

6 August 2025

Attention: Chelsea O'Connor
City of Gold Coast
PO Box 5042
Gold Coast MC QLD 9726

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

Dear Chelsea,

RE: ASSESSMENT MANAGER INFORMATION REQUEST (PLANNING ACT 2016 – SECTION 12 OF THE DEVELOPMENT ASSESSMENT RULES)

LOT 96 RP187418 – 54 GEORGE ALEXANDER WAY, COOMERA QLD 4209

We act on behalf of Coomera GA PTY LTD ATF The Coomera Ga 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 – Reconfiguring a Lot of Subdivision (1 into 2 lots, new road, access easement and balance lot)
- Development Permit – Material Change of Use for Multiple Dwelling (208 units and 10 townhouses)

On 5 September 2024 we received an Information Request from the Council of the City of Gold Coast under Part 3 of the *Development Assessment Rules* (DA Rules). In accordance with Section 13.2 (a) of the DA Rules, we now provide a response to all of the information requested.

In support of our response, we provide the following attachments:

Attachment A	Proposal Plans
Attachment B	Landscape Concept Plan
Attachment C	Rehabilitation Concept Plan
Attachment D	Transport Engineering Report
Attachment E	Engineering Services Report
Attachment F	Sewer Network Capacity Assessment
Attachment G	Water Network Capacity Assessment
Attachment H	Operational Waste Management Plan
Attachment I	Bushfire Expert Response
Attachment J	Bushfire Mitigation Report
Attachment K	Ecological Site Assessment
Attachment L	Stormwater Management Plan



The changes made to the development proposal are either in response to Council or SARA's information requests or are a minor change, in accordance with s52(3) of the Planning Act. As such, the changes do not affect the development assessment process.

Preamble

In response to Council and the State Assessment and Referral Agency's (SARA) requests for information and advice notices, the application has changed. In summary the changes include:

- Reduction of units with building 1, 2 & 3 from 208 units to 183 units. Within the 10 townhouses, this results in a total of 193 dwellings;
- Increased southern ecological corridor from 20m to 27m (in part) with retention of all mature native trees and rehabilitated with infill planting of koala habitat trees;
- Vehicle access to the apartment buildings is from George Alexander Way only.

This information response has been provided after agreed position with SARA's on impact to koala habitat (SARA Ref: 2409-42301 SRA). SARA's response notice and associated conditions are expected shortly, with the below agreed impact plan.



Figure 1: SARA Agreed Clearing Plan (2409-42301 SRA)

SARA will impose conditions that may conflict with an earlier approval (COM/2023/16 & 2302-33455 SRA) however, this meets the requirements under s66(2) of the *Planning Act 2016*.



Importantly, this application realises the expected residential densities of the Coomera Town Centre area being a well-located high density residential development. It also provides a mix of dwelling types including 10 x townhouses, 19 x 3 bedroom units, 129 x 2 bedroom units and 25 x 1 bedroom units. This provides choice and different price points in an area that is currently dominated by freestanding homes and townhouses.

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



Town Planning

1) State Assessment and Referral Agency (SARA)

The development is proposed over a balance lot, created by a previous approval of the subject site (COM/2023/16). The previous approval required referral to SARA as the development interfered with koala habitat trees. Condition 4 of SARA's referral response outlines that the balance lot, area subject to this development application, is to be rehabilitated.

City officers will not support any development application/outcome that conflicts with conditions of a previous approval. As such, the applicant is requested to provide justification as to how the proposed development does not conflict with conditions of the previous approval COM/2023/16.

Alternatively the applicant is requested to provide formal confirmation from SARA of their endorsement of a development outcome in conflict with their conditions of approval.

Response:

This information response is being made subsequent to receipt of SARA's referral agency response (2409-42301 SRA). SARA's response includes conditions that allow some clearing of mapped core koala habitat and development in areas that would conflict with condition 4 of their previous approval 2302-33455 SRA. However, in accordance with s66(2) of the *Planning Act 2016* conflicting conditions can be issued where issued by the same person (being SARA) and the applicant agrees in writing to the later condition.

Upon review of Council's conditions relating to COM/2023/16, there are no conditions requiring rehabilitation of the subject site or restrictive covenants over the land.

2) Stormwater easement – conveyance of external catchments

The proposed development includes stormwater pipes within the basement. The submitted Engineering drawings outline the pipes within a drainage easement which has not been applied for. The applicant is requested to provide further detail on the stormwater infrastructure within the basement noting Officers hold considerable concerns regarding potential public infrastructure within a private basement.

Response:

Stormwater conveyance now occurs above ground and within a proposed drainage easement. See details within the attached Engineering Services Report (**Attachment E**).

3) Staging

The development is proposed in Stage 1, Stage 1a and Stage 2 (consisting of Stage a, b and c). Officers hold concerns regarding the logical progression of the subject site within each stage. Further, the submitted supporting document outlines that the basement will be



constructed throughout each step of stage 2. The applicant is requested to amend the staging as follows for a more logical development pattern:

- *Confirm the full extent of the basement will be constructed under Part 2a.*
- *Confirm whether the applicant intends to not start Stage 2 until such time that a southern connection to Talpa street is formed. If this is not that case, Stage 1a is to be the last stage to ensure the temporary turning head is constructed until the connection is formed.*
- *Amened that Stage 1a plan to show the full construction of Talpa Street.*
- *Amen staging plan to show the dedication of the Bushland reserve as asked for in Item 26 of this request, in Stage 1.*

It is further noted that the Landscaping Plan provides two stages which includes Stage 1 and Stage 2 as 'Stage 1'. Officers hold concerns as to the feasibility of Stage 1 of the Landscaping master plan. As such, the applicant is requested to amend the landscaping plan to ensure the delivery of Stage 1a landscaping can occur without Stage 2.

Response:

The proposal plans have been amended to clarify the staging of the development. In summary the staging includes and as described within the Proposal Plans (**Attachment A**):

- **Stage 1a:**
 - Subdivision to created proposed lots 1 & 2;
 - Extension of Talpa Street;
 - Road Dedication to George Alexander Way;
 - 8 x townhouses (strata title);
 - 20m wide common property/environmental protection area;
 - Balance area for temporary turnaround of refuse vehicles.
- **Stage 1b:**
 - 2 x townhouses;
 - Removal of temporary refuse turnaround;
 - Completion of Talpa Street extension.

Stage 1b will only occur at such time that a future road connection to the south is provided.

- **Stage 2**
 - 183 units within 3 apartment buildings;
 - 27m common property/environmental protection area.

Stage 2 will occur after stage 1a but does not rely upon stage 1b.

The sub-staging of the apartment buildings has been removed and will be delivered together.

4) Townhouse product

The submitted plan set shows insufficient information relating to the proposed townhouses to allow for appropriate assessment, specifically in relation to setbacks. As such, the applicant is requested to provide additional plans showing only the proposed town houses



with all relevant information outlined including setbacks, elevations and cross-section, and all area calculations.

Response:

The proposal plan set (**Attachment A**) has been amended to provide all required information for the townhouse product including setbacks, elevations and site cover.

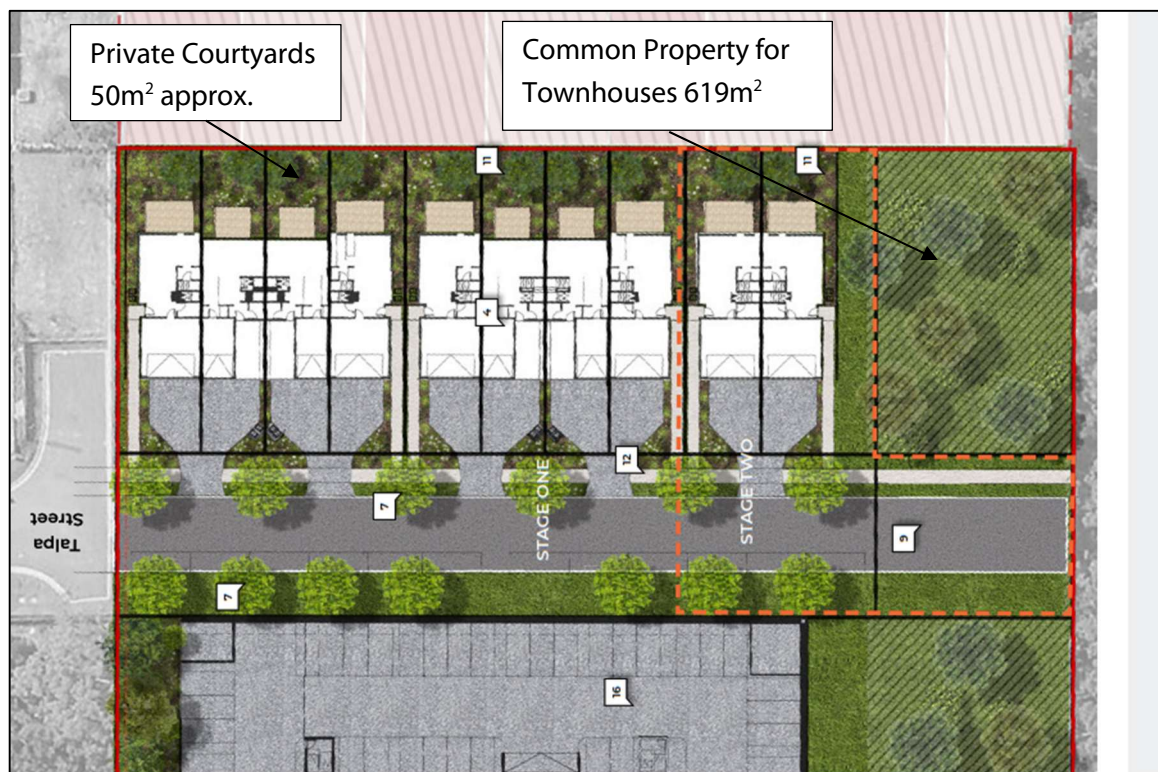
5) Communal open space

The proposed development includes 10 townhouses which requires the provision of Communal open space. As such, the applicant is requested to provide a communal open space area within the townhouse lot. It is noted that the area must be accessible, usable and safe.

Reliance on communal open space areas provided within the apartment product lot will not be considered to satisfy the requirements of the townhouse product.

Response:

The 619m² common property at the southern end of the townhouses can be utilised as communal open space. While the primary purpose of this area is for environmental protection, the intent of this area is to retain mature native vegetation and infill the area with koala habitat trees. The understory is to be maintained for bushfire mitigation purposes which will allow for access into the area as passive recreation.



Townhouse Private and Common Open Space

The townhouses are also benefitted by a rear courtyard measuring approximately 7m x 7m (approx. 50m²) which includes covered patios and open gardens.



AO9.2 of the Multiple accommodation code requires a minimum 6.5m² of communal open space per dwelling (where 10 or more dwellings). That amounts to a requirement for 65m².

AO8 of the Multiple accommodation code requires a minimum 16m² of private open space per dwellings.

Given the more than double amount of private open space provided, coupled with the accessible environmental common area, this outcome is considered to achieve compliance with PO9 of the Multiple accommodation code.

6) Multi purpose rooms

Multiple units have nominated a multi purpose room (MPR) on the floor plans. As identified in Item 8 of this Information request, carparking calculations require that the MPR be considered as a bedroom. For clarity, Officers request that the proposed plans are amended so that MPR are classified as bedrooms.

Response:

The proposal plans have been amended to couple all MPRs with studies. These are rooms that are open to the living areas, in some cases do not have windows and would likely be used as secondary living spaces and not bedrooms.



Example of MPR/Study

Transport Assessment

7) George Alexander Way access



Based on review of the submitted TTM Consulting Traffic Impact Assessment, Officers hold considerable concerns with the significant increase of traffic on the local residential streets to the east. The concern specifically relates to increased traffic on Talpa Street, Bailer Street, Seashell Avenue and Seagreen Drive. In this regard, the proposed development will generate approximately 993 trips per day on the local road network. Talpa Street and Bailer Street which lead back out to Finnegan Way are both residential access (750vpd) streets. In the proposed access arrangement the development will increase the daily volume of traffic on these streets beyond the desired level. Officers are therefore not supportive of vehicular access to Talpa Street for buildings 1-3.

As such, the applicant is requested to submit amended drawings relocating the access to George Alexander Way at the northern most end of frontage. Vehicular movements must be restricted to left in and left out through use of a 600mm wide raised concrete centre median on George Alexander Way as set out in Condition 18 of COM/2023/16. The median must extend 10m north and south of the vehicle crossing location to discourage right turn movements. U-turn movements are available at the existing single lane roundabout located 310m north of the stipulated vehicle access location.

The applicant is further requested to prepare interim and ultimate concept plans with dimensions showing how the proposed vehicular access will be facilitated. The vehicle access must include a minimum 2m wide pedestrian refuge and separate entry and exit lanes. The driveway and vehicle crossing must accommodate the largest design service vehicle, ensuring a minimum 50mm ground clearance at all points on route to and from the designated service area.

Advice note - necessary trunk infrastructure (LGIP identified) land on George Alexander Way

George Alexander Way is identified in the city's Local Government Infrastructure Plan (LGIP) for upgrade to urban standards. Transport Asset Planning and Management (TAPM) has undertaken concept planning that has identified the requirement for land dedication along the frontage of the site to George Alexander Way. This land is considered trunk and the extent is identified on City of Gold Coast Plan 27132.P307 revision B dated 30/01/2022. The area identified as parcel A is required for the road infrastructure whilst the area identified as parcel B is required for the associated earthworks. To enable the applicant to prepare an alternative design which ties in with the existing and future levels of George Alexander Way, officers can provide the relevant design drawings upon request.

Response:

In response to the proposal has been amended so that vehicle access to the apartment buildings in stage 2 is from George Alexander Way only. Road dedication to George Alexander Way has been shown on all plans and details of interim and ultimate connection to George Alexander Way is provided within the proposal plans (**Attachment A**) and the Engineering Services Report (**Attachment E**).

8) Car Parking

Based on review of the submitted drawings, Officers note that many of the proposed units include study/multi-purpose rooms which could potentially be used as bedrooms. Furthermore, the submitted town planning report suggests that the development, including



car parking, will be rolled out over six stages. The car parking calculations prepared by TTM Consulting do not appear to have factored any of these parameters. The applicant is therefore requested to submit the following:

- A revised assessment of car parking including the study/multi-purpose rooms as bedrooms (i.e. 1 bed units will become 2 bed units etc.)
- A summary table showing how many commercial, resident and visitor car parking spaces are provided on each level at each stage. Do not include any assessment of car parking required.
- An amended suite of drawings showing that car parking provided at each stage meets the requirements of Acceptable outcome AO1 of the Transport code.
- Individually number each car parking space for ease of reference.

Response:

The proposal plans have been amended to remove the sub-staging of the apartment buildings (Stage 2). This has simplified the car parking requirements for this stage of development.

As described above, the MPR/Study rooms are more so extensions of living spaces and can not be used as bedrooms. Therefore these have not been included in car parking calculations. The proposal complies with AO1 of the Transport Code as follows:

Land Use / Component	Planning Scheme Requirement	Extent	Required Spaces	Provision
Town Houses (Multiple Dwelling)				
3 Bedrooms	1.5 spaces/dwelling	6	17	20 resident
4 Bedrooms	2 spaces per dwelling	4		
Visitors	3 spaces plus 0.1 spaces/dwelling	10	4	10 visitor
		Total	21 spaces	30 spaces
Apartments				
1 bedroom	1 spaces/dwelling	35	35	234 resident
2 bedrooms	1.25 spaces/dwelling	129	161.25	
3 bedrooms	1.5 spaces/dwelling	19	28.5	
Visitors	3 spaces plus 0.1 spaces/dwelling	183	21.3	23 visitor
		Total	246.05 spaces	257 spaces

9) Servicing

The current servicing design is based on vehicle access from Talpa Street. However, as mentioned above, officers have requested that access be relocated to George Alexander Way which will change how service vehicle access and service buildings 1 to 3. The applicant is therefore requested to readdress Performance outcome PO3 of the Transport code based on the revised vehicular access location. An amended suite of drawings must be provided demonstrating how the buildings are serviced at each proposed stage and where service vehicle turn around to exit the site in a forward gear. The temporary turnaround areas must be located entirely within each stage.

Response:

Service vehicle access arrangements have been demonstrated within the Transport Engineering Report (**Attachment D**) and Waste Management Plan (**Attachment H**).



10) Bicycle parking

The development is proposed in 6 stages. The bicycle parking calculations prepared by TTM Consulting do not appear to have factored in staging. The applicant is therefore requested to submit the following:

- a. A summary table showing how many commercial, resident and visitor bicycle parking spaces are provided at each stage. Do not include any assessment of bicycle parking required.*
- b. An amended suite of drawings showing that bicycle parking provided at each stage meets the requirements of Acceptable outcome AO7.1 of the Transport code and clear delineation between security level B resident and security level C visitor bicycle parking.*
- c. An amended suite of drawings showing visitor bicycle parking located at ground level within visible line of sight to the lobby entrances in areas that will not obstruct pedestrian movement*

Response:

The proposal has been amended to remove staging from the apartment building design. All bicycle parking will be provided in a single stage. Refer to the amended proposal plans (**Attachment A**).

11) Pedestrian connection

Based on review of the submitted drawings, no provision has been made for pedestrian connections to George Alexander Way. Ultimately, this will be the primary street frontage and residents may desire this route to access local bus stops and other nearby services in preference to the local road network to the east. The applicant is therefore requested to make allowance in the design for a pedestrian connection to George Alexander Way clear of any vehicle movements. The footpath is to have a minimum width of 2m.

This will need to accommodate pedestrian movements for both apartment and townhouse product lots.

Response:

The proposal plans have been amended to make provision for pedestrian connection to both George Alexander Way and Talpa Street.

12) Amended drawings

Based on review of the submitted drawings against the requirements of AS2890.1:2004, Officers have identified several matters of non-compliance requiring submission of amended drawing as follows:

Buildings 1-3

- a. A designated turnaround area has not been provided at the far end of the visitor car parking area prior to the security gate. The applicant is therefore requested to submit amended drawings and provide associated swept paths on a separate drawings showing the turn around area and the capability of a B99 to turn around in this area and exit the basement in a forward gear.*

Townhouses



- b. *Based on review of the vehicle crossing alignment and positioning of car parking on each townhouse lot, Officers are concerned that it will be difficult for vehicles to access the parking spaces on the outside, particularly when a car is parked on the inside space of each unit. The applicant is therefore requested to either:*
- i. *Submit amended drawings showing a tandem car parking arrangement for each dwelling; or*
 - ii. *Submit swept paths prepared by the project Traffic Engineer showing a B85 vehicle accessing townhouse carport and garages when a car is parked in the inside space of each unit.*

Response:

Swept paths have been provided within the Transport Engineering Report (**Attachment D**) in response to the above.

Environmental Assessment

13) Impacts to Medium priority vegetation

The proposed development contemplates the removal of approximately 5,700m² of Medium priority vegetation (MPV) mapped as occurring on the subject site. The impacts on MPV are not proposed to be offset due to the overlap with state mapped koala habitat that requires offsetting in accordance with the Queensland Environmental Offset Policy. Despite this, to comply with both the Environmental Offsets Act 2014 and Acceptable outcome AO10 of the Environmental significance overlay code, the applicant is required to also offset any impacts to locally mapped MPV as it represents a separate and distinct matter to koala habitat.

Further to this, the Environmental Offsets Act 2014 framework requires that impacts are addressed in a hierarchy of first being avoided, then mitigated before any significant residual impacts are offset as a final consideration.

Offsetting the majority of MPV does not adequately avoid or mitigate impacts in the first instance before offsets are proposed. As such, the application does not satisfactorily meet Environmental Offsets Act 2014 requirements.

This proposed approach conflicts with the following City Plan 2016 assessment benchmarks:

- *Environmental significance overlay code Overall outcomes 2(d)(ii), (h)*
- *Environmental significance overlay code Performance and Acceptable outcome 10*

As such, the applicant is requested to:

- a. *Prepare and submit amended plans which reduce the development footprint to retain a significantly higher portion of medium priority vegetation. All bushfire management measures should also be located outside of these additionally retained areas.*
- b. *Where all attempts have been made to avoid and minimise damage to MPV, any significant residual impact is required to be offset in accordance with the Environmental Offsets Act 2014, at a ratio of 3:1 (area) in accordance with SC6.9 City Plan policy – Environmental offsets.*

Response:

Reference is made to the expert ecological response (**Attachment K**).



14) Fauna management plan

The applicant has submitted a Koala management plan, prepared by Saunders Havill Group dated 06/08/2024, however no other fauna has been addressed. To comply with Performance outcome PO22 of the Environmental significance overlay code, the applicant is requested to submit a Fauna management plan prepared in accordance with SC6.8 City Plan policy – Environmental management plans.

Response:

Reference is made to the expert ecological response (**Attachment K**).

15) Rehabilitation and covenant management plan

The applicant has proposed to dedicate a 20m wide area along the southern boundary of the subject site as a bushland reserve. To comply with PO23 and PO26 of the Environmental significance overlay code the applicant is requested to submit a Rehabilitation management plan prepared in accordance with the South East Queensland Ecological Restoration Framework and SC6.8 City Plan policy – Environmental management plans. Any additional areas that are proposed to be dedicated, after amendments to the submitted plans are made, are also requested to be rehabilitated.

Response:

Reference is made to the expert ecological response (**Attachment K**).

16) Vegetation management plan

The applicant is proposing to remove a significant portion of vegetation on the subject site to facilitate the development. To comply with Performance outcome PO1 of the Vegetation management code, the applicant is requested to prepare and submit a Vegetation management plan, prepared in accordance with SC6.8 City Plan policy – Environmental management plans.

Response:

Reference is made to the expert ecological response (**Attachment K**).

Bushfire Assessment

17) Amended Plans

The applicant is requested to submit an amended Bushfire Management Plan (BMP) that is in accordance with the City Plan Policy – SC6.3 Bushfire Management Plans. The submitted BMP being Bushfire mitigation report FM 6743 for Keylin at 54 George Alexander Way, Coomera by Eldon Bottcher Architect Pty Ltd dated 09/08/2024, is requested to be amended as follows:

- a. Review the calculations for Method 2. An FDI of 40 was used which is the FDI appropriate for Method 1. The Bushfire Resilient Communities Technical Reference Guide- Section 7.3 Item 2 states that Method 2 of AS 3959-2018 subject to the adoption of site-specific values of FFDI. Whilst Section 5.4.1.1 states the FFDI value of 40, adopted in Method 1 should not be used as it fails to consider regional differences in weather severity that might not be expected for the 5% AEP fire weather event. It is requested the bushfire management plan calculations are based*



off one methodology only, either Method 1 or Method 2 without combining the two. The bushfire management radiant heat flux calculations are requested to be updated reflecting the use of one method only.

- b. The applicant is requested to reduce the building footprint for proposed Building 1 and proposed Building 3 to achieve an acceptable bushfire risk by ensuring that the buildings are exposed to a radiant heat flux no greater than 29kw/m2.*

Response:

Reference is made to expert bushfire response attachment (**Attachment I & J**).

18) Bushfire Overlay Code Response

The Applicant is requested to prepare a response to the Bushfire hazard overlay code as an appendix to the Bushfire management plan identifying how overlay code outcomes have been achieved.

Response:

Reference is made to expert bushfire response attachment (**Attachment I & J**).

Water and Waste Assessment

19) Sewer and Water Network Capacity

A sewer and water capacity assessment is required to confirm if any augmentations to Council's potable water and sewer network are required as a result of the proposed development.

To ensure that all approval conditions are achievable and final in accordance with the Planning Act, and the City Plan, Water and Waste requests the following information be submitted to Council:

- a. A potable water supply network capacity assessment for the proposed development. The capacity of the existing system (considering other existing development approvals) must be assessed, and any required augmentation works shall be identified as a result of the development's additional water usage. The assessment must adhere to the SEQ Water Supply and Sewerage Design and Construction Code and the Water Supply and Sewerage Infrastructure Plan.*

Furthermore, the proposed water reticulation layout results in a long dead-end section of main located on Talpa Street which may result in poor outcomes with respect to water quality and supply contingency. The applicant is requested to further investigate the option of 'looping' the Talpa Street water main with a subsequent connection to the existing network located within George Alexander Way for circulation, and supply contingency.

- b. A sewer network capacity assessment for the proposed development. The capacity of the existing system (considering other existing development approvals) must be assessed, and any required augmentation works shall be identified as a result of the development's additional sewer demand. The assessment must adhere to the SEQ Water Supply and Sewerage Design and Construction Code and the Water Supply and Sewerage Infrastructure Plan.*



Advice Note: The applicant should liaise with Water and Waste to obtain the current model for potable water (please contact Uttam Saha, Coordinator Network Planning on telephone (07) 5582 8929) and sewer systems (please contact Swapan Sikder, Senior Planning/Modelling Engineer on telephone (07) 5582 8764;

Response:

A sewer and water network capacity assessment has been provided as part of this response (Attachment G & F).

20) Water meter location

Council acknowledges that the applicant has provided a Concept Combined Services Layout Plan dated 08-08-2024 by Arcadis, which depicts the proposed location of the water meter for Lot 1. However, the water meter must also be demonstrated on the architectural plans as the architectural plans will constitute the approved drawings.

Any required new water meter(s) must be located in accordance with SEQ Water Service Providers Large Meter Arrangement drawing set.

Council's relevant internal referrals all need to be aware of the proposed location(s) and satisfied that all other internal requirements are met, and the water meters fit into the design concept.

- a. Council requests the applicant to seek advice and confirmation from a hydraulic consultant on the size of the required potable water and (if applicable) fire meters required for the proposal. Once the size of the water meters is determined, the location of the water meters can be incorporated into the design plans. Note: if advice is not obtained regarding the required meter size, then the application may require a Minor Change should the layout of the design not provide sufficient room for the meter assembly.*
- b. Provide amended plan showing the location for any above ground on lot water meters, based on advice from a hydraulic consultant. This information must be on an architectural plan and be in a compliant location.*
- c. Refer to the SEQ Large Meter Arrangement Drawings – <https://www.seqcode.com.au/seq-water-supply-code>*

Please Note: Providing this information on an engineering drawing is not sufficient as the architectural drawing set will constitute the approved drawings rather than the engineering drawing. Therefore, this information must be demonstrated on the architectural drawing set.

Response:

A water meter has been identified on the architectural plans at the entrance from George Alexander Way. Provision for a master meter arrangement, consisting of DN100 potable meter (mechanical) and DN150 fire meter (magflow/ultrasonic) has been made within the development plans (GAW-AAP-DA-00-DRG-CV-0401). We acknowledge Council's request for a hydraulic consultant to be engaged; however the hydraulic consultant will be engaged at the detail design phase. In Arcadis' experience this is sufficient size for this kind of development.



21) Sewer reticulation schematic plan

With reference to the Concept Combined Services Layout Plan dated 08-08-2024 by Arcadis, it remains unclear to Council if the proposed gravity extension is achievable.

- a. Provide a sewer reticulation schematic plan for the proposal that:*
 - i. Demonstrates how each lot is to be connected to Council's sewer network (Including Lot 2);*
 - ii. Provides sewer connection points consistent with the sewer network capacity assessment reporting as requested by Council.*
 - iii. Provides 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.*
 - iv. Avoids sewer mains within private properties where possible/practical.*
 - i. Any proposed or existing sewer mains within private properties require the inclusion of an easement, including dimensions with the sewer main / infrastructure located centrally within the easement in compliance with the SEQ WS&S D&C Code.*

Response:

See detail within the Engineering Services Report (**Attachment E**).

The engineering drawings, GAW-AAP-DA-00-DRG-CV-0401 shows a concept services layout plan which illustrates how each lot will be connected to Council's sewer network and the sites connection points to the existing network. Long sections have been provided on drawing number, GAW-AAP-DA-00-DRG-CV-0541.

22) RCV Swept Path

Council acknowledges the RCV swept path diagrams provided by the applicant, however, to confirm overall feasibility of waste servicing, the applicant is requested to provide amended Swept Paths for the design Waste Collection Vehicle complying with AS2890.2 and certified by an appropriately qualified RPEQ that a Waste Collection Vehicle (WCV) can adequately manoeuvre unimpeded through the development to the bin storage/servicing point as outlined below:

- 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 wall-to-wall turning radius as nominated in Appendix C of SC6.15 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.*



Response:

Amended swept paths for RCVs have been provided within the Transport Engineering Report (**Attachment D**) and Waste Management Plan (**Attachment H**).

Landscape Assessment

23) Frontage landscaping

Pursuant to Acceptable outcome AO4.1/Performance outcome PO4 of the General development provisions code, the development is required to provide landscape work within the site that protects and enhances the character of the local area. The application material is considered to require amendments to comply with this requirement. Accordingly, the applicant is requested to provide an amended Statement of Landscape Intent (SLI) and architectural drawings which complies with the following:

- a. Tree planting is requested to be proposed within the frontage setback areas of the development; this is requested to be at a rate of one tree per dwelling for the townhouse dwellings and at 6 metre centres along the Talpa St frontage of buildings 2 & 3 as well as along the George Alexander Way frontage of building 1.*
- b. The applicant is to demonstrate a minimum building separation distance of 3m from frontage tree planting.*
- c. Tree planting is requested to be located within garden beds with a minimum surface area of 6m² and a minimum dimension of 1.5m.*
- d. Tree planting is requested to be positioned a minimum 3m away from buildings (including rooflines) and a minimum 500mm away from property boundaries, hardstand and planter walls.*
- e. Replace proposed turf within the frontage setback area with garden planting which has higher value in meeting the relevant assessment benchmarks.*
- f. Nominate planter boxes to support garden planting along the frontage of buildings 2 & 3 as the presence of the basement appears to prevent planting otherwise being provided.*

Response:

The Landscape Concept Plan (**Attachment B**) has been amended in response to the above. The following written response to the above is provided:

- a. Tree planting has been increased along the Talpa Street frontage of the apartment buildings. There is limited room within the garden triangles of the townhouses, however street trees and other landscape features can be provided;
- b. 3m separation of frontage trees to buildings is achieved;
- c. The requirement of minimum 6m² surface area and minimum dimension of 1.5m can be a condition of approval;
- d. Trees within podiums continue to be shown though not strictly complying with this request;
- e. Turf areas adjacent to verge enables ongoing maintenance of public road interface;
- f. Some planter boxes proposed.

24) Services and Landscaping

In order to ensure the success of the landscaping, conflicts between services and planting need to be resolved. Accordingly, the applicant is requested to comply with the following:

- a. Demonstrate no conflict between the requested tree planting and the proposed stormwater pipe within the frontage gardens of the townhouse dwellings.*
- b. Provide further detail regarding the swale drain/stormwater pipe along the western edge of building 1, ensuring it is designed to facilitate dense tree and shrub planting along that interface.*

Response:

See amended Landscape Concept Plan (**Attachment B**) and Engineering Services Report (**Attachment E**) for detail.

- a. Tree plantings within Talpa Street will be street trees in front of the townhouses;
- b. Soft landscaping will be provided within this drain.

25) Retaining wall height

Pursuant to Acceptable outcome AO9/Performance outcome PO9 of the General development provisions code, the applicant is requested to demonstrate that the proposed retaining walls facing the adjoining property to the north will not create a negative visual impact.

Details of retaining wall type and finish must be provided in addition to landscape embellishments.

Response:

See Cross-sections A and B from the Engineering Services Report (**Attachment E**) for retaining wall detail. There is sufficient area within the subject site for landscaping to buffer the retaining wall from neighbouring view.

26) Public open space

The applicant is requested to nominate the dedication of the bushland reserve adjacent the path to Council as public open space. All relevant application material is requested to be updated to reflect this.

Response:

The bushland reserve along the southern portion of the development is to remain as common property. Primarily this is to maintain the area for environmental purposes and to cause a bushfire risk. While access is not encouraged, it will contribute to passive recreation opportunities for residents and public.

Architecture Assessment

27) Building appearances – Medium rise apartments

City officers are generally supportive of the medium rise apartment building appearances; however, officers are concerned that the building 1 (south elevation) and building 2 (west elevation) facades present austere facades due to large extents of sheer walls. In addition, City officers are concerned that the submitted documentation is not sufficient to enable accurate assessment of the proposed apartment buildings.



In order to demonstrate compliance with Performance outcome PO3 of the Multiple accommodation code, the applicant is requested to provide the following:

- a. Provide greater articulation to achieve sufficient visual interest for the identified elevations when viewed from the broader neighbourhood or internally within the site.*
- b. Provide elevations for all apartment building facades.*
- c. Provide additional 3D high quality perspectives of the apartment buildings and townhouses to demonstrate the appearance from the internal street and when viewed from the surrounding area.*

Response:

The architectural plans (**Attachment A**) have been updated taking into account the above suggestions including additional 3D renders.



A - View From Level 1 Looking West



B - View From Level 2 Looking East



C - View From George Alexander Way



D - View North Down Talpa St

3D Renders



28) Building appearances – Townhouses

City officers are concerned that the submitted documentation provides insufficient information to demonstrate how the townhouses achieve sufficient visual interest and differentiation between dwellings. The proposed buildings include walls in singular alignment with repetitive material selections which result in an austere appearance. In order to demonstrate compliance with Performance outcome PO3 and Performance outcome PO11 of the Multiple accommodation code, the following is requested.

- a. Provide further variation in the building form, including variation in materials colours and finishes to support greater differentiation. City officers note this may be achieved through subtle variations while maintaining a cohesive visual appearance.*
- b. Provide larger scaled elevations for the proposed townhouses, including front, rear and side elevations.*
- c. Provide further information on proposed materials. City officers note material identification as 'lightweight cladding' as insufficient for proper assessment.*
- d. Provide additional 3D perspectives of the proposed townhouses.*

Response:

Additional drawings of the townhouses have been provided for assessment (**Attachment A**).



3D Render of Townhouses

Subdivision Engineering

29) Footpaths on both sides of Talpa Street within the subject site

The proposed development shows proposed footpath on one side of Talpa Street. This is inconsistent with Section 10.2 of the Traffic Impact Assessment and Engineering Service drawings which indicate proposed footpaths on both sides of Talpa Street within the subject site. Hence, the applicant is requested to submit amended architectural drawings which show the proposed footpaths on both sides of Talpa Street. It is noted that both footpaths are required to be a minimum width of 2m.

Response:



In accordance with Council standard drawings, a footpath is only required on one side of the street. This is consistent with the existing location of the footpath on the eastern side of Talpa Street.



Existing Footpath

30) Signed traffic impact assessment report

The submitted Transport Engineering Assessment Report is not signed by a RPEQ. As such, the applicant is requested to submit an amended Traffic Impact Assessment report signed by an RPEQ specialising in traffic engineering.

Response:

See amended Transport Engineering Report (Attachment D) signed by RPEQ.

31) Amended reconfiguring a lot plan

The proposed Reconfiguring a Lot Plan shows the proposed lot boundary as dash-dotted lines. No dimensions of any lot or the proposed access easement area are shown. As such, the applicant is requested to provide an amended plan of showing proposed lot boundary should be solid lines, full dimensions of proposed access easement (e.g. area, widths and lengths) and area of proposed Lot 2 excluding proposed access easement area.



Response:

See plan set for updated Reconfiguring a Lot Plan (**Attachment A**).

Hydraulic and Water Quality Assessment

32) Stormwater drainage

The proposed residential dwellings will increase hardstand area over the subject site and will alter existing stormwater overland flow arrangement. The Stormwater Management Plan proposes to direct flows from the eastern lot under the road to be treated by the adjoining development site. This will only be accepted where individual Torrens Title lots are to be developed. Where a strata/community title development is proposed, all treatment and detention storage is to be provided on this eastern lot and then discharge to the Talpa Street drainage system. More information is required as to what is proposed at this location as individual lots are not indicated.

Furthermore, the upstream overland flow has been captured and directed through the basement via 3 x 450 mm pipes. It is unclear whether this includes any redundancy and what would happen to flows with a partial blockage of pit or pipes.

Response:

See Stormwater Management Plan (**Attachment K**) for additional details

As discussed in the updated Stormwater Management Plan the proposed works do increase the sites imperviousness. The updated stormwater management strategy no longer discharges untreated flows from the eastern lot under the road. The townhouses now have a combined stormwater quantity and quality treatment tank under the driveway to treat flows before discharging them into a public drainage system within Talpa Street.

Refer to the engineering drawings, specifically drawing number GAW-AAP-DA-00-DRG-CV-0301 that demonstrates this strategy.

There are no longer pipes within the basement due to a revised development layout the updated stormwater management strategy generally.

33) Proposed stormwater bio basins

Upon reviewing the design of the proposed bio basins, the applicant is requested to demonstrate the following items in line with the Healthy waters code, Land Development Guidelines (LDG) and best practice design in accordance with Healthy Land and Waters guidelines for bioretention basins.

- a. The proposed bioretention basins especially Basin 2 has an elongated shape and are positioned tightly between buildings and northern property boundary. Basin 1 only has access from one side. When considering the point below regarding level spreaders. This will be setback from the boundary this will further restrict access from these ends. The applicant is requested to demonstrate how suitable maintenance access will be provided for each bio basin. Subsequently, demonstrate how could machinery access the basins for maintenance activities such as vegetation management or filter media replacement? Alternatively relocate*



the bioretention basins to a more accessible location or use a SQIDEP approved devices(s).

- b. To provide adequately sized level spreader located within the site for avoiding the concentrated outlet flows discharging in developed conditions to the LPD1 towards the neighbouring property i.e, Lot 101 on SP312031.*
- c. To demonstrate or provide a reference in the report, how the Council's pollutant load reduction targets for catchment D3 are achieved to meet water quality objectives.*
- d. All bypass of the system is to be considered.*
- e. Provide more plan and section details of the specific water quality devices at about a 1:20 scale. Provide sections through the bioretention layers if used together with levels. Ensure the underdrains can discharge via gravity to the level spreader.*
- f. Based on the above, the applicant is requested to submit an updated stormwater management plan prepared by a qualified professional (RPEQ) in accordance with the QUDM and the LDG.*

Response:

Refer to the updated Stormwater Management Plan (**Attachment L**), specifically Section 6 and the engineering drawings, GAW-AAP-DA-00-DRG-CV-0301.

- a) Similar to the response above, the stormwater strategy has been revised. Basin 2 has been omitted with an Ocean Protect System proposed in lieu.
- b) In the existing scenario flows will already be concentrated at the LPOD as a result of existing topography that forms a channel, therefore a level spreader is not required in this location.
- c) The management of catchment D3 is in the Stormwater Management Plan as discussed in the response to item 34 below.
- d) The Stormwater Management Plan demonstrates all bypass areas have been considered as shown in Figure 4-2 of the report and within Figure 6-3.
- e) The stormwater strategy has been updated therefore a Ocean Protect Systems have been proposed instead of bioretention. Appendix C of the Stormwater Management Plan demonstrates the Ocean Protect System.
- f) Refer to the updated Stormwater Management Plan signed by a qualified professional (RPEQ).

34) Stormwater quality

It is unclear whether the developed Talpa Street extension has been considered in the modelling for the existing basin to the north. More information is required to demonstrate what has been allowed for. If not allowed, the applicant is requested to provide detail as to how the water quality and detention components will be addressed.

Response:

See Engineering Services Report (**Attachment E**) for detail on response to above.



Figure 4-2 of the Stormwater Management Plan shows that the Talpa Street extension (catchment D3) is proposed to go towards the existing basin to the north. Table 5-10 shows that the proposed developed flows from D3 do not exceed the allowed flows from the stormwater management plan prepared by Biome (ROL/2017/4395) for 66 George Alexander Way. Our Stormwater Management Plan also addresses stormwater quality for this catchment in Table 6-2, Table 6-4 and Figure 6-2. The stormwater quality model was replicated using the Biome report to determine if the existing bioretention area to the north has capacity for catchment D3. The results confirmed the basin has capacity for catchment D3.

35) Request for modelling files

For verification and record keeping purposes, council requests the submission of any digital modelling files (e.g., MUSIC and DRAINS) developed in the preparation of the updated SMWP.

Response:

Provided in response material.

Operational Works Assessment

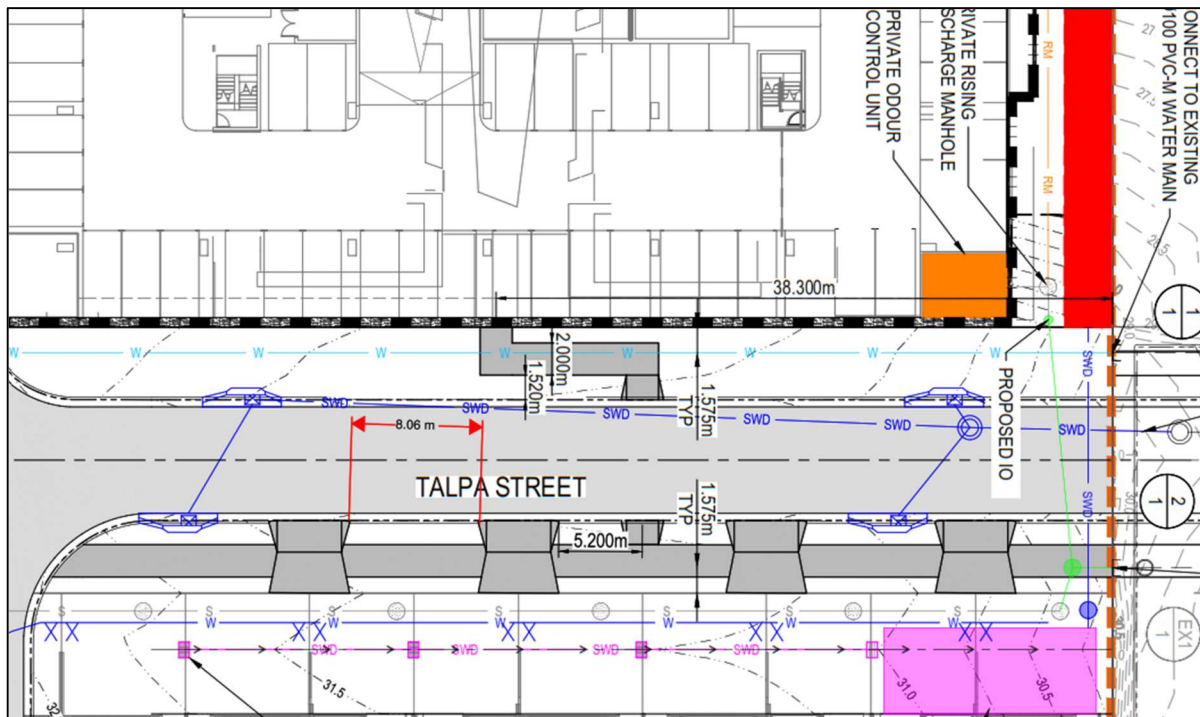
36) Separation distances

Demonstrate the vehicle crossings are appropriately separated to maintain on-street carparking spaces. Specifically, the applicant is required to provide the distance between each of the townhouse vehicle crossings. Please ensure this is a minimum of 7.0m separation at the kerb line in order to ensure there is an on-street carpark between the vehicle crossings.

Response:

There is 8m separation between driveways for the townhouses on the eastern side of Talpa Street. In addition there is no vehicle crossings on the western side of Talpa Street which provides sufficient space for on-street parking.





Infrastructure Within Talpa Street

37) Vehicle crossing design

Demonstrate the vehicle crossing avoids damage to utility services, pathways, kerbs, road pavement and seal and other city infrastructure. Specifically, the vehicle crossings shown in the engineering drawings provided by ARCADIS do not align with the internal driveways and the architectural plans. There is a stormwater gully pit located where the vehicle crossover to the Northern two townhouses driveway will be located and several of the VXOs are much larger than what would be supported. The applicant is requested to amend the design to be consistent with the architectural plans, with a 7.0m spacing between each VXO as per the item above.

Response:

Engineering drawings have been modified to align with architectural drawings.

Summary

We offer this as a response to all of the information requested in Council's Information Request. As required by Section 14.1 (a) of the DA Rules, we advise that Council is to proceed with its assessment of the application.

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



Yours sincerely
Saunders Havill Group

A handwritten signature in black ink, appearing to read 'AM', with a stylized flourish at the end.

Andrew McLean
Principal - Town Planning

