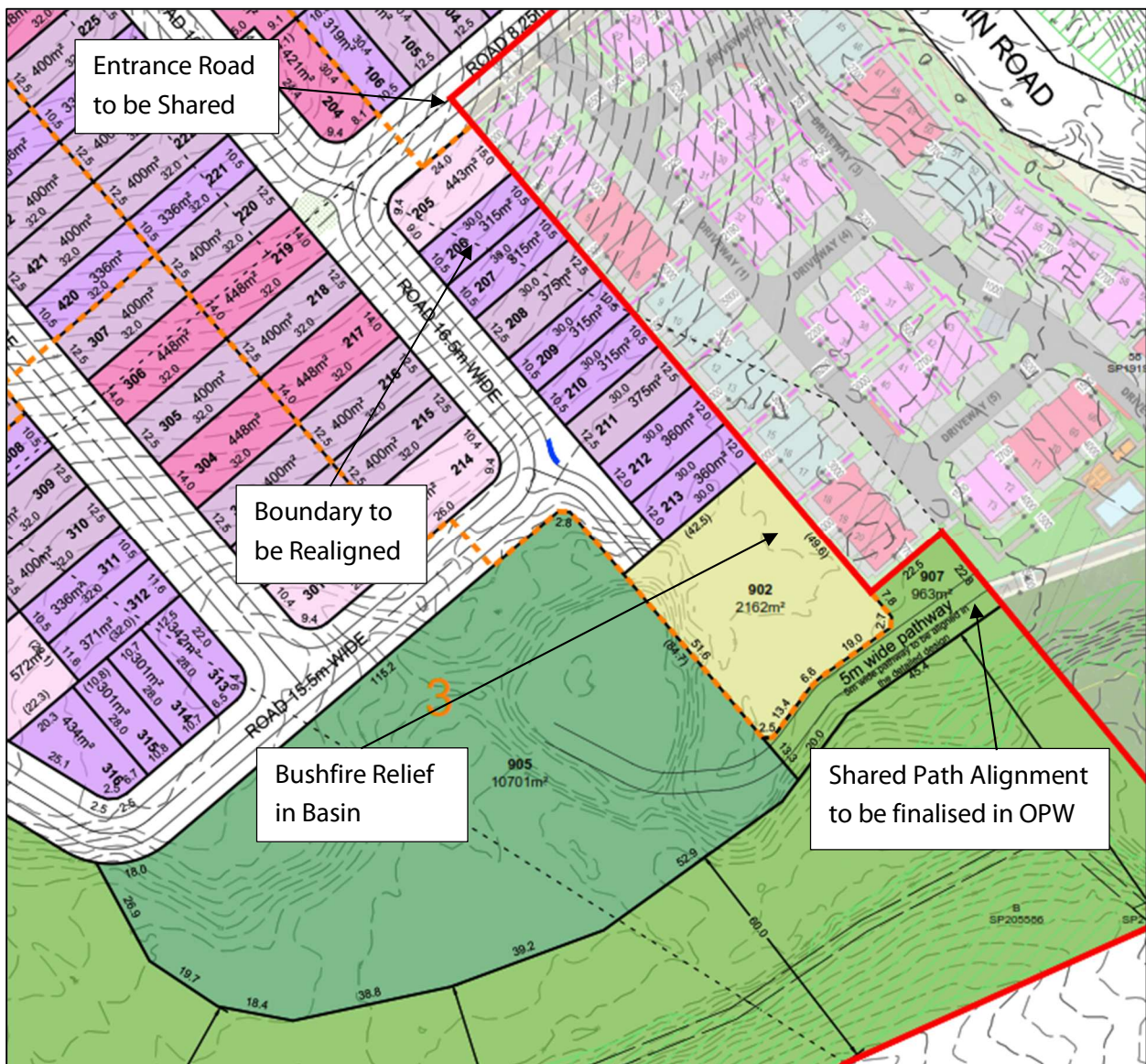
It is noted that Lot 58 SP191940 is included in the subject application. An application is currently being assessed over this site (COM/2024/317), which includes a boundary realignment (to facilitate the subject application) as well as a new road to Baileys Mountain Road and LGIP recreation linkage. The development footprint of the adjacent development and associated infrastructure are to be superimposed on the proposed site plan to show the relationship between the two developments.

It should be noted that all infrastructure within both lots will be conditioned for each application, should a favourable outcome be reached.

Response:

The proposal plans have been amended to superimpose the development footprint of COM/2024/317 and show linkage between the two developments. Of note is the requirement of COM/2024/317 to have a bushfire setback which aligns with Lot 902 drainage basin. The southern pedestrian linkage is also of importance and the 5m wide footpath has been roughly aligned with the 30m buffer from the top of Yuan Creek bank. While not exactly aligned on these drawings, conditions of approval will require that at detailed design these are to be matched.





Interface with COM/2024/317

3. Small lots

The proposed development includes a number of small lots (under 400m²). While it is acknowledged that the Courtney North-east sub precinct does not preclude small lots, and rather encourages a higher density (compared to the other sub-precincts in the Courtney Drive), Officers have concerns that these small lots are clustered together rather than distributed amongst the larger lots. This creates uncertainty regarding the ability for crossovers, on street car parking and street trees between each lot (refer Subdivision Engineering and Landscape Assessment items).

In accordance with Performance outcome PO12 and Performance outcome PO13 of the Reconfiguring a lot code, the applicant is requested to provide greater distribution between the proposed small lots and larger lots.



Additionally, the applicant is requested to provide a VXO allocation plan which incorporates all information required by Subdivision Engineering (VXO width and separation to gully pits) and Landscape Assessment (i.e., location of street trees) as well as on-street parking availability on the one plan. The applicant should note that all VXO's for narrow lots will be required to be delivered by the developer prior to plan sealing each stage.

The applicant is also encouraged to consider the applicable mechanism for assessing/establishing future Dwelling houses on these small lots, noting the proposed 'building envelopes' cannot be endorsed through this Reconfiguring a lot application.

Response:

The development layout has undergone significant redesign to avoid clustering of narrow lots. Where this has occurred is to counter the significant slope of the land by avoiding tiered lots or large retaining walls. The benefit of narrow lots is that it allows for a series of smaller retaining structures on boundaries and avoids retaining structures facing public spaces.

In the redesign, generally no more than two lots of less than 12.5m frontage adjoin each other. In limited circumstances where this has occurred they face areas of open space. There is significant esplanade roads (fronting open space) within the proposal which allows for on-street parking. A VXO Allocation Plan that demonstrates sufficient on-street parking, street trees and gully pits will be prepared, however is proposed to be undertaken after Council's initial assessment of the design given the amount of work required in this exercise. A minimum of 1 onsite car space per 2 lots can be achieved and will be demonstrated prior to finalisation of assessment.

4. Future road connection

The applicant proposes five (5) roads with "temporary turn around lots" to facilitate future road network connection with adjacent Lot 184 on RP173727. This lot does not form part of the application, and as discussed by Subdivision Engineering below, these roads result in substantial level difference which necessitate substantial earthworks to make a future road connection feasible. The applicant has also not provided an indicative road network plan.

The applicant is requested to demonstrate why five (5) roads with no permanent turn around facility (i.e., cul-de-sac head) are necessary to demonstrate that the future local road network is permeable and facilitates high connectivity in accordance with Specific outcome 3.6.4.1(2) of the Transport system efficiency element of the Strategic framework.

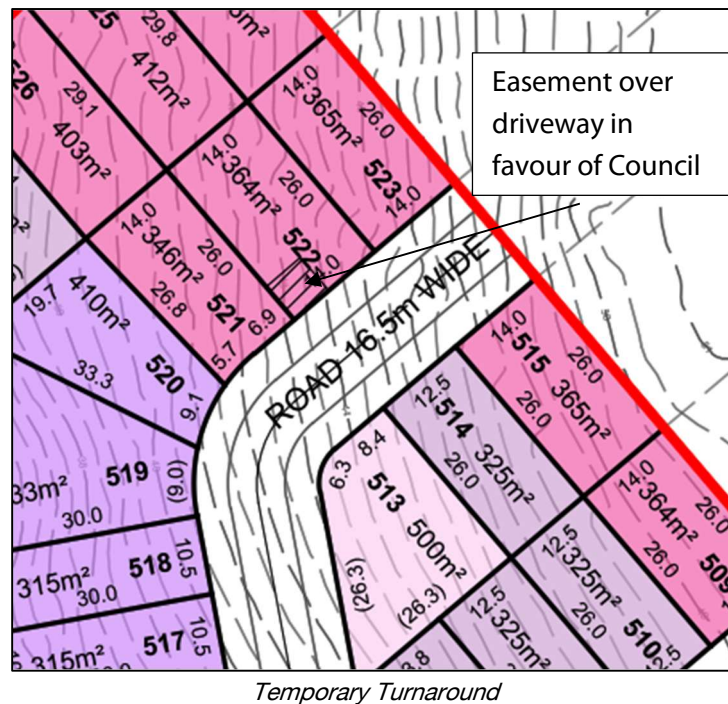
Additionally, as each proposed "temporary turnaround lot" will be private property, the applicant is also required to ensure these areas are burdened by an easement benefitting Council to allow future access for the purpose of vehicle turnaround.

Response:

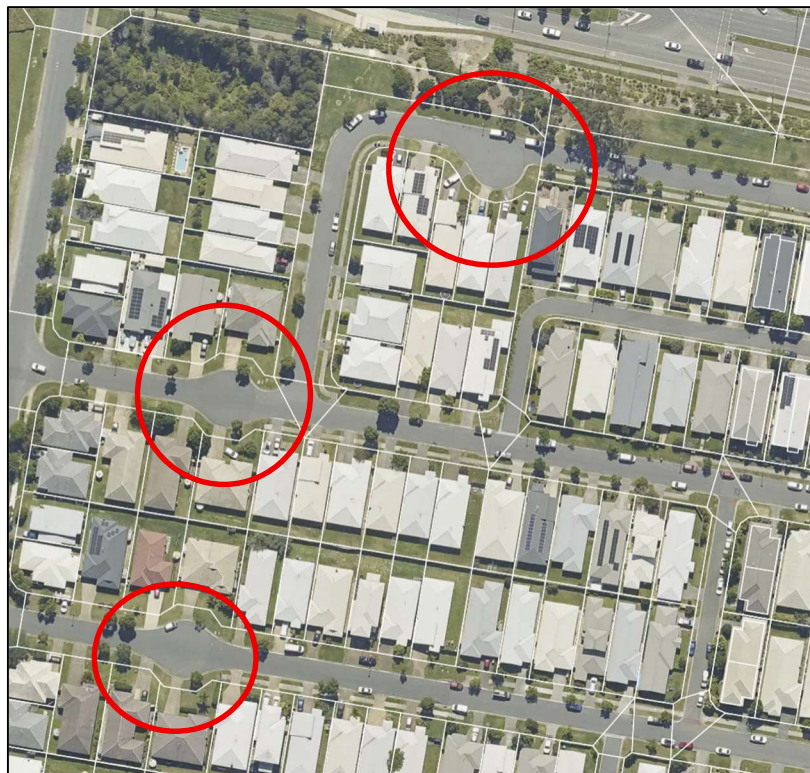
Given the inclusion of 31 Courney Drive, the need for temporary turnarounds has been reduced. However, given the nature of greenfield land development and the fragmentation of land, these scenarios are unavoidable. There are now only 1 temporary turnarounds proposed, which is needed to facilitate development of adjoining parcels of land in an orderly fashion. The inclusion of permanent cul-de-sacs would fragment these parcels and not comply with the walkable neighbourhood provisions of the *Planning Regulation 2017* Schedule 12A.



The applicant's solution is to burden an allotment with an easement and temporary turnaround driveway separate from the dwelling driveway. This temporary driveway can be removed once the road is extended.



The below image is an example of a poor outcome in Pimpama where cul-de-sacs were created as a temporary solution and can not be remedied. This has resulted in large extents of pavement, reduced verges, irregular lot shapes and reduced on-street parking.





5. Amended plan

The applicant is requested to update all relevant plans and drawings to reflect any changes to the subdivision layout as a result of the Information Request items.

The applicant is to ensure the site plan clearly shows the 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:

The above requested information has been incorporated into the amended plans.

SUBDIVISION ENGINEERING

6. Indicative road network plan

The application supporting material does not include an indicative road network plan, nor is the external road network considered in the Traffic Impact Assessment (TIA). In accordance with the assessment benchmarks (including the Overall outcomes of the Reconfiguring a lot code and the Transport system efficiency element of the Strategic framework), the applicant is requested to provide the following:

- a) Indicative road connection from all proposed public roads to adjoining Lot 182 on RP156422, Lot 184 on RP173727 and Lot 187 on RP173728. Indicative road connection within Lot 187 on RP173728 should be connected to approved internal public roads within western adjoining lot of Lot 187 (Council's reference number: COM/2019/82);*



- b) *Estimated daily traffic volumes should be shown on all proposed public roads and section of Courtney Drive at frontage of the site based on a scenario of post subdivisions within Lots 182 on RP156422 , 184 on RP173727, 187 on RP173728, Lot 58 on SP191940 (proposed 73 town houses) and including property of existing ROL approval (COM/2019/82). Information of estimated daily traffic volumes should be provided by a RPEQ specialising in traffic engineering; and*
- c) *The applicant is requested to confirm that all proposed public roads within the subject site do not have any physical constraints (e.g. retaining walls and extremely steep batters) to the abovementioned adjoining lots. This information should be included as an annotation.*

Response:

The proposal plans (**Attachment C**) includes all potential future public road that may connect with the site.

A Traffic Impact Assessment (**Attachment I**) is attached to include anticipated traffic volumes based on a completed development front.

Reference is made to the attached Engineering Services Report and preliminary earthworks plan (**Attachment F**) that demonstrates earthworks within road reserves, temporary and permanent.

7. Road connectivity

Proposal Plan for Stage 3 shows proposed cul-de-sac head extending from Richardson Crescent (adjacent to 141 – 143). Proposed Plan for Stage 4 shows proposed 286m long cul-de-sac head road.

These proposed roads do not comply with the relevant assessment benchmarks requiring a permeable and legible street network, including Performance outcome PO20 and Overall outcome OO9.4.8.2 (2) (d) of the Reconfiguring a lot code and Specific outcome 3.3.4.1 (8) (e) of the New communities element of the Strategic framework. To demonstrate compliance with these benchmarks, the applicant is requested to:

- a) *Amend Stage 3 to show the proposed cul-de-sac relocated to the common boundary of Lots 186 on RP173728 and 187 on RP173728. Design of proposed cul-de-sac head should allow extension of future public road into adjoining Lot 187 on RP173728;*
- b) *Amend Stage 4 to show an additional 16.5m wide western connection road (in vicinity of proposed Lots 104 – 106) to allow extension of future public road into adjoining Lot 187; and*
- c) *Proposed cul-de-sac head within Stage 4 should be relocated to Courtney Drive adjacent to Lots 137 and 138. Design of proposed cul-de-sac head should allow a footpath connection between the cul-de-sac head and proposed footpath within southern verge of Courtney Drive. In this instance, bollards should be installed between the cul-de-sac head and Courtney Drive to prevent vehicle movement.*

Response:

The proposal has been redesigned to take into account the above comments. The road network provides for a permeable outcome.



8. Earthworks for future public road extensions

Proposed Longitudinal Section for Road 1 shows that level difference between proposed finish level of proposed Road 1 and existing ground level of adjoining property (Lot 184 on RP173728) will be 3.11m. Proposed Longitudinal Section for Road 2 shows that level difference between proposed finish level of proposed Road 2 and existing ground level of adjoining property (Lot 184) will be 1.6m. Proposed Longitudinal Section for Road 3 shows that level difference between proposed finish level of proposed Road 3 and existing ground level of adjoining proposed (Lot 184) will be 1.23m.

As such, the proposed longitudinal sections for the abovementioned proposed roads do not comply with Specific outcome 3.3.4.1 (8) (e) of the New communities element of the Strategic Framework. The applicant is requested to submit an amended longitudinal section/s for Road 1, Road 2 and Road 3 showing level differences between proposed finish level of proposed public roads and existing ground level of adjoining property (Lot 184 on RP173727) not exceeding 1m.

Alternatively, if proposed level differences will be retained, the applicant is requested to submit the written agreement from the owner/s of adjoining Lot 184 on RP173727 accepting and acknowledging the onus of future earthworks to rectify the level difference. Please note however, officers will not be able to support level differences which are to the detriment of parties not subject of this development application.

Response:

See civil engineering response (**Attachment D**).

9. Proposed road upgrade for Courtney Drive

The proposed road upgrade for Courtney Drive will be a 5.5m wide carriage way and 0.75 between invert of kerb & channel and edge of the 5.5m wide carriage way. The proposed geometry profile of Courtney Drive does not comply with standard geometry profile requirement of Performance outcome PO15 and Performance outcome PO16 of the Reconfiguring a lot code or Specific outcome 3.6.1 (7) of the Improving transport outcomes element of the Strategic Framework.

The justification for this geometry in the Traffic Impact Assessment is not supported. It is noted that the road profile is not consistent with approved profile of existing cul-de-sac head of Courtney Drive (refer to Council's reference number: COM/2019/82). The applicant is requested to provide an amended typical cross section for Courtney Drive showing a 7.5m wide pavement (measuring from invert of new barrier kerb & channel (subdivision side) to edge of the new 7.5m wide pavement) and a 1m wide seal shoulder with line marking (opposite side).

Additionally, the Traffic Impact Assessment states that "Courtney Drive at the full frontage of the site will be Residential Access Street classification". Officers do not support this outcome with regard to pavement depths. Traffic volume at subject section of Courtney Drive will be more than 751 VPD. In order to comply with the abovementioned benchmarks and relevant Specific outcomes of Strategic Frameworks, the section of Courtney Drive at the subject site should meet a Residential Collector Street classification for the purpose of pavement depth design.



Response:

Reference is made to attached Traffic Impact Assessment (**Attachment I**). and Engineering Infrastructure Report (**Attachment F**).

10. Typical section – Road 2 (CH.158.220 to CH.315.635)

The typical section for proposed Road 2 (CH.158.220 to CH.315.635) shows a 4.5m wide southern verge (standard verge profile), a 5.75m wide pavement and a 6.25m wide northern verge (table drainage with temporary 1 in 2 batter) on a 16.5m wide road.

Proposed 5.75m wide pavement and table drainage with temporary 1 in 2 batter do not comply with the standard geometry profile requirement of Residential Street classification, as required by Performance outcome PO15 of the Reconfiguring a lot code or Specific outcome 3.6.1 (7) of the Improving transport outcomes element of the Strategic Framework.

In order to comply with the abovementioned benchmarks and relevant Specific outcomes of the Strategic Framework, the applicant is requested to submit amended typical cross section for Road 2 showing standard geometry in accordance with a Residential Street classification.

Response:

See Engineering Infrastructure Report for updated drawings (**Attachment F**).

11. Typical section for Road 5 (Short Stub Road)

Proposed typical cross section for Road 5 shows proposed kerb (B2) on the higher side of proposed one-way crossfall. Proposed B2 kerb and one-way crossfall result in concentrated water flowing across the road which is not supported. In this instance, the applicant is required to submit amended Typical Cross Section for Road 5 showing 2-way crossfalls and barrier kerb & channel (B1) on both sides in accordance with IPWEA Standard Drawing (RS-080)

Response:

See Engineering Infrastructure Report for updated drawings (**Attachment F**).

12. Land dedication for road widening

The applicant is required to submit an amended site plan which shows the proposed land dedication area at the existing cul-de-sac head of Wright Court adjacent to proposed Lots 148 and 149. Proposed land dedication area should be achieved to provide (minimum) 4.5m wide verge measuring from invert of kerb line to proposed property lines of proposed Lots 148 and 149.

Response:

The above request has been incorporated into all drawings. Land dedication areas have been noted on the plan (**Attachment C**).

13. Pedestrian Network Plan

The proposed site plan shows a proposed 1.5m wide footpath on one side of the proposed public roads. This is not consistent with nearby approvals (refer to COM/2019/82). In this



instance, all proposed footpaths should be 2m in width (except proposed short stub roads such as proposed road 5).

Proposed Road 6 will be a 287m long cul-de-sac head road which has 287m walking distance from the cul-de-sac head to Courtney Drive. This footpath design will be a poor permeable street network design for pedestrians. It does not comply with:

- *AO15 (b), PO15 (a), (c) and 9.4.8.2 (2) (d) Overall Outcomes of the ROL code;*
- *3.3.4.1 (8) (b) (Specific outcomes) of Element (New Communities);*
- *3.6.1 (5) (Specific outcomes) of Improving transport outcomes;*
- *3.6.3.1 (4) (Specific outcomes) of Element (Enhanced access and mobility);*
- *3.6.4.1 (2) (Specific outcomes) of Element (Transport System efficiency); and*
- *The Walkable neighbourhood requirements of the Planning Regulations 2017.*

In order to comply with the abovementioned benchmarks, the applicant is requested to submit a Pedestrian Networking Plan showing:

- a) 2m wide footpath along both sides of proposed Roads which will be identified as Residential Collector Street (estimated traffic volumes will be more than 751 VPD);*
- b) 2m wide footpath along one side of all other proposed Roads (estimated traffic volumes will be up to 750 VPD) (except proposed short stub roads); and*
- c) 1.5m wide footpath along one side of proposed short stub roads adjacent to proposed Lots 8 – 10 and adjacent to proposed Lots 54 – 55.*
- d) Footpath connection between the relocated cul-de-sac head adjacent to Courtney Drive (as requested in item 7 of this information request) and the proposed footpath within the southern verge of Courtney Drive.*

Response:

The pedestrian network has been amended as requested above.

14. Vehicle crossings

In order to comply with the relevant assessment benchmarks, the applicant is requested to submit a VXO allocation plan/s showing:

- a) Proposed VXOs for all proposed 10.5m wide frontage lots and neighbouring lots;*
- b) Proposed VXOs for proposed lots fronting to all proposed cul-de-sac heads;*
- c) Proposed VXOs for proposed Lots 148 and 149;*
- d) Proposed VXOs should be 4m at the kerb line; and*
- e) (minimum) 7m separation at the kerb line between proposed VXOs for neighbouring lots should be provided. Maximum separation at the kerb line between proposed VXOs adjacent to all proposed cul-de-sac heads should be provided.*

Response:

A VXO Allocation Plan will be undertaken. This plan requires a significant amount of work and is dependant upon final design. It is proposed to liaise with Council as the design evolves and prior to finalisation to complete this VXO Allocation Plan. The above comments have been taken into account and will be met.

15. Services

The provided Plan of Development plans show indicative location of VXOs for all proposed lots and Preliminary Services Layout Plans (Sheet 1 -2) show proposed location of gully



pits. According to the abovementioned Plans, the proposed VXO's conflict with the proposed gully pits and street trees.

In order to comply with the applicable benchmarks, the applicant is requested to submit a VXO

allocation plan/s showing:

- a) Proposed 4m wide VXOs at the kerb line for proposed Lots 2, 3, 5, 6, 13, 17, 20, 21, 24, 25, 28, 32, 33, 36, 37, 40, 41, 47, 48, 58, 59, 62, 65, 69, 75, 79, 82, 89, 92, 96, 103, 104, 107, 108, 112, 113, 125;*
- b) VXO for lot 148 and separation to existing gully pit;*
- c) Proposed gully pits;*
- d) Proposed street tree location; and*
- e) Proposed 4m wide VXOs shall have (minimum) 1m clearance from any parts of proposed gully pits at the kerb line.*

Response:

A VXO Allocation Plan will be undertaken. This plan requires a significant amount of work and is dependant upon final design. It is proposed to liaise with Council as the design evolves and prior to finalisation to complete this VXO Allocation Plan. The above comments have been taken into account and will be met.

16. Rear lots

The applicant is requested to provide longitudinal and cross sections for all proposed rear lots in order to demonstrate that access strip areas can achieve appropriate slope gradient from the road carriageway to future building envelopes in accordance with Council's land development guidelines and AS2890.2009.

Response:

Driveway long sections have been included within the updated Engineering Infrastructure Report (Attachment F).

17. Common Property for proposed CTS lots (not supported)

Proposed CTS Lots do not have nominated common property. It does not comply with the Body Corporate Act. In this instance, the applicant is required to submit an amended plan showing proposed common property for all proposed CTS lots.

Note – notwithstanding this item, this area is required to be removed pursuant to Environmental Assessment items below.

Response:

The proposed CTS Lots have been removed from the development to further enhance the green corridors and biodiversity outcomes.

ENVIRONMENTAL ASSESSMENT

18. Summary of changes to Plan of Development

The applicant is requested to amend the Plan of Development by providing the following changes to comply with the Strategic Framework 3.7 Living with Nature and Environmental significance overlay code:



19. Direct removal of 10 residential lots – lot 113 (1), lots 139 -140 (2), lots 141 to 143 (3) and lots 144 to 147 (4),
20. Removal of an additional three (3) residential lots from the amalgamation of two (2) lots 148 and 149 into one lot (1) and the amalgamation of three (3) lots 43 to 45 into one (1) residential lot and road frontage.
21. Provide road frontage (relocation) to lots 106 -112 – in discussion with Subdivision Engineering.
22. Provide road frontage to lots 46-53 if the wider section of the Yaun Creek riparian corridor is determined to be a Bushfire hazard area.

Further detail is provided below.

Response:

Significant redesign has occurred as described within the preamble of this response letter. Further detail is provided in the below items.

19. Yaun Creek riparian corridor

In accordance with Living with nature element of the Strategic framework, Performance outcome PO5 and Performance outcome PO11 of the Environmental significance overlay code the applicant is requested to provide an amended plan of development. Additionally, the applicant is requested to provide sustainable habitat for the Platypus (Ornithorhynchus anatinus) (Performance outcome PO18 & Performance outcome PO20 of the Environmental significance overlay code) of which there are historical and current records within Yaun Creek - including in the conservation reserve adjacent to this site. The requested amendments are to include the following changes:

- a) *Removal of proposed residential lots 144 to 147 due to:*
 - i. *Insufficient buffer width of <10m to the high bank of Yaun Creek and Yaun Creek tributary.*
 - ii. *Significant edge to area ratio of the development footprint.*
 - iii. *Fragmentation of habitat and narrowing of Yaun Creek riparian corridor impacting on fauna movement.*
 - iv. *Damming effect of the footprint and road access infrastructure to the 4 lots – which is likely to increase the siltation of Yaun Creek and Yaun Creek tributary channel upstream of the road access crossing.*
 - v. *Removal of General priority vegetation has not been minimised.*
 - vi. *Likely to be subject to >40kW/m² radiant heat flux (BAL-FZ) from adjoining 1.4ha conservation reserve (Lot 900SP205578) and future restoration of Yaun Creek to RE12.3.11 and RE12.11.24*
- b) *Removal of lots 141 to 143 to provide for the following:*
 - i. *an appropriate buffer to the high bank of Yaun Creek channel as the shown buffer is approximately 5m-10m wide in one section, and*
 - ii. *to provide road frontage connection to the adjoining western lot (187RP173728).*
Note that the approved plan of development for COM/2019/82 provided a road stub to facilitate road frontage along the southern bank of Yaun Creek within Lot 187RP173728 - in an easterly direction to this site.
- c) *Amalgamation of Lots 148 and 149 to provide one single lot of a smaller dimension - due to the following issues:*
 - i. *insufficient buffer to the high bank of Yaun Creek from Lot 149, and*



- ii. *disturbance to General priority vegetation has not been minimised and is likely to be further fragmented due to the extent of the residential footprint – note that the amalgamated lot is requested to meet the following dimensions:*
 - *have a building setback of 10m to the property boundary with the Yaun Creek corridor to minimise tree safety and maintenance issues with existing vegetation (that is retained), and*
 - *a 30m setback from the property boundary to the high bank of Yaun Creek.*
- d) *Removal of Lot 113 to part accommodate the stormwater infrastructure and reduce its footprint including batters and scour protection within the Yaun Creek riparian corridor. Refer to the request below to provide road frontage to the Yaun Creek corridor in this section of the site.*
- e) *Increased road frontage to Yaun Creek as outlined below in corridor interface issues.*

Response:

In response to the above, the following is noted:

- a) Lots 144 & 147 have been removed from the proposal. This change creates a significant corridor to contain Yuan Creek and its tributaries. At its widest, this corridor is now 147m wide;
- b) Lots 141-143 have been retained, but realigned and now labelled as lots 643 and 644. The extension of Richardson Court to the approval (COM/2019/82) to the west is an important linkage for permeability through the neighbourhood. Due to the geometry of the road this has allowed for a development area to contain the 2 allotments;
- c) Lots 148 & 149 (now labelled 645 & 646) remain as hydraulic modelling has defined this development footprint. Any impact on vegetation has been adequately off-set by retention and rehabilitation across the project and setbacks to Yuan Creek are adequate given the meandering nature of the waterway;
- d) The area around lot 113 has been considerably revised to accommodate road frontage to the green space network;
- e) The entirety of the main tributary of Yuan Creek now has road frontage or park frontage accessible to the public.

A response is also provided to the above items in **Attachment L – Environmental management response**.

20. Yaun Creek tributary riparian corridor

The Yaun Creek tributary riparian corridor is a 3rd order waterway and consideration has been given to allow reduced buffer widths compared to Yaun Creek (4th order waterway). The issue of bank stability with reduced buffer widths is outlined further below in streambank stability item of this information request. Notwithstanding, the applicant is requested to amend the plan of development to remove lots 139 and 140 due to insufficient buffers to two (2) tributaries of Yaun Creek, in accordance with Performance outcome PO5 of the Environmental significance overlay code.

Response:

Lots 139 & 140 (now labelled 528 to 530) remain as hydraulic modelling has defined this development footprint. Importantly there is an existing farm dam in this area which is to be removed



and rehabilitated, see Section 6.2.15.2(3)(xi) of City Plan. Also as described within this section is the ability to retain the second higher watercourse within private land. The applicant has chosen to dedicate the watercourse as public open space, determined to be a better outcome for public amenity.

Bank stability is discussed further below. A response is also provided to the above item in **Attachment L – Environmental management response.**

21. Waterway corridor frontage (interface issues)

Road frontage to waterway conservation corridors provides a clear separation between the built form and conservation area. Small urban lots fronting waterway corridors results in the following ongoing issues:

- *life and property concern from the proximity of large canopy trees, potential bushfire impacts and ongoing creek bank erosion.*
- *potential dumping of green waste and other materials*
- *invasive weed maintenance from adjoining gardens.*
- *reduced rehabilitated setback to accommodate maintenance trail separation between residential properties.*

In accordance with Strategic Framework Element 3.7.3 Green Space Network the applicant is requested to amend the plan of development to provide further road frontage to the Yaun Creek and Yaun Creek tributary riparian corridor: The following amendments to the riparian corridors are requested:

- a) *Delete lot 113 and relocate Lots 106 to 112 to allow for perimeter road frontage to Yaun Creek riparian corridor as outlined in Subdivision Engineering's Information Request*
- b) *Delete lots 141 to 143 to provide an appropriate buffer to the high bank of Yaun Creek and provide road frontage connection to the adjoining lot (187RP173728). This is to facilitate future road frontage along the southern bank of Yaun Creek to the approved development road stub provided in COM/2019/82 (previously requested above)*
- c) *Amalgamate lots 43, 44 and 45 to provide road frontage (and an amended residential lot 44).*

Response:

The applicant agrees with the above summation of roads fronting waterway conservation corridors and has undertaken a significant redesign to provide road frontage to the entirety of Yuan Creek. For the Yuan Creek tributary the design has provided for road frontage on 1 side with private lots on the other. This is envisaged within the City Plan where this watercourse could be held in private property. However, it is considered in the public interest for this land to be transferred to Council.

A response is also provided to the above item in **Attachment L – Environmental management response.**

22. Maintenance path

In accordance with Strategic Framework Element 3.7.3 Green Space Network, the applicant is requested to provide a minimum 3m-5m wide maintenance path (allowing for vehicular access) between residential lots and (within) the conservation area (riparian



corridor). This is applicable to the interface with Lots 46 to 53, lots 114 to 117 and lot 138. The applicant is requested to provide cross sectional detail to show the channel, high bank, rehabilitation area, maintenance track, park boundary and retaining walls (within residential lot).

Response:

The road within this area has been realigned and now provides a permeable network with connection back onto Courtney Drive and future development to the west.

23. Streambank stability – waterway corridors

Performance outcome PO5 of the Environmental significance overlay code includes the requirement for waterway buffers to provide for waterway bank stability. The Acceptable Outcome (AO5.5) for a mapped waterway is a 30m buffer to the waterway - which includes a general allowance for natural and anthropogenic waterway erosive processes.

The applicant is requested to provide confirmation/certification from a suitably qualified specialist such as riparian engineer or fluvial geomorphologist where buffers of <30m to the high bank of the waterway are provided. The certification is to demonstrate that the setbacks from the high bank of the waterway are appropriate for the waterway and underlying geology and soil associations.

Note – this should be considered in tandem with hydraulic and stormwater considerations.

Response:

This item is currently being undertaken by professional consultants. Preliminary findings are that the proposal can achieve compliance. These findings and any recommendations/mitigation measures will be provided under separate cover once available.

24. Rehabilitation management plan

In accordance with Performance outcome PO26 of the Environmental significance overlay code, the applicant is requested to provide a Rehabilitation management plan for the proposed conservation areas generally in accordance with City Plan Policies Schedule 6.8 Environmental management plans.

Note - Pre-clear vegetation mapping of Yaun Creek further downstream of this site is mapped as 80/20 (RE12.3.11/RE12.3.1a). RE12.3.1a is described as complex notophyll vine forest (rainforest). Rehabilitation of the riparian corridors for this site with plantings of RE12.3.1a up to 5m width from the creek channel(s) on Landform 3 is acceptable to Environmental Assessment and Bushfire Assessment.

Response:

See attached Bushfire Mitigation Report (**Attachment M**) and Rehabilitation Management Plan (**Attachment K**) in response to the above.



BUSHFIRE ASSESSMENT

25. Bushfire hazard

The proposed site conservation areas are generally 40m to 60m wide rehabilitated riparian corridors. However, the adjoining Lot 900 SP202278 (existing conservation park) increases the rehabilitated Yaun Creek corridor width up to 120m. It is also noted that, in accordance with Environmental Assessments items above, lots 144-147 are requested to be removed due to their significant impact (current and future) on the Yaun creek riparian corridor.

Adjoining Lot 900 SP205578 is a 1.4ha Council conservation park and has not been assessed as a bushfire hazard area as it is not currently mapped. The size of the conservation area, its hazardous vegetation classes of VHC 9.1 and VHC 9.2 and proposed rehabilitation of Yaun Creek corridor could potentially result in proposed lots 144 to 147 and lots 47 to 53 being located within an area of $>40\text{kW/m}^2$ radiant heat flux.

- a) The applicant is requested to amend the Bushfire Mitigation Report for QM Properties at 31-53 Courtney Drive, 176 Baileys Mountain Road and 288 Reserve Road Upper Coomera by Eldon Bottcher Architect Pty Ltd, 25/11/2024 by providing the following information:*
- i. Determination of whether the 1.4ha conservation reserve (Lot 900) is currently or a future bushfire hazard area.*
 - ii. Determination of whether the 1.4ha conservation area and the additional rehabilitation of the adjoining Yaun Creek riparian corridor (primarily VHC9.1) results in the area being designated as a Bushfire hazard area.*
 - iii. Produce a radiant heat flux contour map should any part of the site be designated as a Bushfire hazard area.*
 - iv. Removal of, or relocation of any lots (BLE's) located within areas of equal to or $>29\text{kW/m}^2$ radiant heat flux.*
 - v. Updated plan of development in response to City Officers Information Request.*

Note - that Pre-clear vegetation mapping of Yaun Creek further downstream of this site is mapped as 80/20 (RE12.3.11/RE12.3.1a). RE12.3.1a described as complex notophyll vine forest (rainforest). Rehabilitation of the riparian corridors for this site with plantings of RE12.3.1a up to 5m width from the creek channel(s) on Landform 3 is acceptable to Environmental Assessment and Bushfire Assessment.

Response:

See attached Bushfire Mitigation Report (**Attachment M**) in response to this item.

26. Reticulated water supply

The Bushfire Mitigation Report section 3.5 Proposed Fire Fighting Infrastructure states that the reticulated water supply "is to always have sufficient flow and pressure characteristics for fire-fighting purposes" – but provides no detail on how this is to be achieved. The proposed development does not comply with the Acceptable outcome and limited information for assessment against Performance Outcome 10 has been provided.

- a) The applicant is requested to demonstrate that in a bushfire hazard area, the development maintains the safety of people and property by ensuring that the water*



supply is reliable and has sufficient flow and pressure requirements for fire-fighting purposes at all times.

Response:

The attached Water and Wastewater Report (**Attachment H**) demonstrates that networks have sufficient capacity to service the proposed development for fire flow demands.

TRANSPORT ASSESSMENT

27. Circulation and street access design

To demonstrate compliance with Performance outcome PO16 of the Reconfiguring a lot code, the following assessments shall be undertaken:

- 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 this intersection (i.e. not only the subject development proposal, but other developments intended to use the proposed access location). 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, the 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 7-1 of the report, has not been substantiated (it is also noted that this item remains unresolved as part of development application COM/2024/317, which is referenced in the applicant's report). To be clear, the 'ultimate' intersection design must be identified at this stage so that appropriate infrastructure can be provided (in addition to any land dedication required). A revised, fully-dimensioned functional layout drawing showing the required intersection design, endorsed by an RPEQ Traffic Engineer, shall be submitted.*
- b) Demonstrate, through fully-dimensioned, functional layout drawings (endorsed by an RPEQ Traffic Engineer), any upgrades required to the existing Baileys Mountain Road / Courtney Drive intersection with the addition of proposed development traffic.*
- c) Undertake a turning warrants assessment (in accordance with Austroads guidelines) for the proposed access intersection in Courtney Drive ('Stage 4' of development). Of note, 'through' traffic volumes on Courtney Drive shall consider other development approvals granted with access from Courtney Drive. Submit a fully-dimensioned, functional layout drawing (endorsed by an RPEQ Traffic Engineer) for the required intersection design at this location.*
- d) All functional layout drawings must demonstrate that the proposed works achieve full compliance with all relevant design standards (including Council's standards and Austroads guidelines) - this includes (but is not limited to) intersection geometries, horizontal alignments, lane widths, verge widths, corner truncations, etc. In addition, it must be demonstrated that the proposed works align with any Council road planning for the respective roads / intersections (for example, upgrades planned along Baileys Mountain Road).*



- e) *Submit swept paths demonstrating that all proposed intersections have suitable geometric configurations to accommodate movements by the relevant 'design service vehicle'.*
- f) *Demonstrate compliant sight distances for all proposed intersections / access points, including:*
 - i. *New public road / Baileys Mountain Road*
 - ii. *New intersection in Courtney Drive ('Stage 4').*
 - iii. *Lots with direct access to Courtney Drive (in particular, lots 139 & 140)*

Background traffic growth – Baileys Mountain Road (source: City of Gold Coast)

2-way flow	2021	2026	2031	2036	2041
Baily Mountain Road	3991	6209	6297	8904	8905
Absolute Growth (from 2021)	2021	2026	2031	2036	2041
Baily Mountain Road		56%	58%	123%	123%
CAGR (from 2021)	2021	2026	2031	2036	2041
Baily Mountain Road		9.2%	4.7%	5.5%	4.1%

Response:

See Traffic Engineering Response (**Attachment I**) in response to the above item.

OPEN SPACE AND LANDSCAPE ASSESSMENT

28. Retaining works – private lot

The submitted preliminary earthworks plans nominate retaining works to be constructed within the individual lots which will front current and future road reserves in addition to conservation areas. Officers have concerns with the amenity appearance in accordance with Performance outcome PO9 of the General development provisions code and the applicant is requested to submit amended drawings reflecting the following:

- a) *The proposed 1.5m – 3.0m high retaining wall nominated along the front boundary of Lot 100 is considered to negatively impact the frontage interface of Courtney Drive. Officers request for the retaining works (and associated footings) to be setback a minimum 600mm to provide space for screening shrub planting to be incorporated between the retaining wall and the boundary fronting Courtney Drive.*
- b) *The proposed retaining wall nominated along the front boundary of proposed Lots 16 & 17 adjacent future 'Road 01' are requested to be setback a minimum 600mm to provide space for screening shrub planting between the wall and the future road reserve.*
- c) *The proposed retaining wall nominated along the front boundary of proposed Lots 62 and 63 adjacent Road 02 are requested to be setback a minimum 600mm to provide space for screening shrub planting between the wall and the future road reserve.*
- d) *For any other proposed retaining walls (and associated footings) along a front boundary (or future front boundary) not listed above are requested to setback a*



minimum 600mm from the front boundary to allow for garden area between the retaining wall and front boundary.

- e) Any proposed retaining wall within the subject site is requested to incorporate a high quality design by incorporating split face textured material which are provided in a charcoal colour. It is also requested that the type of wall is specified, noting that a wall type with a narrower footprint (e.g. concrete sleeper) will have less impact on the usable areas on the lots.*
- f) An updated Statement of Landscape Intent (SLI) is requested to be submitted identifying the retaining wall locations within the private land and garden areas incorporating screening shrubs where these retaining works are requested to be setbacks from a boundary.*
- g) Any retaining walls within the private lots adjoining the future Conservation lots (Lots 900 and 902) are requested to be adequately setback from the conservation lot in accordance with SC6.12 City Plan policy – Land development guidelines.*
- h) Amended preliminary earthworks plan and updated cross-sections are requested to be included amending the retaining wall locations and design.*

Response:

Amended Plan of Landscape Intent (**Attachment J**) and amended earthworks plans (**Attachment F**) are attached in response to the above item. With reference to retaining structures that front public areas, the applicant is proposing high quality design with split face textured material in a charcoal or similar colour. For tiered walls screening shrubs will be provided within the tier to assist with soften of appearance.

Appropriate conditions that are consistent with Council's land development guidelines is considered reasonable.

29. Street tree planting

Officers note the submitted drawings include stormwater infrastructure located within the new road reserves directly behind the back of kerb which may impact future street tree planting. Additionally, the submitted drawings do not identify the vehicle cross-over (VXO) locations for the proposed lots, which will limit opportunity for new street tree planting. In order to provide street tree planting within the road reserves in accordance with Performance outcomes PO15 and PO18 of the Reconfiguring a lot code, the applicant is requested to submit amended drawings reflecting the following:

- a) All infrastructure lines (including pipes for water, sewer and stormwater) nominated within the road reserve are requested to be located outside the area from the back of kerb to ensure street tree planting is able to be incorporated.*
- b) An amended plan nominating the VXO location for each lot is requested to be submitted ensuring sufficient space is available for street tree planting.*
- c) Street tree planting is requested to be nominated within the residential subdivision in compliance with SC6.12 City Plan policy – Land development guidelines and SC6.13 City Plan policy – Landscape work.*
- d) An amended Statement of Landscape Intent (SLI) is requested to be submitted reflecting the amended street tree planting locations in conjunction with services and VXO locations within the new road reserves.*



Response:

In response to the above reference is made to the attached Plan of Landscape Intent (**Attachment J**) and Engineering Infrastructure Report (**Attachment D**). A VXO Allocation Plan will be prepared once lot designs have been agreed with Council officers.

30. Change to ground level and infrastructure in conservation lots

The submitted preliminary earthworks drawings identify areas of cut within the future Lot 900 dedicated Conservation lot for the Yaun Creek waterway. Officers request for amended drawings to be submitted demonstrating that any cut/fill works are minimised within the future Conservation lot to be dedicated to Council, and that these cut/fill works will allow rehabilitative planting in accordance with Environmental Assessments information request items.

Additionally, where infrastructure is required to connect to legal point of discharge in the future conservation area, the infrastructure is limited to the greatest extent possible to reduce impacts to areas to be dedicated for conservation purposes.

Response:

Earthworks has been limited within the conservation corridor to only where necessary. This does result in retaining structures within the corridor, but only to reduce lengthy batters. All retaining structures will be of high quality and meet all safety objectives. Any earthworks within the conversation corridor will be appropriately rehabilitated in accordance with the Rehabilitation Management Plan (**Attachment K**).

31. Drainage reserve – Landscape interface

Officers have concerns with the lack of landscaping nominated with the Baileys Mountain Road interface within proposed Lots 801 and 901. In order to enhance the interface of the estate when viewed from the road frontage, an amended Statement of Landscape Intent (SLI) is to be provided reflecting a combination of trees and screening shrub planting within the Baileys Mountain Road interface (outside the future road widening area) to assist addressing Performance outcome PO4 of the General development provisions code.

The stormwater management plan is also requested to be updated, ensuring the nominated swale within proposed Lots 801 and 901 can support large tree planting with batters not exceeding 1(V):3(H).

Response:

In response to the above see attached Statement of Landscape Intent (**Attachment J**) and Stormwater Management Plan (**Attachment E**).

COMMUNITY FACILITIES AND OPEN SPACE PLANNING AND ASSET MANAGEMENT

32. DSS requirements – Local recreation park

Officers acknowledge that the shape of the proposed local recreation park (proposed Lot 1000 (Park)) doesn't specifically meet the desired standard of service outlined in the Local Government Infrastructure Plan (LGIP). Notwithstanding, the Park is considered to meet the size as well as the main components of the DSS (gradient, embellishments etc). The Applicant is requested to provide a bill of quantities to support determining offsets based on



the proposed Park layout. Please note, at this stage, Officers are unable to confirm if all embellishments as proposed will be supported.

Response:

A bill of quantities has been included within the landscape response (**Attachment J**).

33. Batters within Park

The Applicant is requested to confirm the proposed grades within the Park. Please note, grades must not exceed 1:4 to allow future maintenance.

Response:

The proposed grades within the park were typically less than 10%, which will allow for detailed landscape levels and pedestrian pathways to be constructed and achieve no ultimate grades that exceed 1:4.

34. DSS requirements – Local recreation linkage

LGIP reference REC_LR_0021 demonstrates the requirement for a 15 metre wide path extending through the subject site. The plan set however does not demonstrate this infrastructure and rather proposes a 10 metre wide shared path which is not consistent with LGIP. Therefore, Offsets may not be applicable.

Notwithstanding, as per the specialist reports, it is identified that there is infrastructure encumbering this linkage including a 10 metre wide weir overflow area. The Applicant is advised that this outcome is not supported by officers in its current form. All infrastructure encumbering the recreational linkage must be designed in a manner which ensures the linkage path remains dry at all times.

The proposed recreational linkage is to be provided within a separate lot. The Applicant is requested to amend all applicable drawings to demonstrate this.

The applicant is also requested to provide a plan which shows alignment with the adjacent recreational linkage at 202 Baileys Mountain Road.

Note – officers request this matter is workshopped in consultation with the relevant asset custodians to achieve a suitable outcome.

Response:

The location of the pedestrian linkage has been revised to meet with the adjoining development at 202 Baileys Mountain Road and the pathway infrastructure to be located approximately 30m clear of the Yuan Creek top of bank. This requirement can be conditioned appropriately on both applications to make sure connectivity occurs.

It is confirmed that the infrastructure will remain free of overland flow at all times.

It is also acknowledged that the dimension of the linkage is slightly less than 15m in part, however being located adjacent a drainage reserve and the Yuan Creek conservation area, this area will



practically blend together as there will be no restrictive fencing and all under Council ownership. The eastern portion of the linkage area is greater than 15m at approximately 23m in width.

35. Bin pads

As demonstrated within the specialist reports, the Applicant is proposing bin pads within the road reserve adjacent to the Park lot. With the proposed reduced verge and the 2m wide footpath abutting, the Applicant is advised this is not a suitable location for the bin pads. The Applicant is requested to submit amended plans demonstrating the relocation of the bin pads.

Response:

Given the significant redesign, bin pads are now appropriately located adjacent residential lots associated with lots 211-213.

36. Retaining walls

The Preliminary earthworks plans demonstrate a 0-1.5 metre high retaining wall along the frontage of the Park as well as within the Park. The applicant is to ensure that any retaining walls are appropriately identified on the preliminary earthwork plans for consistency.

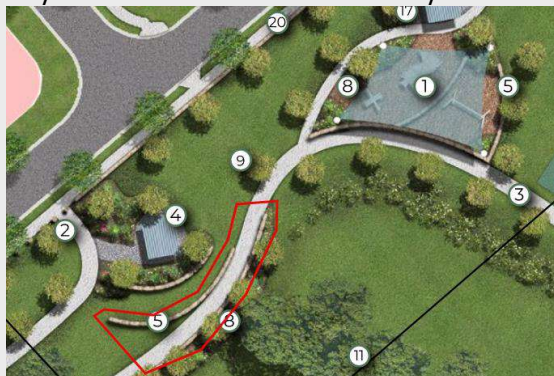
a) Retaining walls along the frontage of the Park:

The Applicant is advised that Officers do not support the proposed retaining walls along the frontage of the path. The retaining walls will impact on the City's ability to carry out maintenance and will also increase future maintenance costs. The Applicant is requested to remove all retaining walls along the frontage of the site. This includes surrounding the proposed pad mount.

b) Retaining walls within the Park:

While's the City's policy position is to not accept retaining walls within public parks due to increased ongoing maintenance costs, Officers are however supportive of the retaining wall surrounding the perimeter of the playground and picnic shelter area (refer to wall located near #1 and #4 on the legend of page 6 of the SLI). To further understand the height of the proposed retaining walls and proposed material, the Applicant is requested to submit a retaining wall plan. Please note, for sandstone block, the required standard is A or B grade.

The proposed retaining wall on either side of the pathway as identified below is requested to be removed and replaced with a suitable batter.



Response:

The proposed retaining walls have been shown on the updated bulk earthworks drawings (**Attachment F**). 1.5m max retaining walls have been proposed along the frontage of the park to ensure that all proposed batters within the park do not exceed that 1:4. All proposed retaining walls will be a sandstone block wall. See attached Plan of Landscape Intent (**Attachment J**).

37. Access to Lot 800

To support ongoing maintenance access, submit amended plans demonstrating the proposed access driveway to the bio-retention basin is concrete.

Response:

See attached Stormwater Management Plan (**Attachment E**).

WATER AND WASTE

38. Amended Water Reticulation Plan and Reporting

Council acknowledges the provided Preliminary Services Plans (OSK6521-P040 & P041). Officers have identified inconsistencies between these drawings and the planned water supply arrangement for the area.

The subject development is planned to be serviced via a new (WSSIP Identified) DN200 water supply main from Bailey's Mountain Road, along with a new booster pump station to service the catchment. Depending on the timing of surrounding developments, it may be the responsibility of the subject development to undertake the infrastructure upgrades/extensions on behalf of Council to provide the development with water supply. The applicant is required to consider the timing of implementation of the existing approval 'MIN/2024/449' at 155 Baileys Mountain Road, to determine sequencing of infrastructure upgrade works.

Council will not accept water supply to 41 and 53 Courtney Drive via an extension of the existing Courtney Drive reticulation main. The acceptable outcome for this proposal is to extend the WSSIP planned water supply infrastructure via Baileys Mountain Road, via Courtney Drive to service the proposal on 41 and 53 Courtney Drive. The applicant shall consider the required sizing for the new mains extension to service the subject proposal and the other properties/future developments on both sides of Courtney Drive.

Based on the above requirements, the applicant is requested to amend the Preliminary Services Plans, ensuring that

- a) The reticulation layout plans are consistent with Council's planned servicing strategy for the area.*
- b) The proposed sizing of all mains are clearly noted on the drawings; and,*
- c) The Water and Wastewater Assessment Report (OSK6521-0005) by OSKA Consulting is consistent with the amended Preliminary Services Plans and Council's planned servicing strategy for the area.*

Furthermore, following a review of the Water and Wastewater Assessment Report (OSK65210005) by OSKA Consulting, Council has the following concerns:



- a) *Section 3.1 of the report states that the 'The proposed development is gravity supplied by the Peanba Park Road tanks (47 ML) approximately 1.5 km to the southeast. Figure 3 illustrates the extent of the greater Worongary Low Level Zone (LLZ) assessed.' The applicant is to clarify how the Worongary LLZ assessment is linked with servicing this development.*
- b) *Section 3.3 of the report states that '....using the InfoWater model for the City's southern potable water network (Northern v95_ WSSIP_2019) provided by the City.' The wording in bold lettering should be amended in the report.*
- c) *Section 3.4 of the report states that 'All demands from the proposed Breakwater Road development have been allocated evenly across the modelled internal nodes.' The applicant is to explain how the Breakwater Road development is linked with this development.*
- d) *Section 3.3.2 of the report speaks to the Baileys Mountain Road Booster Pump Relocation. The applicant is requested to provide a layout plan clearly illustrating the servicing boundaries for the proposed booster pump station, servicing not only the subject development site but future lots within the supply catchment. The calculated EP demand/flow and required pressure head is to be provided in Excel format for Council's review of the modelling findings.*

Response:

See civil engineering response attached (**Attachment D** and **Attachment H**).

39. Sewer reticulation schematic plan

In addition to the Preliminary Services Layout Plan which outlines the proposed gravity sewer horizontal alignment and points of connection to downstream infrastructure, provide to Council 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.

Response:

See civil engineering response attached (**Attachment D**).

40. Circulation and street access and design

Council acknowledges the provided RCV swept path diagrams by TTM Consulting, which show multiple dead-end points in the road network where the CoGC RCV is required to undertake a 3-point turn. It is unclear how the proposed layout (with dead ends) will facilitate safe and efficient access for the RCV in these areas. The applicant is therefore requested to address the items below in order to demonstrate compliance with Performance outcome PO15 of the Reconfiguring a lot code:

- a) *Demonstrate how the proposed temporary turning areas withing lots 24, 44, 73, & 98 will ensure a smooth transition into the proposed roadways to facilitate the proposed RCV turning movements. Furthermore, provide to Council an indication of how long these temporary turning arrangements are planned to be in place, noting that it is always Council's preference that 18m diameter cul-de-sac heads are provided to facilitate RCV turning on site.*
- b) *Amend the RCV Swept Path diagrams to include 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 SC6.15 City plan policy – solid waste management code.*



- c) *Manoeuvring clearances in accordance with AS2890.2 must be clearly depicted on drawings and demonstrate no obstructions exist for all waste servicing manoeuvres.*
- d) *Ensure all RCV Swept Paths are signed by an appropriately qualified RPEQ.*

Response:

The amount of temporary turnaround areas has reduced (one only) given the redesign. Nevertheless, where these exist, have been addressed in the drawings provided in the Traffic Impact Assessment (**Attachment I**).

GEOTECHNICAL ENGINEERING

41. Landslide hazard code

In accordance with Performance outcome PO1, PO3 and PO3 of the Landslide hazard overlay code, the applicant is required to demonstrate:

- a) *Development is certified by an RPEQ as being responsive to the constraints of steeply sloping land;*
- b) *Cut and fill work will not adversely affect slope stability or create erosion potential; and*
- c) *Demonstrate wastewater disposal will not create or increase the likelihood of instability on the site or neighbouring sites.*

Response:

See attached Geotechnical Assessment (**Attachment M**).

42. Slope constraints and stability

Demonstrate development on any lot partially or completely mapped as moderate, high or very high landslide hazard, as identified on the Landslide hazard overlay map, is supported by an RPEQ certified geotechnical report, which adequately assesses and documents the site's geotechnical stability and constraints and incorporates necessary mitigation measures so that the level of landslide risk to property and person is low. The geotechnical report should be prepared by a Registered Professional Engineer of Queensland (RPEQ) specialising in geotechnical engineering addressing the following issues in accordance with SC6.10 City Plan policy - Geotechnical stability assessment guidelines:

- a) *The report should provide a site-specific landslide risk assessment for each proposed lot impacted by the Landslide Hazard Overlay. The risk assessment should be based on surface and subsurface geotechnical information of the site/lot. The report should demonstrate that each proposed lot achieves a landslide risk rating of 'Low' or better. The report should provide a summary table of the landslide risk assessment for the proposed lots. If the report determines any lot with a 'Moderate' or worse risk rating, it should recommend appropriate and adequate risk mitigation measures to reduce the risk rating to 'Low' or better;*
- b) *The report should include a certification from a Registered Professional Engineer of Queensland (RPEQ) specialising in geotechnical engineering confirming that each proposed lot achieves a landslide risk rating of 'low' or better and each lot is suitable for its intended use; and*
- c) *The report should provide appropriate engineering recommendations for any earthworks in order to achieve and maintain a factor of safety of at least 1.5 in the long-term conditions.*



Response:

See attached Geotechnical Assessment (**Attachment M**).

HYDRAULICS AND WATER QUALITY

43. Maintenance access for bioretention basin

The development proposes multiple bioretention basins and the applicant is requested to provide further information to demonstrate compliance with the Healthy waters code, Land Development Guidelines (LDG) and best practice design in accordance with Healthy Land and Waters guidelines for bioretention basins.

The applicant has proposed to combined detention and bioretention at 3 different locations. Officers understand that the device will be dedicated to Council for future ownership. The applicant is requested to demonstrate that suitable maintenance access will be provided for each bio basin. e.g. How could machinery access the basins for maintenance activities such as vegetation management or filter media replacement?

Response:

See attached civil engineering response (**Attachment D**).

44. Flood immunity for stormwater treatment systems

The applicant has proposed bioretention basin (lot 802) for peak flow mitigation and stormwater quality management purposes. It is generally expected that the bioretention basin is designed to have an immunity against 2 year ARI flood level (additionally refer to Table 4.23: Flood immunity and protection requirement for stormwater treatment systems). As such, the applicant is requested to demonstrate that the stormwater treatment systems are protected from future damage resulting from local flooding and the location of proposed bioretention basin is suitable and at an appropriate level.

Response:

See attached civil engineering response (**Attachment D**).

45. Private road

*The applicant is requested to demonstrate that the proposed cross drainage culverts underneath the private road (providing access to Lot 144 to 147) have been designed to comply with QUDM and LDG requirements. Specifically, the applicant is requested to demonstrate that the private road is safe for vehicular access for all events up to the 1% AEP, in accordance with QUDM requirements for depth and velocity. Where flow is permitted over access road the maximum flow depth * velocity should be 0.3m²/s in a 1% event.*

Note – The removal of lots 144 – 147 and the private road has been requested by Environmental Assessment.

Response:

Lots 144-147 have been removed from the application.



Summary

We offer this as a response to all of the information requested in Council's Information Request. Given the response results in a change that is not minor under section 52(3) of the Planning Act, the assessment timeframe restarts at the application stage.

Should any clarification be required, please contact me on (07) 3251 9482 or email at andrewmclean@saundershavill.com.

Yours sincerely

Saunders Havill Group



Andrew McLean

Principal - Town Planning

