

**DELEGATED AUTHORITY REPORT FOR A COMBINED DEVELOPMENT APPLICATION FOR A DEVELOPMENT PERMIT FOR A MATERIAL CHANGE OF USE (CODE ASSESSMENT) FOR MULTIPLE DWELLINGS (186 UNITS) OVER PROPOSED LOT 1 AND LOT 2 AND DEVELOPMENT PERMIT FOR RECONFIGURING A LOT (CODE ASSESSMENT) FOR A 1 INTO 2 LOT FREEHOLD SUBDIVISION, BALANCE LOT, NEW ROAD AND TEMPORARY ACCESS EASEMENT OVER APPROVED LOT 900 AT 54 GEORGE ALEXANDER WAY, COOMERA
COM/2024/236**

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1 APPLICATION SUMMARY

Application information	
Address	54 George Alexander Way, Coomera
Lot and plan	Lot 96 on RP187418
Site area	30,100m ²
Type of development and proposed use	Combined application for: - Development permit for Material change of use for Multiple dwellings (186 units) over proposed lot 1 and 2; - Development permit for Reconfiguration of a lot for a 1 into 2 lot freehold subdivision, creation of a balance lot, new road, and temporary access easement over approved lot 900.
Categories of development and assessment	Code assessment
Properly made date	21 August 2024
Decision due date	28 November 2025
Applicant and Applicant's consultancy team	Saunders Havill Group – Applicant, Town Planning, Landscape Architecture & Ecology Archipelago – Architect Colliers – Traffic & Waste Eldon Bottcher Architect Pty Ltd – Bushfire Arcadis – Civil Engineering & Stormwater
Owner details	Coomera GA Pty Ltd
City Plan version	Version 11
Zone / Precinct	The front half of the site is predominantly mapped in the High density residential zone (22,892m ²). The back third of the site is mapped in the Medium density residential zone (7,208m ²).
Overlays	- Airport environs (PANS-OPS); - Building height: 3 storeys, 15 metres; 26 metres. - Bushfire hazard area; - Medium potential bushfire intensity; - Potential impact buffer. - Dwelling house area; - Environmental significance – Matters of state environmental significance: - Priority species: State significant species; - Priority species: Koala habitat areas. - Environmental significance – Matters of local environmental significance: - Vegetation management: Medium priority vegetation; - Wetlands and waterway: Watercourse 30m buffer area. - Residential density - RD3 – 1 dwelling/250m² - RD7 – 1 bed/25m²
Referral agencies	State Assessment Referral Agency
Officer's recommendation	Approval, subject to conditions.

2 PROPOSAL

The purpose of this report is to assess a combined development application for a:

- Development permit for a Material change of use (Code assessment) to establish Multiple dwellings (186 units) over proposed lot 1 and 2; and
- Development permit for Reconfiguring a lot for a 1 into 2 lot subdivision, creation of a balance lot, new road and temporary access easement over approved lot 900.

The site has a split zoning. The majority of the site is mapped in the High density residential zone including the front half of the site. The back third of the site near the eastern boundary is mapped in the Medium density zone.

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The proposed development as a whole is categorised as **Code assessable**, per the following breakdown.

ROL component:

- Pursuant to Table 5.6.1: Reconfiguring a lot, the proposed lot sizes are greater than the minimum prescribed lot size of 250m² in the RD3 designation which aligns Medium density zoning and is therefore Code assessable. There is no minimum lot size prescribed for the RD7 designation, which aligns with the high-density zoning.
- Pursuant to Table 5.6.1; Reconfiguring a lot, an access easement is Code assessable.

MCU component:

- Pursuant to Table 5.5.3: MCU – High density residential zone, Multiple dwellings are prescribed as Code assessable;
- Pursuant to Table 5.5.4: MCU – Medium density residential zone, Multiple dwellings are prescribed as Code assessable;

Whilst extensive vegetation clearing is proposed over the site, the level of assessment remains Code assessable in accordance with Table 5.10.7, Table 5.10.8 and Table 5.10.9 – Environmental significance overlay.

A detailed breakdown of each component of the proposed development is provided in Section 2.1 – 2.2 of this report.

2.1 PART A: Reconfiguring a lot (ROL) for a 1 into 2 lot freehold subdivision, balance lot, new road and temporary access easement over approved lot 900

The reconfiguring a lot component seeks to subdivide approved lot 900 (as shown in Figure 1 below). Approved lot 900 is the western balance lot approved as part of a recent underlying approval over the site (Application reference: COM/2023/16). Lot 900 has not been registered at this time. The subject ROL application does not rely on COM/2023/16 to be registered and can be enacted separately. Therefore, no timing conditions have been imposed requiring COM/2023/16 (including any variations) to be undertaken prior to the subject ROL component being undertaken.

The proposal results in the following lots:

Lot	Size (m ²)	Dimensions (m)
Lot 1	10,061m ²	96.96m x 102.07m
Lot 2	3,000m ²	96.96m x 30.95m
Road reserve (total):	1,600m ²	96.96m x 16.50m
- Stage 1	- Approx. 1,270m ²	- 77m x 16.5m
- Stage 2	- Approx. 330m ²	- 20m x 16.5m
Balance Lot	15,029m ²	96.70m x 156m
Land dedication area	185m ²	98m x 1.9m
Environmental covenant (total)	Approx. 3,454m ²	
- Over Lot 1	- Approx. 2,835m ²	- 105m x 27m
- Over Lot 2	- Approx. 619m ²	- 30.95m x 20m

Approved lot 900 is proposed to be subdivided into two lots - Proposed Lot 1 and Lot 2. Between Proposed Lot 1 and Lot 2 is a new road, which is an extension of Talpa Street to the north. The applicant has proposed delivery of Talpa Street in two stages; however, the ROL plan does not incorporate a staging plan. Therefore, officers have conditioned amended drawings. The markup showing the staged delivery of Talpa Street is shown in Figure 3 below.

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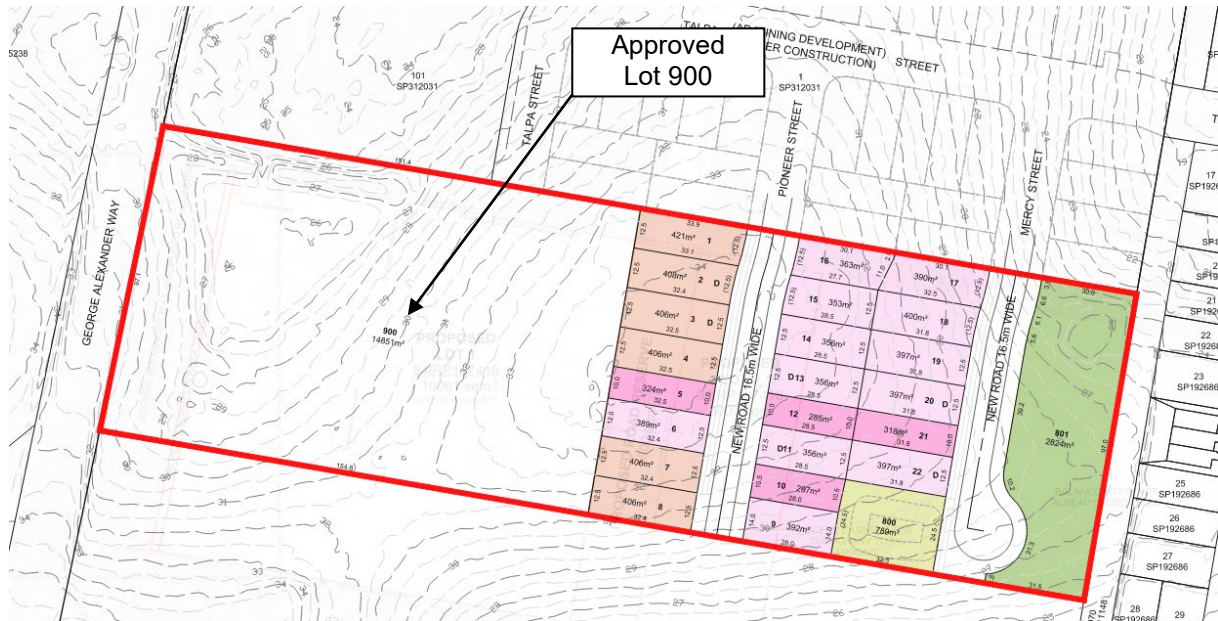


Figure 1: Approved lot 900 as part of underlying approval COM/2023/16 (Source: Saunders Havill Group)

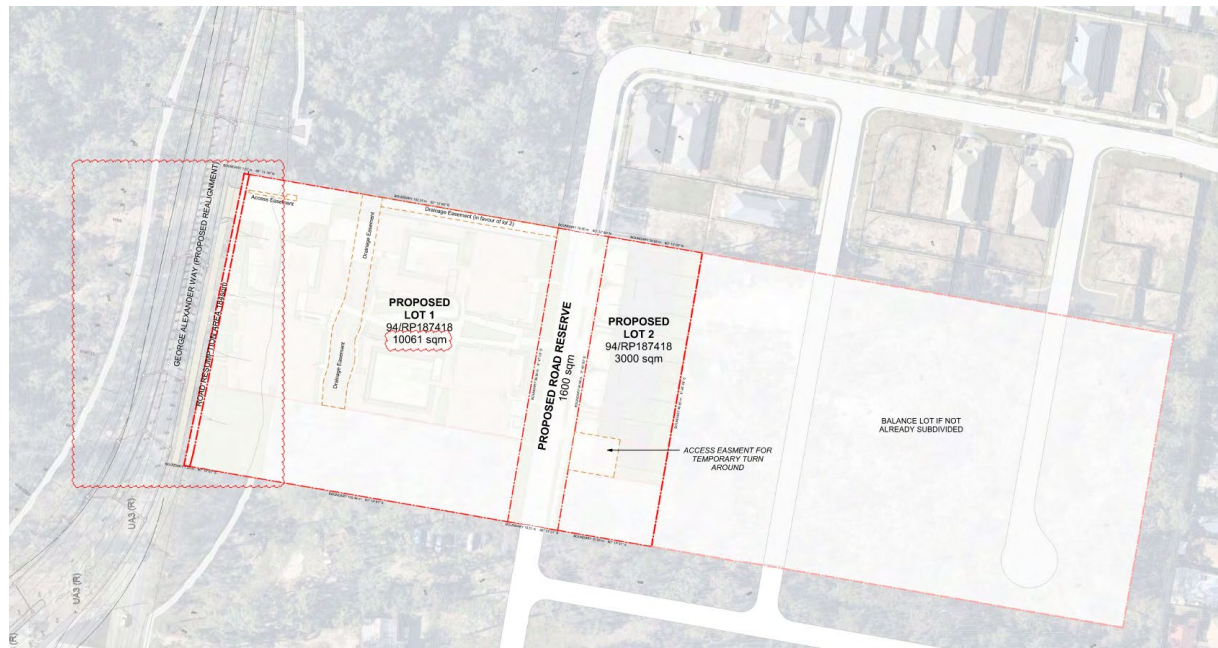


Figure 2: Proposed subdivision plan (Source: Archipelago)

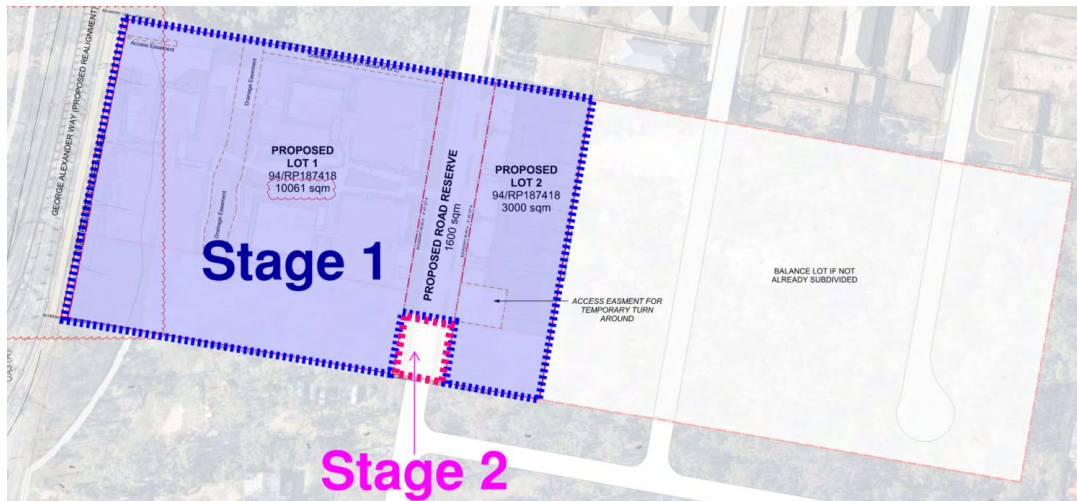


Figure 3: Officer markup of the two-stage delivery of Talpa Street (Source: Officers materials)

The staged delivery of Talpa Street is deemed essential as there is no temporary turning head at the end of stage 2 of the ROL component (and also at the end of stage 2 of the MCU component). Therefore, the development relies on future development to the south to provide either a turning head or road connectivity to enable vehicles to egress back into the local network. Accordingly, the temporary access easement and turning head must be maintained until these roadworks are completed. To achieve this, the ROL component must be delivered in sequential order in accordance with the officer markup.

Additional aspects of the subdivision include:

- creation of a temporary access easement and temporary turning head within Stage 1;
- creation of the eastern balance lot, which has already received approval for the creation of 22 residential lots, a drainage lot, and a park as part of COM/2023/16;
- land dedication of 185m² along the full frontage of George Alexander Way in order to establish the ultimate trunk road upgrade; and
- creation of environmental covenant areas - Lot 1 will have a 27m wide environmental corridor along the southern boundary, and Lot 2 will have a 20m wide environmental corridor.

2.2 PART B: Material change of use (MCU) for Multiple dwellings (186 units)

The Material change of use component seeks to establish Multiple dwellings comprising a total of 186 residential units. The City Plan defines a Multiple dwelling as follows:

“A residential use of premises involving three or more dwellings, whether attached or detached, for separate households.”

The proposed Multiple dwellings comprise a mix of apartments and townhouses. The apartments are proposed over Proposed Lot 1 and will have dual road frontage to both George Alexander Way to the east and the new Talpa Street road extension to the west. The townhouses are proposed over Proposed Lot 2 and will have single frontage to the new Talpa Street road extension.

The apartments and townhouses are on separate lots as the applicant's intent is to establish separate body corporates over each.

The proposed development will be delivered over three stages (Stage 1a, Stage 1b and Stage 2), as follows:

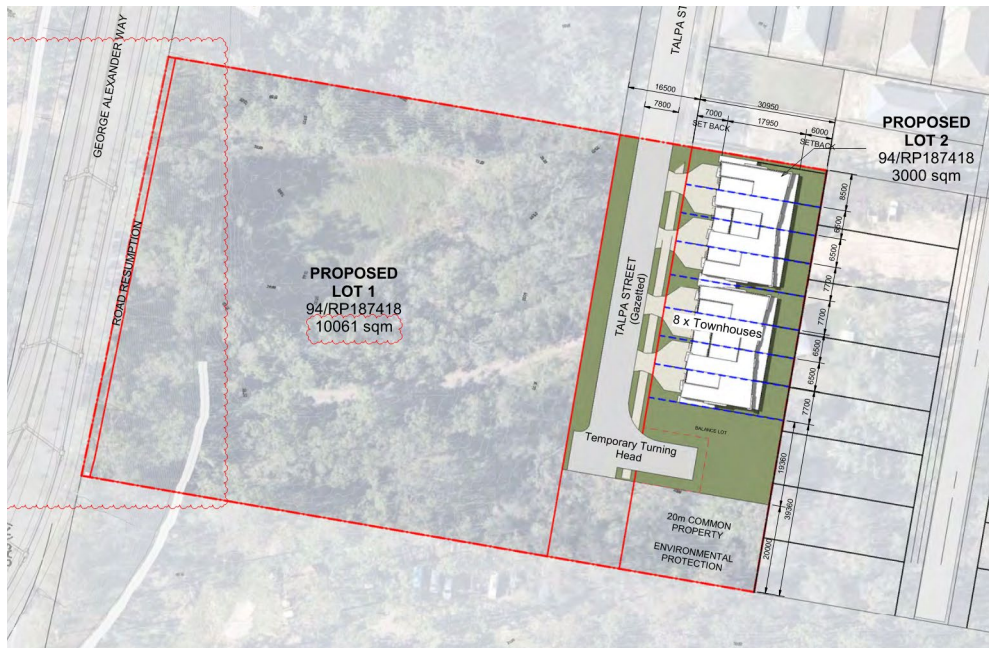


Figure 4: Excerpt of stage 1a (Source: Archipelago)

- Stage 1a:
 - Construction of eight, two-storey townhouses;
 - New Talpa Street road extension;
 - Temporary turning head and access easement over part of Proposed Lot 2;
 - Four new vehicle crossovers to Talpa Street; and
 - 20m wide environmental covenant area in the south-eastern corner of the site.



Figure 5: Excerpt of stage 1b (Source: Archipelago)

- Stage 1b:
 - Removal of the temporary turning head;
 - Extinguishment of the temporary access easement over the temporary turned head;

- Balance of the new road extension implemented to provide a southern connection to Lot 95 on RP187418 (southern adjoining lot);
- Two additional two-storey townhouses resulting in a total 10 townhouses over Proposed Lot 2; and
- One additional vehicle crossover to Talpa Street (cumulative total of 5 crossovers).

Figure 6: Excerpt of stage 2 (Source: Archipelago)

- Stage 2:
 - Construction of the apartment buildings (Building 1, Building 2, and Building 3) comprising a total of 176 units;
 - 27m-wide environmental covenant area along the southern boundary of the site;
 - Land dedication of 185m² of road along George Alexander Way for future road widening;
 - Single 10m-wide vehicle crossover to George Alexander Way; and
 - Pedestrian access to Talpa Street and George Alexander Way.

The apartments comprise of three buildings ranging from 7-8 storeys in height. The maximum building height is 26m, while the townhouses are two storeys and under 9m. The apartments comprise a mix of 1-3 bedroom units, while the townhouses comprise 4 bedroom units only.

The apartments were originally proposed to have an interim and ultimate driveway to George Alexander Way. George Alexander Way is an LGIP-identified trunk local road (TRN_RD_0019 - Coomera Town Centre Road H) and is due to be upgraded by 2031; however, it has been brought forward to 2027. During the assessment process, the applicant decided to remove the interim driveway access and proposed only the ultimate solution. The inclusion of an interim solution was overly complicated in terms of timing requirements and would lead to the interim driveway access being sacrificial.

For the abovementioned reason, Officers have imposed specific timing conditions to ensure that various stages of the MCU component (both apartments and townhouses) cannot commence use until the ROL component of this application is registered in accordance with the two-stage delivery of the new Talpa Street road extension. Additionally, the apartments on proposed lot 1 have additional "prior to commencement of use" timing obligations. The apartments are not permitted to "commence use" until:

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1. the ultimate trunk road upgrades for George Alexander Way are constructed, and
2. until the access driveway is constructed to tie-into the ultimate finished level of George Alexander Way.

Given the absence of a temporary turning head at the end of Stages 1b and 2 of the MCU component, officers have conditioned that site works associated with Stage 1b (MCU) which is for the two additional townhouses, cannot occur until Stage 2 of the ROL component is completed. Consequently, site works for Stage 1b are also not permitted to commence until the future Talpa Street extension over and into Lot 95 on RP187418 is constructed and accepted off-maintenance by Council to ensure there is a turnaround area or road connection for vehicles.

Notwithstanding the above, the construction associated with the apartments (stage 2 of the MCU component) and townhouses (stage 1a) are permitted to occur prior to plan sealing of Stage 1 of the ROL component.

The following table provides an overview of the proposed development.

Development proposal	
No. of units	Townhouses – 10 units Apartments: - Building 1 – 49 units - Building 2 – 68 units - Building 3 – 59 units <i>Total – 186 units</i>
Building height	Townhouses – 2 storeys, 4.2 metres above Natural ground level (NGL)* Apartments: - Building 1 – 7 storeys, 23.9 metres - Building 2 – 8 storeys, 25 metres - Building 3 – 8 storeys, 26 metres <i>*Significant cut works are occurring at this location</i>
No. of bedrooms	<u>Townhouses:</u> - 10 x 4 bedrooms <i>Townhouse total - 40 bedrooms</i> <u>Building 1:</u> - 9 x 1 bedroom - 28 x 2 bedroom - 4 x 3 bedroom Subtotal - 77 bedrooms <u>Building 2:</u> - 8 x 1 bedroom - 45 x 2 bedrooms - 6 x 3 bedrooms Subtotal - 116 bedrooms <u>Building 3:</u> - 6 x 1 bedroom - 28 x 2 bedroom - 6 x 3 bedroom Subtotal - 80 bedrooms <i>Apartment total – 273 bedrooms</i> <i>Total – 313 bedrooms</i>
Housing typology	<u>Townhouses:</u> - Arranged in three blocks comprising 2 x quadplexes and 1 x duplex. - Total of two typologies: o Type 4B A (4 bedroom) x 6 o Type 4B B (4 bedroom) x 4

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	<u>Apartments:</u> - Total of six typologies: - o Type 1B (1 bedroom) x 27 - o Type 2B A (2 bedroom) x 13 - o Type 2B B (2 bedroom) x 77 - o Type 2B C (2 bedroom) x 20 - o Type 2B D (2 bedroom) x 20 - o Type 3B (3 bedroom) x 19 <i>Total – 8 typologies</i>								
Residential density	Net site density based on the ultimate development (excluding road and land dedication): - 114m² per dwelling (148 dwellings per net hectare)								
Setbacks	<u>Townhouses over Proposed Lot 2:</u> - Front – 7.0m - Side (north)– 2.0m - Side (south) – 26.0m - Rear – 8.6m <u>Apartments over Proposed Lot 1:</u> - Front (George Alexander Way) – 3.4m* - Side (north) – 5.5m - Side (south) – 27m - Front (Talpa Street) – 4.3m <i>*front setback measurement based on the post land dedication scenario.</i>								
Site cover	<u>Townhouses over Proposed Lot 2:</u> - 40% <u>Apartments over Proposed Lot 1:</u> - 41%								
Car parking	254 resident 23 visitor <i>Total: 277 spaces</i> <table border="1"> <thead> <tr> <th>Stages</th><th>No. of car parking spaces</th></tr> </thead> <tbody> <tr> <td>Stage 1a</td><td>Cumulative 16 resident spaces</td></tr> <tr> <td>Stage 1b</td><td>Cumulative 20 resident spaces</td></tr> <tr> <td>Stage 2</td><td>Cumulative 277 resident, 23 visitor spaces</td></tr> </tbody> </table>	Stages	No. of car parking spaces	Stage 1a	Cumulative 16 resident spaces	Stage 1b	Cumulative 20 resident spaces	Stage 2	Cumulative 277 resident, 23 visitor spaces
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Stage 1a	Cumulative 16 resident spaces								
Stage 1b	Cumulative 20 resident spaces								
Stage 2	Cumulative 277 resident, 23 visitor spaces								
Communal open space	<u>Townhouses:</u> No communal open spaces are proposed for the townhouses. The townhouses have larger-than-normal private open spaces that provide adequate recreational space for users. <u>Apartments:</u> Embellishments: Roof-top terraces are provided for each building. These areas feature BBQ and kitchen areas, outdoor furniture, passive and active spaces, multi-function lawn areas and shade structures. There is also a 90m² gym, bookable private dining / meeting space on Level 0 (46m²) available for residents, and Communal area / residential co-working space on Level 2 (128m²). Hours of operation: 7am to 10pm, excluding the gym (can be 24/7, however no amplified music between 7pm and 7am) <i>Total COS area: 1,785m²</i>								
Private open space	<u>Townhouses:</u> Ranging from 56m² to 86m². <u>Apartments:</u> Balconies ranging from 10m² to 26m².								
Road access	<u>Townhouses:</u> Total of five, 4m-wide shared driveway crossovers onto the new Talpa Street road extension (local road). Each townhouse will have a single shared driveway. <u>Apartments:</u> New 10m wide crossover built to the ultimate trunk road upgrade alignment of								

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	George Alexander Way, which allows for all movement turns.
Active transport access	The proposed development has been conditioned to provide a 1.5m wide footpath along both sides of Talpa Street with a 1.5m connection to the internal pedestrian access for the apartments.
Security gate	The proposal includes the installation of a security gate on level 0 to access the resident spaces for buildings 1 and 3.
Water	<u>Townhouses:</u> Water connection for the proposed townhouses to the supply network will be provided via connection to the DN100 water main within Talpa Street. It is proposed that the existing water main will be extended along the eastern verge within the new Talpa Street road extension, providing future connection points for future development to the south of the site. <u>Apartments:</u> Water connection for the three apartment buildings to the supply network will be provided via connection to the existing DN300 water main within George Alexander Way.
Sewer	Sewer for both apartments and townhouses to the sewer network will be via the existing DN150 gravity sewer main within Talpa Street. It is proposed that the sewer main be extended along the eastern verge of the new Talpa Street road extension, providing connection points for the townhouses. Due to areas within the apartment complex being lower than the gravity system in Talpa Street, the developer will be required to implement a private sewer pump station. Any pumped wastewater will be discharged through a private rising main within the site before gravity discharging into the network.
Solid waste management	<u>Townhouses:</u> For each dwelling: - 1 x 240 Litre wheelie bins for general waste - 1 x 240 Litre wheelie bins for recycling. Bin storage points have been nominated on the drawings either adjacent to the front driveways or within side courtyards. The bins adjacent to the driveways will be stored within dedicated bin enclosures to improve visual amenity. <u>Apartments:</u> For buildings 1, 2 and 3: - 5 X 2000L bulk bins for general waste - 3 X 2000L bulk bins for recycling. Each building incorporates dual chutes for stream separation of general refuse and recycling, resulting in 6 chutes total. Building management will be required to rotate these bins under the chute discharge regularly. Building management will use a bin tug to transfer bins from the refuse rooms to the central holding point on Level 1. The bin tugs are stored on Level 1.
Stormwater management	<u>Existing pre-developed scenario:</u> Given the large size of the site, the site currently has three lawful points of discharge pursuant to the existing flow regime. These include Talpa Street to the north, the lot to the south (Lot 95 on RP187418), and a low point along the northern boundary. Stormwater is only considered for the western catchment (over approved lot 900) as this application does not intend to develop within the eastern catchment (eastern balance lot). The site slopes range from 5% to 12% with the high point at RL34m at the centre, sloping away towards low points at RL25m (north-western corner) and RL29 (north-eastern corner). This is due to two existing dams located on the site, one large dam in the north-western corner and a smaller dam in the north-eastern corner. <u>Quantity:</u> Proposed Lot 1 has the apartments, and the development proposes a stormwater drainage channel on a north-south alignment located in the centre of Proposed Lot 1. The stormwater solution involves in-line detention to capture overland flows through the site. The water will discharge to the adjoining lot to the north via a level spreader, thus maintaining the existing overland flow regime. The proposed stormwater solution will be capable of withstanding a Q100 event. In this instance,

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	officers have determined that no drainage easement in favour of Council is necessary. The onus will be on the body corporate to maintain the private asset. Conditions have been imposed requiring integration of the maintenance management plan for the drainage channel into the Community Management Statement (CMS) document. <u>Quality:</u> The primary treatment system involves Ocean Protect tanks utilising OceanGuard Filter bags and StormFilter cartridges. Run-off from all ground and road areas must pass through an OceanGuard filter prior to entering the StormFilter cartridge system.
Servicing	<u>Townhouses:</u> Townhouses will be serviced separately by a side-loader RCV kerbside, with a turning head implemented in the street design of stage 1a to allow the RCV to perform a turnaround manoeuvre. The temporary turning head and temporary access easement will remain in place until such time Talpa Street extends further south into Lot 95 on RP187418 and is constructed and accepted off maintenance by Council. <u>Apartments:</u> The residential towers will be serviced by a front loader Refuse Collection Vehicle (RCV) entering the development via George Alexander Way, driving forward into the specified loading bay adjacent to Building 1. The bay has a 6.5m clearance height. The contractor will exit the vehicle to access the centralised bin holding point on the first floor of Building 1, and manoeuvre bins a short distance via a bin tug to the front-loader mechanism.
Covenant area	Total: Approximately 3,454m ² comprising a 20m corridor in the south-eastern corner of Proposed Lot 2 and a 27m corridor along the southern boundary of Proposed Lot 1. The vegetation will be rehabilitated and protected by a statutory environmental covenant, with the State and Council as registered covenantees.
Environmental offsets	The site contains 0.79 ha of mapped medium priority vegetation, with only 0.33 ha (41%) to be retained. Accordingly, officers have conditioned environmental offsets in accordance with the <i>Environmental Offsets Act 2014</i> .
Bushfire management	The applicant submitted a Bushfire mitigation report by Eldon Bottcher Architect Pty Ltd, dated 4 August 2025. The subject site and the adjacent lots to the north and south are mapped as containing 'Medium Potential Bushfire intensity.' The bushfire risk from the northern allotment (101SP312031) is expected to be resolved as the site has a valid approval to undertake vegetation clearing in future to facilitate high-density development.

The following drawings identify MCU component.



Figure 7: View looking north-east at building 1 and 3 (Source: Archipelago)



Figure 8: View looking north-west at building 3 (Source: Archipelago)

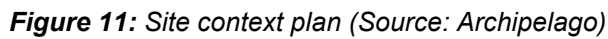


Figure 9: View looking south-east at building 1 from George Alexander Way (Source: Archipelago)



Figure 10: View looking north down Talpa Street (Source: Archipelago)

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Figure 13: Basement 1 floor plan (Source: Archipelago)



Figure 14: Level 0 floor plan (Source: Archipelago)

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Figure 15: Level 1 floor plan (Source: Archipelago)



Figure 16: Level 2 floor plan (Source: Archipelago)



Figure 17: Level 3-5 typical floor plan (Source: Archipelago)



Figure 18: Level 6 floor plan (Source: Archipelago)



Figure 19: Level 7 floor plan (Source: Archipelago)



Figure 20: Level 8 floor plan (Source: Archipelago)



Figure 21: Roof plan (Source: Archipelago)



Figure 22: West elevation from George Alexander Way (Source: Archipelago)



Figure 23: East elevation from Talpa Street (Source: Archipelago)



Figure 24: Overall north elevation (Source: Archipelago)



Figure 25: Overall south elevation (Source: Archipelago)

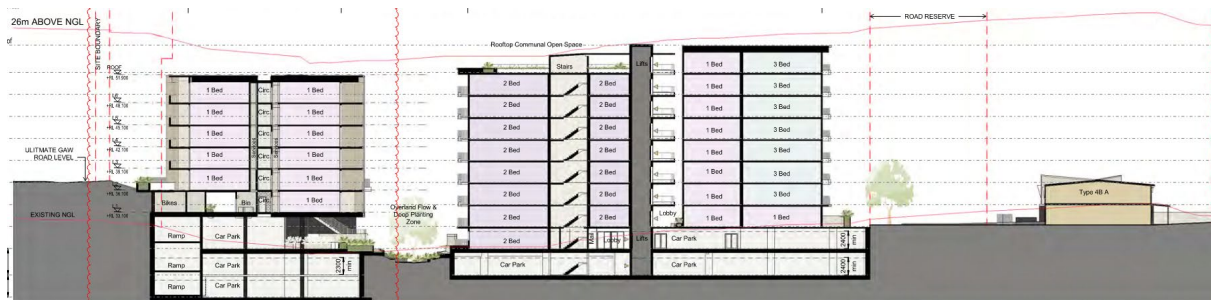


Figure 26: Section of Building 1 and Building 3 (Source: Archipelago)

3 KEY CONSIDERATIONS

The key considerations of the proposal include:

- George Alexander Way road upgrade;
- Stormwater management;
- Environmental significance;
- Bushfire hazard; and
- Staging.

The following is a summary of each key consideration.

a) George Alexander Way road upgrade

George Alexander Way is identified in the city's Local Government Infrastructure Plan (LGIP) for upgrade to urban standards (identified as RD_0019 - Coomera Town Centre Road H). There is a requirement for a land dedication along the full frontage of the site to George Alexander Way. The proposal was originally calibrated to the road widening plan that showed a land dedication area that is 478m² and was identified on the sketch as Parcel A. Parcel B has the associated earthworks, but was not being dedicated to Council. Notwithstanding, through the assessment process, the applicant

provided an updated road alignment based on the future Coomera Hospital development across the road, which results in a 185m² dedication along the fill frontage of the site (less 293m²).

Due to a significant 3m change in height associated with the ultimate road upgrade (which connects to the four-lane Foxwell Road), the applicant could not achieve a suitable interim access outcome. The interim driveway arrangement was ultimately removed from the proposal as it was determined to be too complicated and would result in the interim driveway being sacrificial. The opening of Stage 2 is therefore aligned with the ultimate George Alexander Way upgrade, scheduled for completion by late 2027 brought forward from 2031.

Regarding the driveway access to George Alexander Way, a new 10m-wide crossover is proposed to align with the ultimate trunk road alignment for George Alexander Way. In the Information request, officers requested access to George Alexander Way be restricted to left-in and left-out only, to be consistent with the prior approval COM/2023/16 condition 18, which also required a 0.6m median island due to safety concerns due to proximity to the intersection with Foxwell Road. Initially, the applicant proposed stage 2 (Multiple dwellings-apartments) access to Talpa Street. Officers were concerned that this would increase the daily traffic above the desirable 750 vehicles per day. Officers therefore requested the applicant to amend the design to relocate stage 2 access to George Alexander Way.

After receiving the Applicant's response to Information request, further discussions were held regarding the land dedication amount and the distance to the intersection with Foxwell Road. Ultimately, officers from the Transport Assessment Planning and Management (TAPM) team supported all-movement access on this two-lane section of George Alexander Way without requiring a dedicated right turn lane. Upon further review, it was deemed that the vehicle crossing is positioned to provide adequate sight distance for approaching vehicles in both directions—north and south. During the critical afternoon peak hour, officers expect a demand of one vehicle turning right every 1-2 minutes. Subsequently, the final road design results in a total width of 5.5m that is available between the centreline and kerbline, comprising a 3.5m travel lane and a 2m bike lane, as shown on the design drawings to be marked with yellow lines. This allows for passing northbound through vehicles. Officers have not conditioned an OPW for a non-standard VXO to George Alexander Way noting that this is a significant project being undertaken as part of the Coomera state hospital project due for completion in late 2027. However, the applicant is aware that a future OPW is required for the vehicle access. References to left-in and left-out have been crossed off the architectural drawings.

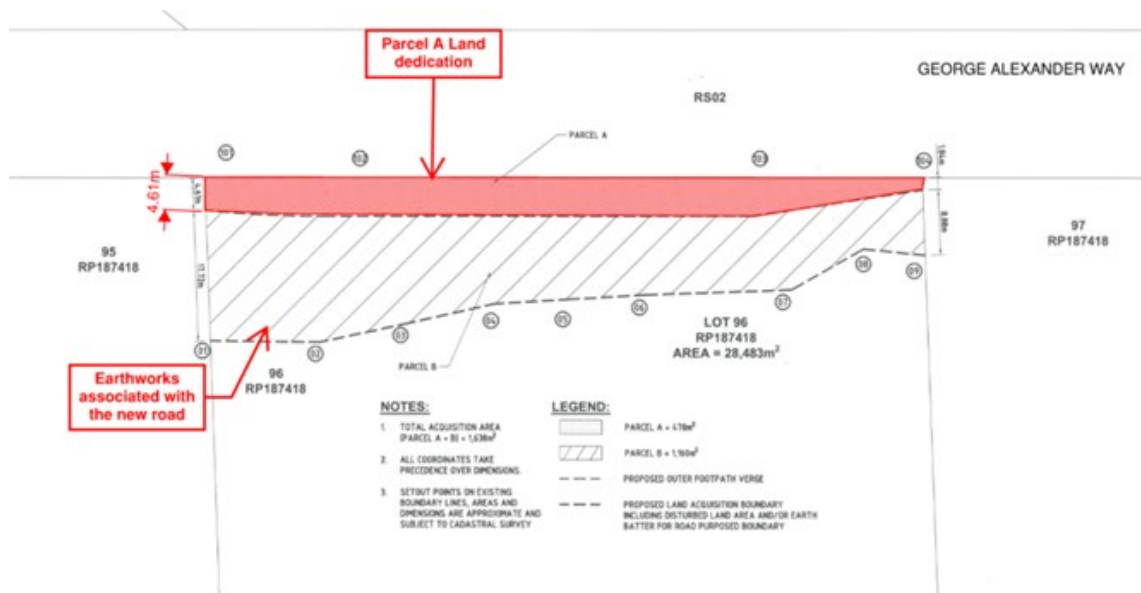


Figure 27: original road widening sketch (Source: officer materials)



Figure 28: Amended road widening sketch (Source: officer materials)

b) Stormwater management

The stormwater management solution for the site's western catchment is designed to manage both the quantity and quality of run-off, ensuring no adverse impacts on or off the site. The site currently slopes 5% to 12% from a central high point (RL34m) to lower points at RL25m and RL29m. The site currently has two existing dams, one large and one small. The site has three existing lawful points of discharge, including Talpa Street, the lot to the south, and a low point along the northern boundary.

To manage quantity and maintain the existing overland flow regime, the development over Proposed Lot 1 (the apartment lot) incorporates inline detention to capture overland flows through the site. This solution is centred on a stormwater drainage channel on a north-south alignment in the middle of Proposed Lot 1. Overland flow will discharge to the adjoining lot to the north via a level spreader. This proposed solution is designed to be capable of withstanding a Q100 event, ensuring no increase in peak flow rates, flood levels, or inundation duration externally. Sensitivity testing by the applicant's hydraulic consultant confirmed that in a 100% orifice blockage scenario, an emergency overflow pipe (DN750 for the basin) is sized to accommodate the 1% AEP flow.

The primary stormwater quality treatment system utilizes Ocean Protect tanks. This system incorporates OceanGuard Filter bags and StormFilter cartridges. Run-off from all ground and road areas must first pass through an OceanGuard filter before entering the StormFilter cartridge system for final treatment.

Officers have determined that no drainage easement in favour of Council is necessary for this private asset. However, a 3m wide private stormwater easement must be registered (burdening Lot 1 in

favour of Lot 2) at the time of registering the plan of subdivision. The body corporate will be responsible for maintaining the drainage assets. Approval conditions require the preparation and implementation of a site-specific Maintenance Management Plan (MMP), which must include associated life-cycle costs and be integrated into the Body Corporate/Community Management Statement.

c) Environmental significance

The subject site is currently heavily vegetated and is mapped with State Priority Species, Medium Priority Vegetation, a Waterway Buffer, and Koala Habitat Areas. A site visit by officers confirmed a healthy canopy of koala feed and shelter trees (*Corymbia citriodora*, *Eucalyptus siderophloia*, *Eucalyptus propinqua*), supporting habitat features like hollows and termite mounds, and providing major food sources for the glossy black-cockatoo. Fauna evidence, including koala and macropod scat, was also present.

The required extent of vegetation clearing to facilitate the high-density development results in unavoidable impacts that result in non-compliances with the Environmental significance overlay code, as follows:

- Environmental significance overlay code:
 - Purpose of the code
 - Overall outcome (2)(d)(ii)(A)
 - AO18.1/PO18
 - AO10/PO10
 - AO5.5/PO5

Despite these non-compliances, officers are recommending approval by relying on section 60(2)(b) of the *Planning Act 2016*, which permits approval where a proposal does not comply with all assessment benchmarks for the following reasons:

- Officers note that the site is located in the High density residential zone, and as such, officers note there are competing requirements between the zone code and the overlay code. Whilst the High density residential code seeks to facilitate residential development at a larger more intense scale, the Environmental significance overlay code seeks to protect and enhance mapped environmental values over the site noting that where there are inconsistencies in outcomes, the overlays prevail over the zone to the extent of the inconsistency according to section 1.4 - Hierarchy of assessment benchmarks within City Plan.
- The proposal includes a covenant area totalling approximately 3,454m² along the southern boundary of the site. This area is comprised of a 20m corridor in the south-eastern corner of proposed Lot 2 and extends into a 27m corridor along the southern boundary on proposed Lot 1. The vegetation within this area will be rehabilitated and permanently protected by a statutory environmental covenant with the State and Council as registered covenantees.
- Due to the unavoidable loss of 58% of the mapped medium-priority vegetation, officers have conditioned environmental offsets in accordance with the *Environmental Offsets Act 2014*. This ensures that the loss of 0.46ha medium-priority vegetation is compensated.
- The State Assessment and Referral Agency (SARA) endorsed the clearing but imposed conditions, including limiting interference to the clearing of 122 non-juvenile koala habitat trees and requiring the payment of an environmental offset for their removal.
- It is noted that compliance with PO25 and PO26 is achieved by conditioning the preparation and implementation of a Covenant Management Plan and Rehabilitation Management Plan.
- On balance, the proposed development facilitates intended high-density residential development over the site, whilst also reasonably protecting and enhancing the environmental values.

d) Bushfire hazard

The subject site is mapped as containing the Bushfire hazard area – medium potential bushfire hazard and potential bushfire impact buffer. The proposal does not comply with multiple Performance Outcomes (POs) of the Bushfire hazard overlay code, due to unavoidable impacts on environmental matters of significance:

- Bushfire hazard overlay:
 - Overall outcome (3)(a)(e)
 - AO4/PO4
 - AO7/PO7

The bushfire risk emanating from the adjoining northern site (66 George Alexander Way) is considered mitigated. This adjoining lot has a valid development preliminary approval to remove the Environmental overlay constraints and permit future High Density Residential development (RD8). The bushfire risk from this adjacent property is therefore expected to be resolved due to this existing approval to undertake vegetation clearing in the future.

It is acknowledged there is a conflict between the High density residential zone which seeks to intensify development, whereas the Bushfire hazard overlay constrains the ability to develop by remove vegetation necessary to create acceptable asset protection zones.

Despite the non-compliance with the Bushfire hazard overlay code, officers are recommending approval by having regard to section 60(2)(b) of the *Planning Act 2016*, which permits approval where a proposal does not fully comply with all assessment benchmarks for code applications.

On balance, officers have taken into consideration the competing requirements of the planning scheme, which seeks to balance the zone requirements while managing the risk of the overlay. It is considered that risk to life has been mitigated appropriately and the development reasonably protects environmental values.

e) Staging

Given the absence of a temporary turning head at the end of Stages 1b and 2 of the MCU component, officers have conditioned that site works associated with Stage 1b which is for the two additional townhouses, cannot occur until Stage 2 of the ROL component is completed. Consequently, site works for Stage 1b are also not permitted to commence until the future Talpa Street extension over and into Lot 95 on RP187418 is constructed and accepted off-maintenance by Council to ensure there is a turnaround area for vehicles.

Notwithstanding the above, the construction associated with the apartments (stage 2 of the MCU component) and townhouses (stage 1a) are permitted to occur prior to plan sealing of Stage 1 of the ROL component.

4 SITE CONTEXT

4.1 Subject site

The subject site:

- Comprises of a single allotment legally described as Lot 96 on RP187418;
- Has a total area of 30,100m² (3.01 hectares);
- Is a rectangular shape;
- Has a single 97m frontage to George Alexander Way;
- Is currently improved by a single dwelling in the middle of the site;
- Is heavily vegetated with mapped medium priority vegetation and mapped State-identified koala habitat areas (Core koala habitat);
- Has two dams, including one larger dam in the northwest corner and one smaller in the northeast corner of the site;
- Has a single unsealed driveway access off George Alexander Way;

- Is not encumbered by any easements; and
- Is not connected to Council's water and sewer network.

The following images identify the site.



Figure 29: Aerial of subject site (Source: Officers materials)

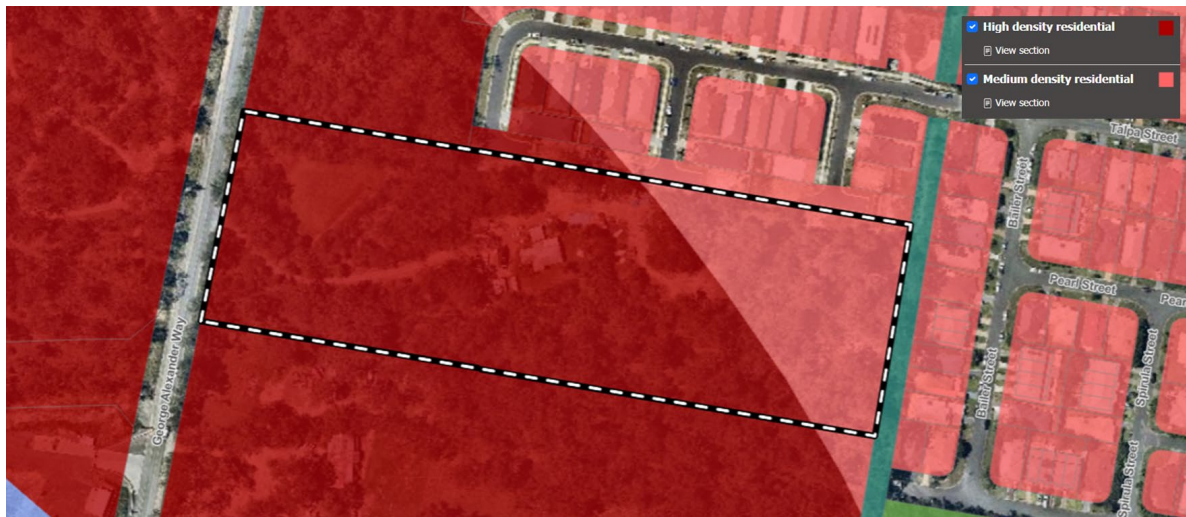


Figure 30: Zoning map (Source: City plan interactive mapping)



Figure 31: View of site access – looking from George Alexander Way



Figure 32: View of dwelling house onsite



Figure 33: Existing vegetation community



Figure 34: View of northern boundary



Figure 35: Small dam in the north-east



Figure 36: Koala scats observed onsite



Figure 37: Koala scats observed onsite



Figure 38: Scattered non-juvenile Koala habitat trees within KHA in southern portion of site



Figure 39: Scattered non-juvenile Koala habitat trees within KHA in northern portion of site.



Figure 40: Large *Corymbia citriodora* and *Eucalyptus acmenoides* within mapped KHA in eastern portion of site.

4.2 Immediate

The immediate surrounds of the site is as follows:

North	Talpa Road has been constructed to the northern boundary of the site, however remains within a private allotment and acts as temporary turn-around for refuse vehicles.
South	Land adjoining to the south comprises an undeveloped site in the high-density residential

	zone, that is currently heavily vegetated.
East	Land adjoining the east comprises of a mix of dwelling houses and townhouses in the Medium density residential zone.
West	George Alexander Way bounds the western boundary. George Alexander Way is currently a two-lane street with a bike lane on the western side. The existing road pavement width is 9m wide.

The site is on the eastern side of the M1 Pacific Motorway, and is conveniently located near schools, shops, services, and public transport as shown in the figure below.



Figure 41: Zoning map (Source: City plan interactive mapping)

4.3 Local context

The subject site is situated in the Gold Coast suburb of Coomera, one of the fastest-growing suburbs on the Gold Coast. The subject site is well-positioned in regard to urban infrastructure, transport options, schools, sporting facilities, employment opportunities, retail options, and recreational amenities.

The site is directly east of the Coomera principal centre which is a driver of the city's economy and the principal centre for the northern Gold Coast. It is supported by integrated bus and rail services and good access to the Pacific Motorway for freight.

The subject site is situated along George Alexander Way, which is identified as a local road with a speed limit of 60km per hour. The southern end of George Alexander Way connects to Foxwell Road, a 4-lane, higher-order state-controlled road.

Historical background:

The split zoning over the site is a legacy outcome stemming from the superseded Coomera Town Centre Structure Plan within the *Gold Coast Planning Scheme 2003*. The old structure plan sought to establish Coomera as a Major Regional Activity Centre for South East Queensland. This historic plan focused on the Coomera Rail Station as the central feature, promoting surrounding residential densities to create walkable neighbourhoods. The current City Plan (v11) maintains this original structure plan's zoning, retaining the curved zone line at the rear of the property as shown in the below figure.

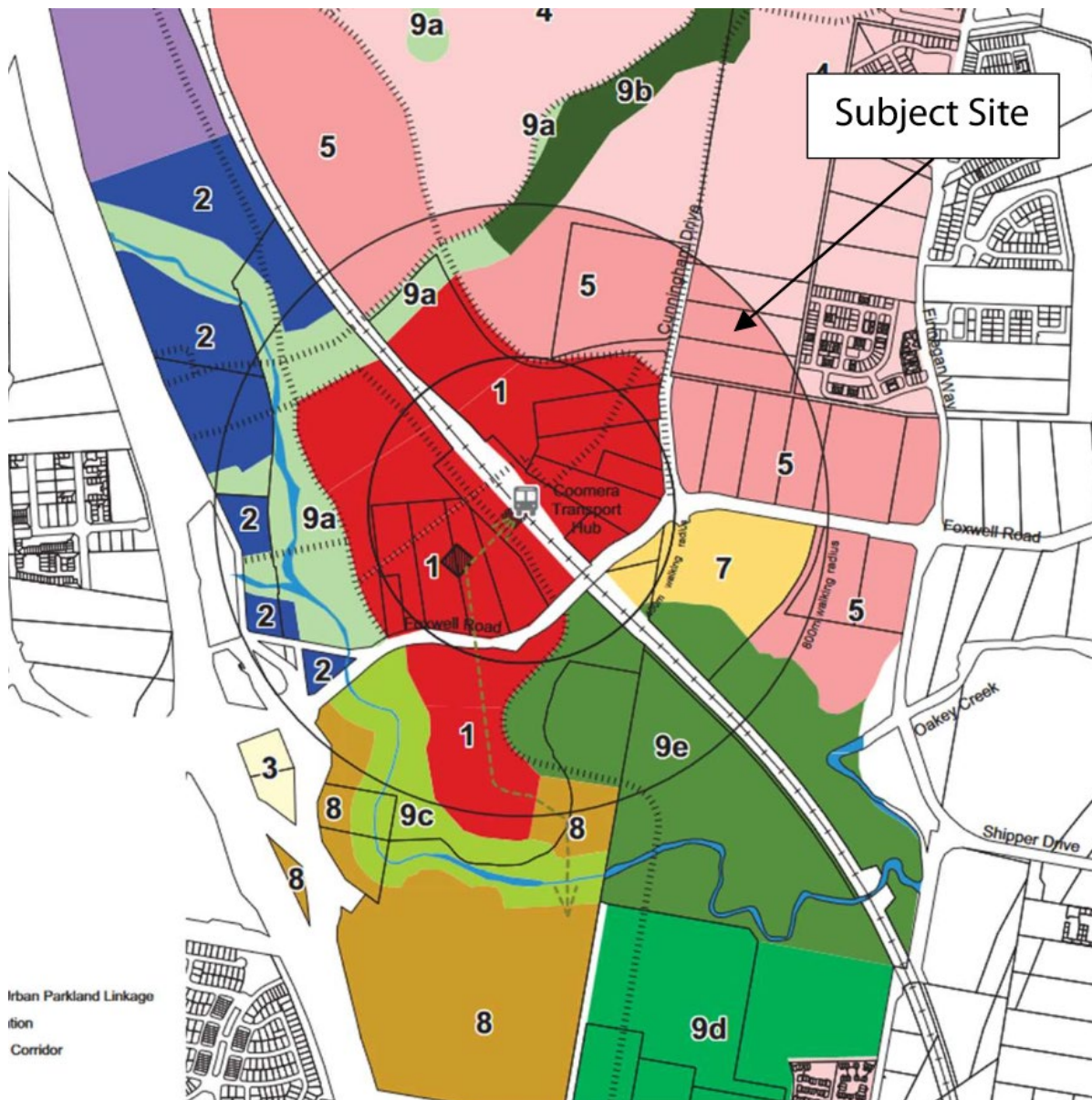


Figure 42: Legacy zoning map (Source: Gold Coast City Plan 2000)

4.4 City wide context

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Based on the 2021 Australian Bureau of Statistics (ABS) Census data, Coomera recorded a total population of 20,225 people and was noted for having the largest growth outside of capital cities in the 2011–2021 decade, adding over 11,500 people.

The subject site is located within the Urban Footprint of the *South East Queensland Regional Plan (ShapingSEQ 2023)*, as shown in the figure below.

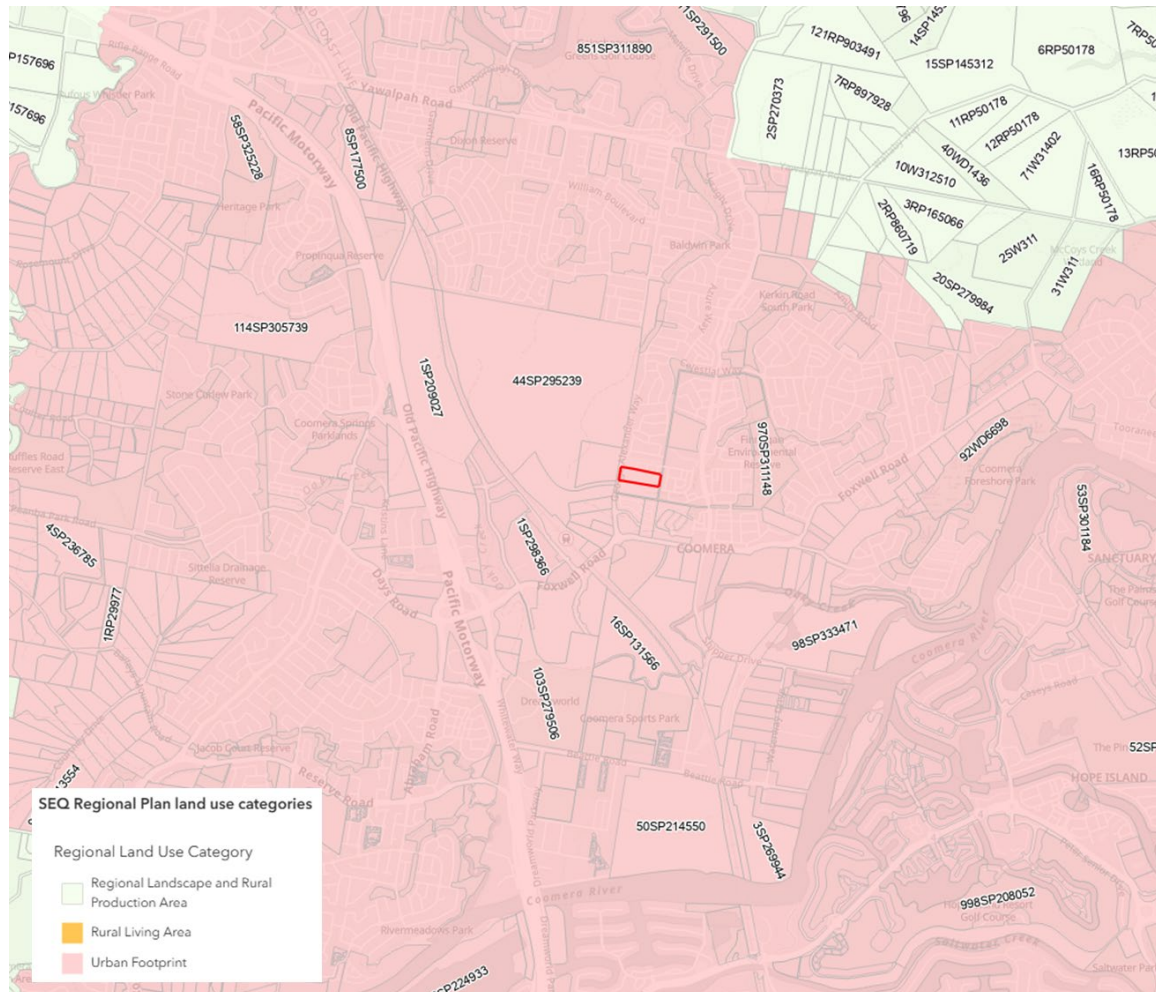


Figure 43: SEQ Regional land use categories (Source: Department of State Development, Infrastructure, and Planning)

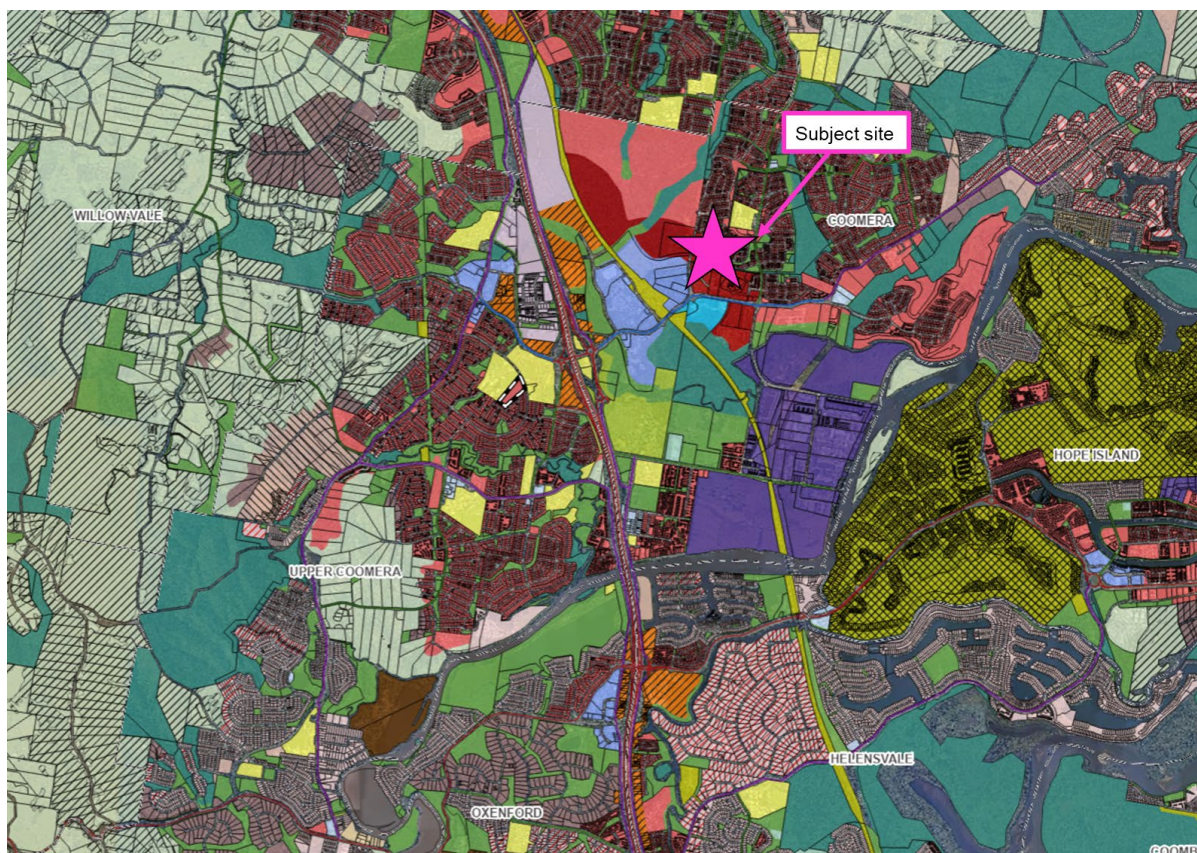


Figure 44: Locality map (Source: City Plan 2016)

5 PLANNING ASSESSMENT

Section 45(3) of the *Planning Act 2016* identifies:

- (3) A **code assessment** is an assessment that must be carried out only –
 - (a) against the assessment benchmarks in a categorising instrument for the development; and
 - (b) having regard to any matters prescribed by regulation for this paragraph.

The proposed development triggers code assessment and has been assessed in accordance with Section 45(3) of the *Planning Act 2016*.

5.1 State Planning instruments

The application has been assessed against the following instruments:

Instrument	Comment
State Planning Policy	The City Plan appropriately reflects all aspects of the State Planning Policy apart from aspects relating to natural hazards, risk and resilience (coastal hazards). The proposal does not trigger assessment against any assessment benchmarks relating to natural hazards, risk and resilience (coastal hazards).
South East Queensland Regional Plan	The proposal is consistent with the goals, elements and strategies; and the Southern Sub-regional directions of the <i>South East Queensland Regional Plan 2023</i> (ShapingSEQ).
Planning Regulation 2017	The proposal triggers assessment against the following State development assessment provisions:

	Schedule 10, Part 10, Division 3, Subdivision 3, Table 1, Item 1 (10.10.3.3.1.1)—Development interfering with koala habitat in koala habitat areas outside koala priority areas (<i>Planning Regulation 2017</i>) The application was referred to SARA who was identified in Schedule 10 to act as a Concurrence Agency . This is discussed in section 7.2 within this report.
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5.2 Local categorising instruments

The application has been assessed against the following instruments:

Local categorising instrument	Comment
Temporary Local Planning Instrument	The proposal does not trigger assessment against any temporary local planning instruments.
Variation approval	The proposal does not trigger assessment against a variation approval.
City Plan (Version 11)	The proposal is within the City Plan area of the City of Gold Coast. This is discussed in section 5.3 below. <u>Local Government Infrastructure Plan</u> There are no trunk infrastructure requirements applicable to the proposed development.

5.3 City Plan

The following is an assessment of the application against the *Gold Coast City Plan 2016 (Version 11)*.

5.3.1 Assessment against the Strategic framework

The proposal is code assessment and does not trigger assessment against the Strategic framework.

The Planning Act 2016 requires codes assessable development (bounded assessment) to be carried out only against the assessment benchmarks stated in the categorising instrument (City Plan) and have regard to matters prescribed by the regulation.

Section 43 (2) (c) of the *Planning Act 2016* states for code assessment, a strategic outcome (Strategic framework) is not an assessment benchmark.

5.3.2 Zone

Given the development is contained largely within the High density residential zone portion of the site, with only the eastern balance lot falling within the eastern catchment, officers have focused the assessment on the High density residential zone. The purpose of zone is as follows:

The purpose of the High density residential zone code is to provide for higher density multiple dwellings supported by community uses and small-scale services and facilities that cater for local residents.

The proposal is for a combined Multiple dwelling and Reconfiguration of a lot, and subject to meeting the outcomes in the zone code, is an envisaged development for the High density residential zone.

5.3.3 Assessment against the codes

Under the City Plan (version 11), compliance with a code can be achieved by either compliance with the purpose and overall outcomes of the code, or, compliance with either the performance outcomes or acceptable outcomes. Acceptable outcomes are generally quantifiable provisions, with the performance and overall outcomes generally qualitative and performance based.

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The following is an assessment of the application against the applicable codes of the City Plan (version 11) identified in the table below:

<u>ROL COMPONENT</u>		
Zone code	Overlay codes	Development codes
- High density residential zone code; - Medium density residential zone code;	- Bushfire hazard overlay code; and - Environmental significance overlay code.	- Reconfiguring a lot code; - Fire services in developments accessed by common private title code; - General development provisions code; - Healthy waters code; - On-site sewerage facilities code; and - Vegetation management code
<u>MCU COMPONENT</u>		
Zone code	Overlay codes	Development codes
High density residential zone code	- Bushfire hazard overlay code; and - Environmental significance overlay code.	- Multiple accommodation code; - Driveways and vehicle crossings code; - Fire services in developments accessed by common private title code; - General development provisions code; - Healthy waters code; - Solid waste management code; - Transport code; and - Vegetation management code

This is a 'report by exception' and only discusses issues where the development does not meet the relevant acceptable outcomes or where a relevant performance outcome does not have a stated corresponding acceptable outcome. This is outlined in the table below.

<u>ROL COMPONENT</u>		
Code	Acceptable / Performance outcome	Subject matter
<u>Development codes</u>		
Reconfiguring a lot code	AO16/PO16	Circulation and street access design
	AO17/PO17	
	AO22/PO22	Public transport integration
General development provisions code	AO10/PO10	Stormwater drainage
Healthy waters code	AO1/PO1	Erosion and sediment control
	AO8/PO8	Whole of life costs
<u>Overlay codes</u>		
Bushfire hazard overlay code	AO1/PO1	Bushfire hazard
	AO3.1 & 2/PO3	Development design and lot layout
	AO4/PO4	
	AO7/PO7	Clearing
Environmental significance overlay code	AO5.5/PO5	Wetland and waterway
	AO10/PO10	Vegetation management
	AO18.1 & 2/PO18	Priority species
	AO25/PO25	Tenure, ownership, rehabilitation and

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	AO26/PO26	management arrangements
<u>MCU COMPONENT</u>		
Code	Acceptable / Performance outcome	Subject matter
High density residential zone	AO1/PO1	Setbacks
	AO4/PO4	Density
<u>Development codes</u>		
Multiple accommodation code	AO4/PO4	Design and appearance
	AO5.1/PO5	Roof form
	AO9.2/PO9	Communal open space
	AO10.1 & AO10.2/PO10	Additional design and appearance requirements for townhouses
	AO15/PO15	Housing needs and choice
Transport code	AO1/PO1	Car parking
	AO3/PO3	Servicing
	AO6/PO6	Public transport network
	AO7/PO7	Active transport network
	AO9/PO9	Public footpaths
	AO11/PO11	New roads
	AO16/PO16	Integrated transport and land use
	AO20.1/PO20	General
General development provisions code	AO1/PO1	Amenity protection
	AO2/PO2	
	AO10/PO10	Stormwater drainage
<u>Overlay codes</u>		
Bushfire hazard overlay code	AO1/PO1	Bushfire hazard
	AO7/PO7	Clearing
Environmental significance overlay code	AO5.5/PO5	Wetland and waterway
	AO10/PO10	Vegetation management
	AO18.1 & 2/PO18	Priority species
	AO25/PO25	Tenure, ownership, rehabilitation and
	AO26/PO26	management arrangements

ASSESSMENT OF ROL COMPONENT:

5.3.4 Assessment against the development codes

Assessment has been undertaken against the applicable Performance outcome or Overall outcome and Purpose for each subject matter as follows:

Circulation and street access design – Reconfiguring a lot code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO16	AO16 No acceptable outcome is provided.

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The function and capacity of the road network is maintained, and does not compromise or impact on the safety and operation of the existing and planned road network.

Note: A Traffic Impact Assessment is Council's preferred method of addressing the above outcome, particularly for the following instances:

- (a) site access is from a road identified on the Functional road hierarchy (indicated on the Zone maps in Schedule 2); or
- (b) site access is from a road identified on the Pacific motorway service road types overlay map; or
- (c) site access is within 100m of a signalised intersection; or
- (d) site access is within 50m of a roundabout; or
- (e) a new intersection is proposed; or
- (f) density outcomes in a zone code are exceeded; or
- (g) development has the potential to increase existing background traffic (peak period or daily traffic movements) ≥ 5 percent.

Officer's comment

There is no acceptable outcome; therefore, an assessment is required against the corresponding performance outcome.

From the outset, it is acknowledged that the applicant intends to carry out the site works associated with the MCU component of this application concurrently with the ROL component. Therefore, both aspects are intimately linked, and the transport network outcomes for both the ROL and MCU components of this application are identical.

The proposal actively supports the planned road network by dedicating 185m² of land on George Alexander Way for road widening purposes. This land is identified as necessary trunk infrastructure (LGIP identified) for the future road upgrade RD_0019. This dedication ensures the land is available to facilitate the planned ultimate two-lane upgrade of George Alexander Way, which is associated with the Coomera State Hospital project. This action proactively safeguards the long-term capacity of the planned network. The estimated value of the dedicated land is part of the total estimated works, with the value being offset against levied infrastructure charges.

Furthermore, to ensure safe operation of the local road network, the ROL component has been conditioned to implement a staged delivery of Talpa Street through an amended drawings condition. The absence of a permanent turning head at the end of Stage 2 (for both the ROL and MCU components) makes the development reliant on future development to the south to provide either a dedicated turning head or future road connections to the surrounding local road network. This provision is essential to enable Refuse Collection Vehicles (RCVs) to safely manoeuvre within the road reserve and egress back into the local network. Accordingly, the conditions enforce that the existing temporary access and turning head must be maintained until the neighbouring works on the southern lot (96RP187418) are completed, and that the ROL component must be delivered in sequential order in accordance with the staging plan to manage this dependency and maintain safe vehicle operation.

Regarding the driveway access to George Alexander Way, a new 10m-wide crossover is proposed to align with the ultimate trunk road alignment for George Alexander Way. In the Information request, officers requested access to George Alexander Way be restricted to left-in and left-out only, to be consistent with the prior approval COM/2023/16 condition 18, which also required a 0.6m median island due to safety concerns due to proximity to the intersection with Foxwell Road. After receiving the Applicant's response to Information request, further discussions were held regarding the land dedication amount and the distance to the intersection with Foxwell Road. Ultimately, officers from the Transport Assessment Planning and Management (TAPM) team supported all-movement access on this two-lane section of George Alexander Way without requiring a dedicated right turn lane. Upon further review, it was deemed that the vehicle crossing is positioned to provide adequate sight

distance for approaching vehicles in both directions—north and south. During the critical afternoon peak hour, officers expect a demand of one vehicle turning right every 1-2 minutes. Subsequently, the final road design results in a total width of 5.5m that is available between the centreline and kerbline, comprising a 3.5m travel lane and a 2m bike lane, as shown on the design drawings to be marked with yellow lines. This allows for passing northbound through vehicles. Officers have not conditioned an OPW for a non-standard VXO to George Alexander Way; however, the applicant is aware that a future OPW is required for the vehicle access. References to left-in and left-out have been crossed off the architectural drawings.

In summary, by providing the land dedication for future enhancement of George Alexander Way, and implementing a staged delivery of the southern Talpa Street extension, the proposal ensures that the development integrates into the local area without compromising the safety, function, or capacity of the existing or planned road.

Based on the above assessment it is considered the development complies with Performance outcome PO16 of the Reconfiguring a lot code.

Circulation and street access design – Reconfiguring a lot code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO17 Development within the Coomera Town Centre area provides an integrated network of predominantly public streets to ensure efficient movement of pedestrians, cyclists, vehicles and strong public transport connections. Note: indicative access and mobility outcomes for the Coomera Town Centre area are identified on Figure 9.4.13-2 within Part 9.4.13 Transport code .	AO17 No acceptable outcome is provided.

Officer's comment

There is no acceptable outcome; therefore, an assessment is required against the corresponding performance outcome.

The proposal ensures integration into the public road network by conditioning the construction of future pedestrian pathways and street lighting systems. Specifically, the proposal includes the required installation of a 1.5m wide public footpath within the eastern verge of Talpa Street, connecting to the existing footpath within the northern adjoining lot. These footpaths will be constructed and maintained by the developer until they are accepted "off maintenance" by the City, ensuring a high-quality, continuous public pedestrian link along Talpa Street. When the turning area is removed, a 1.5m wide footpath must be extended to the southern edge of the pavement for Talpa Street (Stage 2 of the ROL component).

To further support the public movement network, the proposal requires the installation of a street lighting system on the extension of Talpa Street. This system must achieve a minimum level of lighting in accordance with City Plan Policy SC6.12 and ensure all associated wiring is installed underground. This upgrade directly contributes to the safety, usability, and functionality of the public street network for pedestrians and cyclists operating after dark, reinforcing the 'integrated network' intent.

Based on the above assessment it is considered the development complies with Performance outcome PO17 of the Reconfiguring a lot code.

Public transport integration – Reconfiguring a lot code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO22 Subdivision design supports public transport integration.	AO22 At least 60% of lots are within 400m walking distance of roads which have a minimum carriageway width of 10m and are capable of supporting a bus route.

Officer's comment

Proposed lot 2 is not within 400m walking distance of roads with a carriage way that supports bus routes. As part of the MCU component, officers were seeking a direct public footpath link between George Alexander Way which is a bus route. However, this has not been achieved based on topography and vegetation constraints, which means that proposed lot 2 on Talpa Street is temporarily located more than the 400m walking distance prescribed in AO22. This deficiency is acknowledged as temporary. The necessary public footpath connection can be achieved when the southern adjoining lot (lot 95 on RP187418) lodges a development application. At this point, officers will be able to secure a footpath network to George Alexander Way from the Talpa Street continuation, which will achieve the public transport objectives.

Based on the above assessment it is considered the development complies with Performance outcome PO22 of the Reconfiguring a lot code.

ASSESSMENT OF MCU COMPONENT:

5.3.5 Assessment against the zone code

Assessment has been undertaken against the applicable Performance outcome or Overall outcome and Purpose for each subject matter as follows:

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome		
PO1 Setbacks: (a) assist in the protection of adjacent amenity; (b) allow for access around the building; (c) contribute to the streetscape character; and (d) allow for on-site car parking.	AO1		
	Setback	Minimum distances measured in metres (m)	
		Height	Setback
	Front for covered car parking (excluding a basement)	all	6m
	Front (excluding covered car parking)	up to 23m	4m
		for that part exceeding 23m	6m
	Side and rear	up to 4.5m	1.5m
		for that part between 4.5m – 7.5m	2m
		for that part exceeding 7.5m	an extra 0.5m is added for every 3m in height or part thereof over 7.5m.
	Between on site habitable buildings (where	Double the applicable side setback.	

	not attached)	
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Officer's comment

The front setback to George Alexander Way is 3.4m (in the post-land dedication scenario) in lieu of 4m. This section of George Alexander Way is unique in terms of built form, in that the built form has not been fully realised on the opposite side of the road. Directly across the road is vegetated land, which is earmarked for major development projects including the Coomera Hospital which is currently under construction. The existing built form immediately to the north and south of the site is low-rise townhouses, which have setbacks that go down to 2.5m to George Alexander Way. In lieu of all these factors the front setback is considered to be suitable.

The site setbacks and secondary front setback to Talpa Street is fully compliant with the acceptable outcome. The separation distance between all three of the apartment buildings is fully compliant with the acceptable outcome which stipulates it is required to be "double the applicable setback". The side setback requirement for a 26m high tall building is around 4-5m for the topmost levels. The separation distance between Building 1 and 2 is 10m from balcony to balcony and is 13.2m between Building 1 and 3. The separation distance between building 2 and building 3 is 11m, and therefore is deemed to achieve an acceptable level of privacy and amenity.

Based on the above assessment it is considered the development complies with Performance outcome PO1 of the High density residential zone code.

Residential density - High density residential zone code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO4 For Dwelling houses density is one Dwelling house per lot. OR Density does not exceed that shown on the Residential density overlay map. OR Where not identified on the overlay map, density does not exceed one dwelling per 400m². OR For Residential care facilities and Retirement facilities there is no performance outcome provided. OR For Rooming accommodation, accommodating more than four unrelated people, density does not exceed one bedroom per 133m².	AO4 No acceptable outcome provided.

Officer's comment

There is no acceptable outcome; therefore, an assessment is required against the corresponding performance outcome.

The residential density for the proposed development is well within the maximum limit established for the High density residential zone (RD7). The built form is entirely located within High density residential zone. The site's net area of 21,107m² is equivalent to 2.1107ha. The RD7 designation permits a maximum density of 400 bedrooms per net hectare, which means the site is anticipated to accommodate up to 844 bedrooms. The proposal results in 313 bedrooms in a density of approximately 148 bedrooms per net hectare.

Based on the above assessment it is considered the development complies with Performance

outcome PO4 of the High density residential zone code.

5.3.6 Assessment against the development code

Assessment has been undertaken against the applicable Performance outcome or Overall outcome and Purpose for each subject matter as follows:

Design and appearance – Multiple accommodation code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO4 Building form, orientation and articulation promotes sub-tropical design excellence and innovation, through: a. optimising orientation to the north; b. incorporation of generous outdoor living spaces; c. privacy and utility of open space; d. building articulation and ventilation; and e. shading and climate protection.	AO4 No acceptable outcome provided.

Officer's comment

On balance, the proposal is considered to provide sufficient orientation of dwellings (apartments and townhouses), and generous outdoor living spaces are provided which support building articulation, shading and climate protection.

The proposal provides apartments with varying orientations to address the streets, side boundaries and internal courtyards. On balance, considering the orientation and large area of the site, the proposal sufficiently optimises apartment orientation.

The proposal integrates subtropical design with outdoor living spaces for units with direct access from living spaces to balconies. Balcony spaces are appropriately sized for the use and enjoyment for residents and visitors which also support building articulation, shading and climate protection.

The low-rise townhouses primary living spaces are orientated in an east direction towards the rear boundary which optimises northeast solar access.

Based on the above assessment it is considered the development complies with Performance outcome PO4 of the Multi accommodation code.

Roof form – Multiple accommodation code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO5 Building caps and rooftops are provided to contribute an attractive roofscape that enhances the architectural distinction of the building and effectively screens service structures, plant and equipment. Note: building height incorporates allowance for plant and equipment, attractive building caps and rooftop features.	AO5.1 Building caps and rooftops are provided to contribute an attractive roofscape that enhances the architectural distinction of the building

Officer's comment

Whilst no building cap is provided for the three apartment buildings, consideration has been given to the Performance outcome.

The proposed apartment building provides centralised communal roof terraces, which are buffered by landscaping and contribute to an attractive roofscape.

Based on the above assessment it is considered the development complies with Performance outcome PO5 of the Multi accommodation code.

Communal open space – Multiple accommodation code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO9 Where the development includes ten or more dwellings, communal open space is provided on site that: a. is accessible, useable and safe; b. is designed for the subtropical climate, maximising outdoor living opportunities, and enhancing amenity for residents; c. is available for the recreational use of all occupants of the development; d. provides outdoor recreational areas required to service the open space needs of residents or guests of the development; e. aesthetically complements buildings on the site; f. provides opportunities for social interaction; g. is designed and located to reduce internal and external impacts on the amenity of residents and neighbouring premises; and h. creates a pleasant streetscape by establishing landscaped (incorporating shade trees where practicable) areas adjoining the frontages of the development.	AO9.2 Where the development includes ten or more dwellings, communal open space (including any landscaped areas) is provided at a rate of 6.5m ² per dwelling.

Officer's comment

The proposed townhouses comprise of 10 units in the ultimate configuration (i.e. after stage 1b has enacted), and do not propose any formal communal open space area. Accordingly, the proposal does not comply with AO9.2 of the Multiple accommodation code.

The townhouses have above-average private open spaces, ranging from 56m² to 86m². Given the proposal also does not comply against the Performance outcome, assessment is elevated to Overall outcome (2)(a)(h) which states the following:

“Development provides private and communal open spaces that respond to the subtropical climate, maximise outdoor living opportunities, enhance amenity for residents and provide for engagement of streets and public open spaces.”

The private open spaces are large enough to compensate for the loss of a communal open space area. Accordingly, officers considered that the proposed development provides an attractive outdoor living spaces that enable outdoor living opportunities.

Based on the above assessment, it is considered the development complies with overall outcome (2)(a)(h) of the Multiple accommodation code.

Additional design and appearance requirements for townhouses – Multiple accommodation code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO10 Multiple dwellings comprising townhouses are designed to visually integrate with the desired built form of the area as expressed by the zone and provide differentiation between buildings by means of articulation.	AO10.1 No more than two adjacent dwellings have external walls in the same horizontal plane, unless they are offset by at least 1m.
	AO10.2 The number of dwellings in the one continuous building does not exceed four.

Officer's comment

The proposal involves 10 townhouses in a single continuous row with no offsetting in built form occurring. Therefore the proposal does not comply with AO10.1 and AO10.2 of the Multiple accommodation code.

The proposed townhouses provide differentiation through varied floor levels between building blocks, projecting building forms, recesses and clearly identifiable entrances and driveways.

Based on the above assessment it is considered the development complies with Performance outcome PO10 of the Multi accommodation code.

Housing need and choice – Multiple accommodation code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO15 Development provides a mix of housing sizes and affordability outcomes to meet housing needs.	AO15 No acceptable outcome.

Officer's comment

The proposed development consists of 186 dwellings, which are spread across 8 dwelling typologies with a range of 1-4 bedroom offerings.

The proposed development is designed to deliver a diverse mix of housing sizes and forms, directly addressing the locality's current and future housing needs. The mix of 1-bedroom and 4-bedroom dwellings caters to a variety of household sizes and housing needs. The proposed development introduces a substantial high-density housing product that diversifies the housing stock beyond detached homes Coomera area. The proposal provides homeownership options ideal for families due to proximity to nearby schools and Coomera Principal Centre which has an array of shops, services and recreational opportunities aligning with the intent of the High density residential zone and supporting the needs of a growing population.

Based on the above assessment it is considered the development complies with Performance outcome PO15 of the Multiple accommodation code.

Car parking – Transport code

**DELEGATED AUTHORITY REPORT FOR A COMBINED DEVELOPMENT APPLICATION FOR A DEVELOPMENT PERMIT FOR A MATERIAL CHANGE OF USE (CODE ASSESSMENT) FOR MULTIPLE DWELLINGS (186 UNITS) OVER PROPOSED LOT 1 AND LOT 2 AND DEVELOPMENT PERMIT FOR RECONFIGURING A LOT (CODE ASSESSMENT) FOR A 1 INTO 2 LOT FREEHOLD SUBDIVISION, BALANCE LOT, NEW ROAD AND TEMPORARY ACCESS EASEMENT OVER APPROVED LOT 900 AT 54 GEORGE ALEXANDER WAY, COOMERA
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The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome	
PO1 Development provides off-street car parking to accommodate the parking demand and allows for various modes of travel to reduce dependency on private vehicle usage. OR Where located in the Centre zone or the Southport Priority Development Area, development: (a) maximises the efficiency of car parking provided; (b) reduces congestion and car dependency; and (c) encourages alternative transport options such as walking, cycling and the use of public transport. Note: For an increase in scale or intensity of an existing lawful use, this PO and AO applies to the extent of the increase, provided existing car parking areas are not reduced or disturbed.	AO1 Off- street car parking spaces are provided in accordance with the identified relevant table as follows:	
	Location	Off-street car parking rate
	All other zones	Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area

Officer's comment

To meet Acceptable outcome AO1 of the Transport code, a total of 261 car parking spaces are required as follows:

Land Use	Yield	Required (AO1)	Proposed
Multiple dwellings	Stage 1a 8 Townhouses-	16 resident 3 visitor	16 resident 0 visitor
	Stage 1b 2 Townhouses-	4 resident 0 visitor	4 resident 0 visitor
	Stage 2 Apartments- 176 units	218 resident 20 visitor	234 resident 23 visitor
Total		261 spaces, comprising: • 238 resident • 23 visitor	277 spaces, comprising: • 254 resident • 23 visitor

As shown above, the proposed development meets or exceeds the minimum parking requirement for all apartments. However, visitor parking for townhouses in Stages 1a and 1b does not comply with AO1, meaning an alternative outcome must be considered.

Visitor parking for these townhouses can be accommodated on individual driveways behind garages. Therefore, the development is capable of providing all required parking onsite. Compliance with Performance outcome PO1 of the Transport code is achieved.

Servicing – Transport code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO3 Development accommodates the required design service vehicle (including waste collection) in accordance with: (a) Table 9.4.13-8: Service vehicle requirements; and (b) Table 9.4.13-9: Minimum class of service vehicle; and (c) AS2890.2: Parking facilities Part 2: Off-street commercial vehicle facilities to allow for: (i) loading and unloading of service vehicles wholly within the site; (ii) pathways from service areas to tenancies at a width and grade that allows for unimpeded manoeuvring of goods (i.e. clear of doors, gates or landscaping); (iii) waste collection vehicles to appropriately service the development; (iv) safe pickup and set-down of passengers on-site; (v) unobstructed access to off-street parking areas; and (vi) an efficient and safe traffic network.	AO3 No acceptable outcome provided.

Officer's comment

As there is no acceptable outcome, assessment is elevated to Performance outcome PO3.

Provision has been made to accommodate on-site servicing by Medium Rigid Vehicle. While provision is only required for standing area, the applicant has opted to provide full onsite manoeuvring due to access being taken from George Alexander Way. Compliance with Performance outcome PO3 of the Transport code is achieved.

Public transport network – Transport Code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO6 Development within 400m walking distance of a high frequency public transport stop or rail station provides attractive, safe and convenient linkages to this infrastructure.	AO6 No acceptable outcome provided.

Officer's comment

The proposed development is not located within 400m walking distance of a high frequency public transport stop. The developer is therefore not required to provide any footpaths or crossing points. As mentioned earlier, there is opportunity to obtain a public pedestrian linkage to Talpa Street as part of a future development application over the southern adjoining lot (95RP187418). Compliance with Performance outcome PO6 is achieved.

Active transport network – Transport Code

**DELEGATED AUTHORITY REPORT FOR A COMBINED DEVELOPMENT APPLICATION FOR A DEVELOPMENT PERMIT FOR A MATERIAL CHANGE OF USE (CODE ASSESSMENT) FOR MULTIPLE DWELLINGS (186 UNITS) OVER PROPOSED LOT 1 AND LOT 2 AND DEVELOPMENT PERMIT FOR RECONFIGURING A LOT (CODE ASSESSMENT) FOR A 1 INTO 2 LOT FREEHOLD SUBDIVISION, BALANCE LOT, NEW ROAD AND TEMPORARY ACCESS EASEMENT OVER APPROVED LOT 900 AT 54 GEORGE ALEXANDER WAY, COOMERA
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The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO7 Off-street bicycle parking and off-street end-of-trip facilities are provided to encourage active transport and are: (a) designed to meet the needs and volumes of pedestrians and cyclists; and (b) located in safe, convenient and highly accessible areas.	AO7.1 Development provides off-street bicycle parking and off-street end-of-trip facilities in accordance with Table 9.4.13-10: Bicycle parking rates and Table 9.4.13-11: End-of-trip facilities for active travel users .

Officer's comment

To meet Acceptable outcome AO7.1 of the Transport code, a total of 19 bicycle parking spaces are required as follows:

Land Use	Yield	Required (AO7.1)	Proposed
Multiple dwellings	Stage 1a 8 Townhouses-	8 resident 0 visitor	0 resident 0 visitor
	Stage 1b 2 Townhouses-	2 resident 0 visitor	0 resident 0 visitor
	Stage 2 Apartments- 183 units	183 resident 16 visitor	83 resident 18 visitor

As noted in the tables above, the supply of bicycle parking is less than required by AO7.1 of the Transport code requiring consideration of an alternative outcome.

With respect to the proposed townhouses in stages 1a and 1b, officers are satisfied that bicycle parking can be accommodated informally within the garages or under-stair storage areas. The assessment below is therefore limited to the apartment buildings in stage 2.

The applicant's traffic consultant, Colliers, proposes to supply bicycle parking at the recommended bicycle parking supply rates in the Austroads publication 'Cycling Aspects of Austroads Guides', being 1 space per 3 dwellings for residents and 1 space per 12 dwellings for visitors. Application of these rates yields a requirement of 76 (61 resident and 15 visitor) bicycle parking spaces. Austroads is the apex organisation of road transport and traffic agencies in Australia and New Zealand. Austroads guidelines and codes of practice promote best practice and are typically based on extensive research and input from industry experts.

It is therefore considered that the proposed bicycle parking supply for residents and visitors in stage 2 (83 resident and 18 visitor spaces) will meet the needs and volumes of cyclists in accordance with PO7 of the Transport code.

Active transport network – Transport Code

The Acceptable outcome and corresponding Performance outcome is provided below:

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Performance outcome	Acceptable outcome
PO9 Public pathways are provided: (a) within the road reserve, adjacent to, and for the full length of, the sites road frontage; and (b) in accordance with SC6.12 City Plan policy – Land development guidelines .	AO9 No acceptable outcome provided.

Officer's comment

The applicant proposes to construct a 1.5 m wide footpath along the eastern side of Talpa Street in Stages 1a and 1b as part of the proposed lot reconfiguration. Given the proposed pedestrian connection from the apartment complex to Talpa Street, which may serve as a route to the nearby primary school on Finnegan Way, officers will impose a condition requiring a 1.5 m wide footpath along the western side of Talpa Street as well.

With respect to George Alexander Way, officers note that the surrounding road and footpath network will be upgraded to its ultimate form as part of the State hospital project, providing links to Coomera Train Station. Accordingly, compliance with Performance outcome PO9 is achieved.

Public roads – Transport Code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO11 Public roads including upgrades are designed to an appropriate standard and are designed to: (a) prevent the need for traffic calming devices to manage vehicle design speed; (b) deter through traffic if the roads function is primarily for access; and (c) create safe conditions for pedestrians and cyclists.	AO11 New roads and upgrades to roads are designed and constructed in accordance with SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards .

Officer's comment

The applicant proposes to extend Talpa Street further south as part of stages 1a and 1b to provide access to the proposed 10 townhouses. This will be constructed as a residential access street in accordance with the City's Land Development guidelines.

With respect to George Alexander Way, Infrastructure Gold Coast has advised against conditioning this as part of the proposed development, noting that this is a significant project being undertaken as part of the Coomera state hospital project due for completion in late 2027. Based on discussion with officers, the applicant has redesigned vehicular access to the apartment complex around the ultimate road levels, which are substantially higher than the existing. Officers will therefore impose a condition requiring that the apartment complex not commence use until George Alexander Way upgrade has been delivered.

Compliance with Acceptable outcome AO11 of the Transport code is achieved.

Integrated transport and land use – Transport Code

The Acceptable outcome and corresponding Performance outcome is provided below:

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Performance outcome	Acceptable outcome
PO16 Development: (a) does not compromise the function and capacity of the existing and planned road network; and (b) appropriately mitigates impacts on the safety and operation of the existing and planned road network. Note: A Traffic Impact Assessment is Council's preferred method of addressing the above Performance outcome particularly in the following instances: (a) when the development is identified as “any other use not listed in this table” or “any other undefined use” in Part 5 – Tables of assessment; (b) freight dependent development; or (c) site access is to a road identified on the Functional road hierarchy (indicated on the Zone maps in Schedule 2); (d) site access is from a road identified on the Pacific motorway service road types overlay map; (e) site access is within 100m of a signalised intersection; (f) site access is within 50m of a roundabout; or (g) a new intersection is proposed; (h) density outcomes in a Zone code are exceeded; or development has the potential to increase existing background traffic (peak period or daily traffic movements) ≥ 5 percent.	AO16 No acceptable outcome provided.

Officer's comment

The applicant submitted a Traffic impact assessment prepared by Colliers documenting the development's impact on the surrounding local road network. Officers provide a summary of the traffic impact section below:

Development trip generation-

The development is estimated to generate the following trips as set out in the table below:

Stage/Use/Yield	AM peak hour	PM peak hour	Distribution
Stage 1a 8 Multiple dwellings	6 trips	7 trips	All traffic enters and exits via Talpa Street
Stage 1b 2 Multiple dwellings	2 trips	2 trips	All traffic enters and exits via Talpa Street.
Stage 2 176 Multiple dwellings	94 trips	57 trips	All traffic enters and exits via George Alexander Way
Total	102 trips	66 trips	

This volume of traffic is very low and is not considered to compromise the function and capacity of the existing local road network east of George Alexander Way.

Vehicle access to George Alexander Way-

Initially, the applicant proposed stage 2 (Multiple dwellings-apartments) access to Talpa Street. Officers were concerned that this would increase the daily traffic above the desirable 750 vehicles per day. Officers therefore requested the applicant to amend the design to relocate stage 2 access to George Alexander Way.

There is a road upgrade planned for George Alexander Way associated with the Coomera State Hospital which incorporates the subject site frontage (two lanes) and the connection back to Foxwell Road (four lanes). Due to the significant change in height of George Alexander Way by more than 3m, the applicant has not been able to achieve an interim access outcome as initially intended and has therefore chosen to align the opening of stage 2 with the ultimate upgrade of George Alexander Way scheduled for completion by late 2027.

Regarding the driveway access to George Alexander Way, a new 10m-wide crossover is proposed to align with the ultimate trunk road alignment for George Alexander Way. In the Information request, officers requested access to George Alexander Way be restricted to left-in and left-out only, to be consistent with the prior approval COM/2023/16 condition 18, which also required a 0.6m median island due to safety concerns due to proximity to the intersection with Foxwell Road. After receiving the Applicant's response to Information request, further discussions were held regarding the land dedication amount and the distance to the intersection with Foxwell Road. Ultimately, officers from the Transport Assessment Planning and Management (TAPM) team supported all-movement access on this two-lane section of George Alexander Way without requiring a dedicated right turn lane. Upon further review, it was deemed that the vehicle crossing is positioned to provide adequate sight distance for approaching vehicles in both directions—north and south. During the critical afternoon peak hour, officers expect a demand of one vehicle turning right every 1-2 minutes. Subsequently, the final road design results in a total width of 5.5m that is available between the centreline and kerbline, comprising a 3.5m travel lane and a 2m bike lane, as shown on the design drawings to be marked with yellow lines. This allows for passing northbound through vehicles. Officers have not conditioned an OPW for a non-standard VXO to George Alexander Way noting that this is a significant project being undertaken as part of the Coomera state hospital project due for completion in late 2027. However, the applicant is aware that a future OPW is required for the vehicle access. References to left-in and left-out have been crossed off the architectural drawings.

Compliance with Performance outcome PO16 of the Transport code is achieved.

General – Transport Code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO20 Off street car parking areas: (a) provide a legible and efficient internal layout; (b) ensure the safety and security of users; (c) are clearly distinguishable from pedestrian paths and entry points; (d) are easily negotiated by vehicles and pedestrians including persons with a disability; (e) ensure that there are no disruptions to or queues onto the public road network; (f) provide sight distances from driveways to ensure	AO20.1 Off street car parking provided in accordance with AS 2890.1: <i>Parking facilities – Part 1: Off-street car parking</i> , AS 2890.2: <i>Parking facilities – Part 2: Off-street commercial vehicle facilities</i> , AS/NZS 2890.6: <i>Parking facilities Part 6: Off-street parking for people with disabilities</i> and AS 1428.1: <i>Design for access and mobility Part 1: General requirements for access – New building work</i> .

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visibility between vehicles on the driveway and pedestrians on the verge; (g) are designed, marked and maintained to the current relevant standard; and (h) promote driver expectations consistent with conventional road rules (e.g. keep to the left).	
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Officer's comment

Based on review of the submitted drawings, officers are satisfied that the proposed off-street car parking facilities have been generally designed in accordance with the requirements of AS2890.1:2004.

As a consequence of design changes made in response to vehicle access to George Alexander Way, the circulation of vehicles internal to the site has changed. This has resulted in an internal intersection (the one which connects the eastern and western sections of the car parking) where officers consider that vehicles might become jammed.

To avoid this scenario, officers have imposed a condition of approval requiring a ramp/circulation signal management system. This is based on a swept path assessment identifying the optimum locations for hold points where vehicles can safely pass. Between the property boundary at George Alexander Way and the entry hold point, a total of 9 vehicles can be stored. A queue assessment confirms a 98th percentile queue length of 2 vehicles. The proposed development therefore has adequate capacity to store vehicles clear of the entry from George Alexander Way.

Compliance with Acceptable outcome AO20.1 of the Transport code is achieved.

Amenity protection – General development provisions code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO1 Development mitigates any negative effects to amenity, health and safety from existing surrounding activities having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) signage; (e) visual amenity; (f) wind effects; (g) privacy; (h) vibration; (i) contaminated substances; (j) hazardous chemicals; (k) odour and emissions; and (l) safety.	AO1 No acceptable outcome provided.
PO2 The proposed development prevents loss of amenity and threats to health and safety, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) signage; (e) visual amenity; (f) wind effects; (g) privacy; (h) vibration;	AO2 No acceptable outcome provided.

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(i) contaminating substances; (j) hazardous chemicals; (k) odour and emissions; and (l) safety.	
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Officer's comment

As no Acceptable outcome is provided, assessment is required against Performance outcome PO1 and PO2. As the proposal is for residential development in a residential zone, assessment is only considered necessary for hours of operation, traffic, visual amenity, privacy and safety. All other considerations are not considered to be applicable in this instance. Assessment against these provisions is below:

(b) Hours of operation

To mitigate amenity and noise impacts from recreational activities on residents, activities within the communal open space area and loading and unloading will be restricted to between the hours of 7:00 am and 10:00 pm only, except for the gym. The gym is 24/7 however is not permitted to play amplified music between 7pm and 7am.

(c) Traffic

The estimated traffic volumes are very low and will not compromise local road capacity. Through the assessment process, the Stage 2 access was relocated from Talpa Street to George Alexander Way due to traffic concerns. Alignment of Stage 2 opening with the ultimate George Alexander Way upgrade (late 2027 completion) is supported by officers, due to height changes that prevented an interim access solution.

A new 10m-wide crossover is proposed to align with the ultimate trunk road alignment for George Alexander Way. In the Information request, officers requested that access to George Alexander Way be restricted to left-in and left-out only, to be consistent with the prior approval COM/2023/16 condition 18, which also facilitated a 0.6m median island due to safety concerns at the intersection with Foxwell Road. After receiving the Applicant's response to the Information request, further discussions considered the land dedication amount and the distance to the intersection with Foxwell Road. Ultimately, officers from the Transport Assessment Planning and Management (TAPM) team supported all-movement access on this two-lane section of George Alexander Way without requiring a dedicated right turn lane. Upon further review, it was deemed that the vehicle crossing is properly positioned, providing adequate sight distance for approaching vehicles in both directions—north and south. During the critical afternoon peak hour, officers expect a demand of one vehicle turning right every 1-2 minutes. A total width of 5.5m is available between the centreline and kerblines, comprising a 3.5m travel lane and a 2m bike lane, as shown on the design drawings to be marked with yellow lines. This allows for passing northbound through vehicles. Officers have not conditioned an OPW for a non-standard VXO outcome; however, the applicant is aware that a future OPW is required regardless. References to left-in and left-out have been crossed off the architectural drawings.

(e) Visual amenity

The proposal ensures strong visual amenity by achieving an interesting architectural design that aligns with the desired urban character. The medium-rise apartments use modulated forms, framed elements, and varied materials like honed blockwork, glass, and metal to create visual interest.

The townhouses achieve an attractive composition through stepping floor levels, varied roof forms, and materials like lightweight cladding and timber-clad doors. Orientation is optimised for solar access and subtropical design is integrated, providing generous, shaded outdoor living spaces that enhance building articulation and climate protection.

(g) Privacy

The separation distance between the three medium-rise buildings achieves the minimum building separation per the relevant acceptable outcome. The distances range from 10m to 13.2m (balcony-to-

balcony), which achieves an acceptable level of privacy and amenity. The townhouses are all attached, and therefore, there is no cross-window overlooking.

(l) Safety

To ensure safety and operational integrity, the proposal provides a 10m-wide crossover built to the ultimate road upgrade alignment for George Alexander Way for the proposed apartments. Furthermore, the driveway crossover location is positioned to provide adequate sight distance for approaching vehicles in both directions. The provision of pedestrian paths on both sides of Talpa Street further ensures the safety of active transport users. The required installation of a street lighting system on Talpa Street, achieving a minimum lighting level, contributes to overall site safety and usability after dark.

Based on the above assessment, it is considered that the proposed development complies with Performance outcome PO1 and PO2 of the General development provisions code.

Stormwater drainage – General development provisions code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO10 Development does not cause adverse stormwater drainage impacts on or off the site.	AO10 All development incorporates stormwater drainage works to comply with the requirements of SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards.

Officer's comment

The site currently has three lawful points of discharge pursuant to the existing flow regime. These include Talpa Street to the north, the lot to the south (Lot 95 on RP187418), and a low point along the northern boundary. Stormwater is only considered for the western catchment (over approved lot 900) as this application does not intend to develop within the eastern catchment.

The site slopes range from 5% to 12% with the high point at RL34m at the centre, sloping away towards low points at RL25m (north-western corner) and RL29 (north-eastern corner). This is due to two existing dams located on the site, one large dam in the north-western corner and a smaller dam in the north-eastern corner.

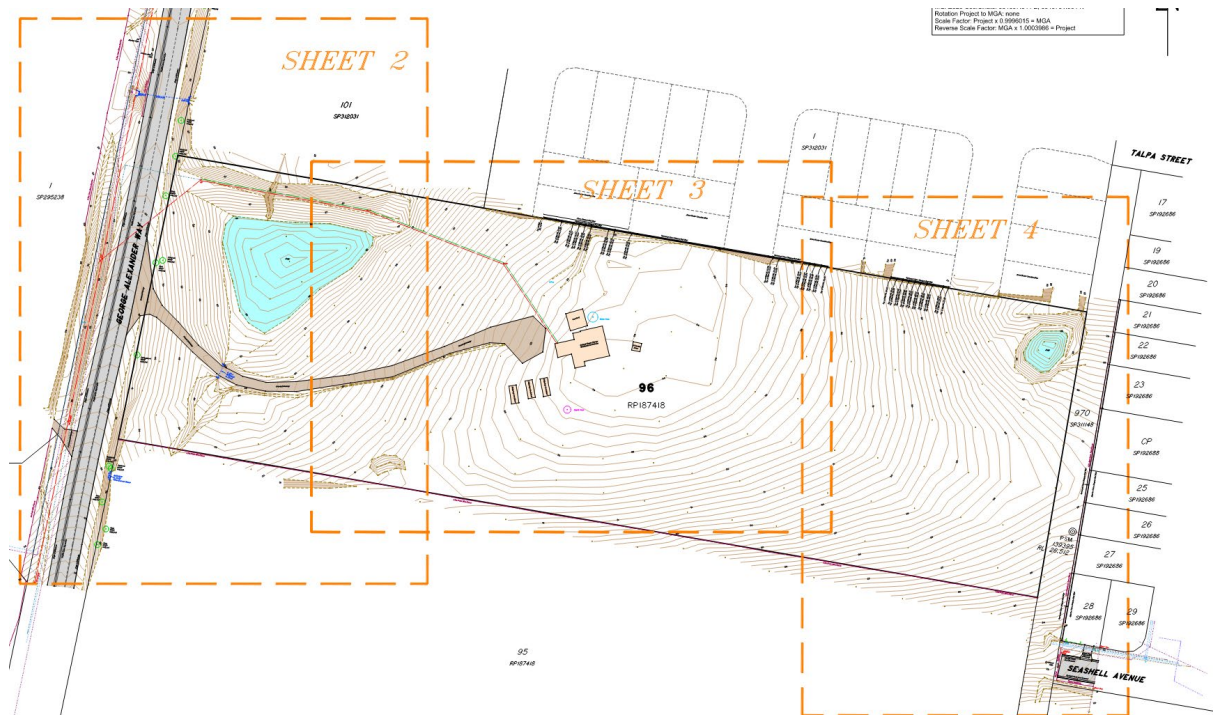


Figure 45: Existing survey plan (Source: Common material)

The proposal mitigates adverse stormwater quantity impacts and maintains the existing overland flow regime. This is achieved via a stormwater drainage channel on a north-south alignment and the use of internal detention to capture overland flows, which is private infrastructure to be maintained by the body corporate. The water will be discharged to the adjoining lot via a level spreader, ensuring the solution can withstand a Q100 event without causing loss or damage by increasing peak flow rates, flood levels, or the duration of inundation external to the site. Furthermore, a sensitivity test was conducted by the applicants hydraulic consultant for the detention basin, sizing a DN750 emergency overflow pipe to accommodate flow in a 100% orifice blockage scenario. A 3m wide private stormwater easement must also be registered to secure drainage rights for the townhouses which bypass flows into proposed lot 1.

To address stormwater quality, the primary treatment system utilizes Ocean Protect tanks. Run-off from all ground and road areas must pass through an OceanGuard filter prior to entering the StormFilter cartridge system, ensuring effective pollutant removal prior to discharge. Finally, the long-term integrity of the system is guaranteed through specific maintenance conditions. The applicant is required to prepare and implement a site-specific Stormwater Maintenance Management Plan (MMP) for the detention tank, treatment devices, drainage paths, and pipes. This MMP must be included in the Body Corporate/Community Management Plan and must detail ongoing associated life-cycle costs, ensuring the infrastructure is maintained for the life of the development.

5.3.7 Assessment against overlay codes

Assessment has been undertaken against the applicable Performance outcome or Overall outcome and Purpose for each subject matter as follows:

Bushfire hazard, Development Design & Clearing – Bushfire hazard overlay code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO1	AO1

**DELEGATED AUTHORITY REPORT FOR A COMBINED DEVELOPMENT APPLICATION FOR A DEVELOPMENT PERMIT FOR A MATERIAL CHANGE OF USE (CODE ASSESSMENT) FOR MULTIPLE DWELLINGS (186 UNITS) OVER PROPOSED LOT 1 AND LOT 2 AND DEVELOPMENT PERMIT FOR RECONFIGURING A LOT (CODE ASSESSMENT) FOR A 1 INTO 2 LOT FREEHOLD SUBDIVISION, BALANCE LOT, NEW ROAD AND TEMPORARY ACCESS EASEMENT OVER APPROVED LOT 900 AT 54 GEORGE ALEXANDER WAY, COOMERA
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In a bushfire hazard area, the fire mitigation methods used at the site are adequate for the bushfire hazard of the individual site, having regard to: (a) vegetation type; (b) slope; (c) aspect; (d) bushfire history; (e) conservation values of the site; (f) ecological restoration, including forest succession; (g) ongoing maintenance; (h) climate change; and (i) on site and off-site¹ fire hazard implications. ¹Note: This includes potential hazard from land up to 10kms away from the site. For example, how might large tracts of forest away from the site impact on the bushland that surrounds the site.	A written assessment by a suitably qualified and experienced bushfire management consultant confirms that the site is not in a bushfire hazard area. OR The development complies with an approved Bushfire management plan prepared in accordance with SC6.3 City Plan policy – Bushfire management plans. OR The development complies with an existing approved Bushfire management plan as referenced within the approved reconfiguration of a lot. Note: Prior to: (a) plan sealing for a Reconfiguration of a lot; or (b) the issue of a Building final or Certificate of classification for Building work; or (c) the commencement of use where building work is not proposed. Whichever comes first, the applicant must submit to Council, certification from an appropriately qualified and experienced person that the development has been completed in accordance with, and complies with the approved Bushfire management plan and that all risk treatments are functioning in accordance with the approved plan.
PO3 In a bushfire hazard area, developments, including lot layout are designed to avoid bushfire hazard and provide safe sites for people, property and buildings. Editor's note – The development should be located: (a) away from the most likely direction of a fire front (refer Figure 8.2.3-1: Preferred house site location in bushfire hazard areas); and (b) so that elements of the development least susceptible to fire are sited closest to the bushfire hazard.	AO3.1 Development, Lots and/or building envelopes are not located within bushfire hazard areas. OR The development is located in accordance with the approved Bushfire management plan as referenced within the approved reconfiguration of a lot. OR The development is designed to adequately demonstrate that the risk to life and property is minimised to achieve acceptable levels and ensure ongoing site management. AO3.2 The development design incorporates bushfire radiation zone/s that: (a) use existing or natural fire breaks & minimise the need to clear native vegetation; (b) do not impact matters of environmental significance; (c) are located entirely within the boundaries of the private property of the development site; and (d) incorporates landscaping species that are less likely to exacerbate a bushfire event.
PO4 In a bushfire hazard area, when designing for bushfire hazard mitigation the lot layout must avoid impacts on matters of environmental significance.	AO4 Development design, Lot size, and layout avoids impact on matters of environmental significance and minimises impacts such as fragmentation, habitat loss and edge effects for any matters of environmental significance.
PO7 In a bushfire hazard area, the development layout is designed to avoid the requirement to clear vegetation to achieve risk reduction.	AO7 The Bushfire management plan details the required extent of vegetation clearing and landscaping and where required modify development design and/or lot layout to minimise clearing of vegetation. Note: For guidance on how to prepare a Bushfire management plan refer to SC6.3 City Plan Policy – Bushfire management plans.

Officers comment:

The subject site is also mapped as containing the following bushfire hazard overlays:

- *Bushfire hazard area – medium potential bushfire hazard*
- *Bushfire hazard area – potential bushfire impact buffer*



Figure 45: Bushfire hazard overlay mapping (Source: City Plan 2016)

The proposal does not comply with the Performance outcomes (POs) of the Bushfire hazard overlay code, specifically PO4 and PO7, due to unavoidable impacts on environmental matters of significance.

The design of the development for bushfire hazard mitigation has not avoided impacts on matters of environmental significance. The proposal seeks to remove all mapped state-significant species habitat and approximately 58% of the mapped medium-priority vegetation. This results in habitat loss and an increase in edge-effects. Additionally, the development layout was not designed to avoid the impacts to vegetation to minimise risk reduction requirements, as the development seeks to remove the identified vegetation.

Consequently, the proposed development is also unable to comply with the corresponding performance outcomes, overall outcomes and purpose:

- Bushfire hazard overlay:
 - Overall outcome (3)(a)(e)
 - AO4/PO4
 - AO7/PO7

The bushfire risk emanating from the adjoining northern site (66 George Alexander Way) is considered mitigated. This adjacent lot has a valid development preliminary approval to remove the environmental overlay constraints and permit future high-density residential development (RD8). The bushfire risk from this adjacent property is therefore expected to be resolved due to this existing approval to undertake vegetation clearing in the future.

It is acknowledged there is a conflict between the High density residential zone which seeks to intensify development, whereas the Bushfire hazard overlay constrains the ability to develop by remove vegetation necessary to create acceptable asset protection zones.

To compensate for the vegetation loss, the approval is conditioned on the applicant providing environmental offsets in accordance with the *Environmental Offsets Act 2014*. This ensures that while

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on-site environmental impacts are necessary to facilitate the strategic zone intent, the resulting loss is compensated for elsewhere.

Despite the non-compliance with the Bushfire hazard overlay code, officers are recommending approval by having regard to section 60(2)(b) of the *Planning Act 2016*, which permits approval where a proposal does not fully comply with all assessment benchmarks for code applications.

On balance, officers have taken into consideration the competing requirements of the planning scheme, which seeks to balance the zone requirements while managing the risk of the overlay. It is considered that risk to life has been mitigated appropriately.

Wetland and waterway / Vegetation management / priority species / Tenure ownership and rehabilitation – Environmental significance overlay code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO5 Buffers are provided to wetlands and waterways identified on the Environmental significance – wetlands and waterways overlay map to ensure the: (a) protection of matters of environmental significance mapped onsite or identified through an ecological site assessment; (b) unimpeded movement of fauna along the waterway; (c) water quality is maintained; (d) bank stability; and (e) protection of property and infrastructure. Note: The buffer width for wetlands is measured from the outer, landward boundary of the mapped wetland, as shown on Environmental significance – wetlands and waterways overlay map. Note: Recommendations provided in an ecological site assessment (prepared in accordance with SC6.7 City Plan policy – Ecological site assessments) is Council's preferred method for determining alternative buffer widths. Note: Artificial waterways are to be addressed through the Coastal erosion hazard overlay code and map. Where a waterbody contains both natural and artificial banks, the natural banks are to be assessed in accordance with this performance outcome.	AO5.5 Buffers at least 30m wide are provided between the development and the outer bank of a waterway as identified on the Environmental significance – wetlands and waterways overlay map.
PO10 Vegetation is protected when it is: (a) identified as medium priority vegetation on the Environmental significance – vegetation management overlay map; and (b) located outside the biodiversity areas identified on the Environmental significance – biodiversity areas overlay map.	AO10 Vegetation is not damaged when it is: (a) identified as medium priority vegetation on the Environmental significance – vegetation management overlay map; and (b) located outside the Environmental significance – biodiversity areas overlay map. OR Where all attempts have been made to avoid and minimise damage to vegetation as stated above, any significant residual impact is offset consistent with the Environmental Offsets Act 2014, at a ratio of 3:1 (area) in accordance with SC6.9 City Plan policy – Environmental offsets. OR Damage to medium priority vegetation identified on the Environmental significance – vegetation management overlay map and located outside the biodiversity areas identified on the Environmental significance – biodiversity areas overlay map is for committed development.
PO18 Development protects state significant species, and their habitat or is designed to minimise and mitigate impacts on habitat values when it is: (a) identified on the Environmental significance – priority species overlay map; and (b) outside of biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.	AO18.1 Development avoids impacts on state significant species, and their habitat. AO18.2 Where development impacts on state significant species and their habitat, the following occurs: (a) flora species are propagated and used in rehabilitation and landscaping onsite; and (b) fauna species are safely relocated by a qualified fauna spotter catcher.
PO25	AO25 No acceptable outcome provided.

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A Covenant Management Plan is prepared for areas to be protected under a statutory covenant. The management plan must include the following details: (a) rehabilitation area and strategy of works; (b) weed eradication and control requirements; (c) how the covenant area will be maintained and managed in perpetuity; (d) feral and domestic animal exclusion requirements; and (e) required maintenance access. Note: A Covenant Management Plan is prepared by a suitably qualified person and in accordance with SC6.8 City Plan policy – Environmental management plans is Council's preferred method for addressing this performance outcome.	
PO26 Disturbed, cleared or modified areas are rehabilitated where they form part of: (a) an ecological corridor; or (b) matters of environmental significance and associated buffers; or (c) areas identified within an Ecological Site Assessment as requiring rehabilitation. Note: A Rehabilitation Management Plan prepared in accordance with the South East Queensland Ecological Restoration Framework and SC6.8 City Plan policy – Environmental management plans is Council's preferred method for addressing this outcome.	AO26 No acceptable outcome provided.

Officer's comment

The subject site is mapped as containing the following environmental overlays:

- Priority species – state priority species
- Vegetation management – medium priority vegetation
- Wetlands and waterway – buffer to a waterway
- Southeast Queensland Koala Conservation Strategy 2019-2024 – koala habitat areas.

A site visit was conducted by officers on 28 February 2023. Officers identified a healthy canopy over the majority of the subject site dominated by koala feed and shelter trees including *Corymbia citriodora*, *Eucalyptus siderophloia* and *Eucalyptus propinqua*. A large number of these trees supported habitat features including hollows and termite mounds. Officers also found koala and macropod scat throughout the site and mammal scratchings on the bark of many mature habitat trees. The understorey and sub-canopy consisted of *Acacia disparrima*, *Acacia concurrens*, *Lophostemon saueolens* and *Allocasuarina littoralis*, a major food source for the vulnerable glossy black-cockatoo. The ground-layer across the site consisted of a mix of native and exotic species. The centre of the subject site was largely cleared to accommodate the primary dwelling and a man-made, highly modified and degraded dam exists in the north-western corner of the subject site.



Figure 46: Environmental significance overlay mapping (Source: City Plan 2016)



Figure 47: *Environmental significance overlay mapping (Source: City Plan 2016)*

Notwithstanding, the required extent of vegetation clearing to facilitate the high-density development results in unavoidable impacts that are inconsistent with the outcomes of “avoid, mitigate and offset” as identified below:

- The proposed development does not comply with PO18/AO18 as it seeks to remove all mapped state significant species and their habitat. It also does not comply with PO10/AO10 & as approximately 58% of the the mapped medium-priority vegetation is proposed to be removed, which is not considered avoidance or minimisation of damage. The site contains 0.79 ha of mapped medium-priority vegetation, with only 0.33 ha to be retained.
- The proposal also does not achieve PO5/AO5.5 as the proposal does not provide a 30m buffer to a mapped waterway on the adjacent site, due to a minor encroachment of the buffer within the northern portion of the subject site.

Consequently, the proposed development is also unable to comply with the corresponding performance outcomes, overall outcomes and purpose:

- Environmental significance overlay code:
 - Purpose of the code
 - Overall outcome (2)(d)(ii)(A)
 - AO18.1/PO18
 - AO10/PO10
 - AO5.5/PO5

Despite these non-compliances, officers are recommending approval by relying on section 60(2)(b) of the *Planning Act 2016*, which permits approval where a proposal does not comply with all assessment benchmarks for the following reasons:

- Officers note that the site is located in the High density residential zone, and as such, officers note there are competing requirements between the zone code and the overlay code. Whilst the High density residential code seeks to facilitate residential development at a larger more intense scale, the Environmental significance overlay code seeks to protect and enhance mapped environmental values over the site noting that where there are inconsistencies in outcomes, the overlays prevail over the zone to the extent of the inconsistency according to section 1.4 - Hierarchy of assessment benchmarks within City Plan.

- The proposal includes a covenant area totalling approximately 3,454m² along the southern boundary of the site. This area is comprised of a 20m corridor in the south-eastern corner of proposed Lot 2 and extends into a 27m corridor along the southern boundary on proposed Lot 1. The vegetation within this area will be rehabilitated and permanently protected by a statutory environmental covenant with the State and Council as registered covenantees.
- Due to the unavoidable loss of 58% of the mapped medium-priority vegetation, officers have conditioned environmental offsets in accordance with the *Environmental Offsets Act 2014*. This ensures that the loss of 0.46ha medium-priority vegetation is compensated.
- The State Assessment and Referral Agency (SARA) endorsed the clearing but imposed conditions, including limiting interference to the clearing of 122 non-juvenile koala habitat trees and requiring the payment of an environmental offset for their removal.
- It is noted that compliance with PO25 and PO26 is achieved by conditioning the preparation and implementation of a Covenant Management Plan and Rehabilitation Management Plan.
- On balance, the proposed development facilitates intended high-density residential development over the site, whilst also reasonably protecting and enhancing the environmental values.

6 INFRASTRUCTURE CHARGES

The final estimated infrastructure charge is:

- ROL component - **\$112,475.07.**
- MCU component - **\$5,291,690.75.**

For further information on this matter, refer to the draft notice attached to this report entitled as Attachment: Infrastructure charges notice for the approved development.

ROL component:

Charges Resolution No. 1 of 2025				
	Qty		Rate	Gross Charge Amount
Reconfiguring a lot	3 Lots	@	\$ 37,491.69	\$ 112,475.07
				\$ 112,475.07
Net Charge Summary				
Gross Charge Amount		Applied Credit Amount		Net Charge Amount
\$ 112,475.07		\$ 0.00		\$ 112,475.07

MCU component:

Charges Resolution No. 1 of 2025				
	Qty		Rate	Gross Charge Amount
Residential uses 1 bedroom	27 Dwellings	@	\$ 26,779.82	\$ 723,055.14
Residential uses 2 bedroom	130 Dwellings	@	\$ 26,779.82	\$ 3,481,376.60
Residential uses 3+ bedroom	29 Dwellings	@	\$ 37,491.69	\$ 1,087,259.01
				\$ 5,291,690.75
Net Charge Summary				
Gross Charge Amount		Applied Credit Amount		Net Charge Amount
\$ 5,291,690.75		\$ 0.00		\$ 5,291,690.75

7 REFERRALS

7.1 External referrals

The application was referred to the following external agency(s):

7.2 Concurrence agency(s)

- Department of State Development, Infrastructure and Planning (DSDIP) - State Assessment and

Referral Agency (SARA):

- Referral trigger: Schedule 10, Part 10, Division 3, Subdivision 3, Table 1, Item 1 (10.10.3.3.1.1)—Development interfering with koala habitat in koala habitat areas outside koala priority areas.

The application was properly referred to SARA on 19 September 2024 (SARA reference: 2409-42301 SRA). The application was referred due to the proposed interference with the existing mapped 'Core koala habitat area' shown in Figure 48 below.

It is important to note that the subject site is not mapped as a Koala priority area (as well as being mapped as a Koala habitat area), otherwise, disturbances to the vegetation would be 'Prohibited Development' under the *Planning Regulation 2017*.



Figure 48: State Development Assessment Mapping extract (Source: DSDIP)

SARA provided their referral agency response on 12 August 2025. In accordance with Condition 1 of their response, SARA endorsed the clearing of 122 non-juvenile koala habitat trees within the mapped Core koala habitat area.

Other notable conditions imposed by SARA include entering into a preservation covenant with the State having a total covenant (condition 6), rehabilitating the covenant area (condition 3), and paying an environmental offset for the removal of the 122 non-juvenile koala habitat trees in accordance with the *Environmental Offsets Act 2014* (condition 7).

8 PUBLIC NOTIFICATION

Not applicable – No part of the application required public notification as the application was subject to code assessment.

9 CONCLUSION

Council is in receipt of an application for a combined application for a development permit for the following aspects of development at 54 George Alexander Way, Coomera:

- Development permit for a Material change of use (Code assessment) to establish Multiple dwellings (186 units) over proposed lot 1 and 2; and
- Development permit for Reconfiguring a lot for a 1 into 2 lot subdivision, creation of a balance lot, new road and temporary access easement over approved lot 900.

After a detailed assessment, it has been determined the proposal does not meet some of the requirements of the Bushfire hazard overlay code and Environmental assessment overlay code as listed below.

- Bushfire hazard overlay:
 - Overall outcome (3)(a)(e)
 - AO4/PO4
 - AO7/PO7
- Environmental significance overlay code:
 - Purpose of the code
 - Overall outcome (2)(d)(ii)(A)
 - AO18.1/PO18
 - AO10/PO10
 - AO5.5/PO5

However, despite non-compliance with some assessment benchmarks of the Bushfire overlay code and the Environmental significance overlay code, on balance, the development facilitates high density residential development over the site, whilst also reasonably protecting and enhancing environmental values.

Therefore, in accordance with section 60(2)(b) of the *Planning Act 2016*, which allows officers to recommend approval despite some non-compliances with assessment benchmarks for code assessable applications, officers recommend approval subject to conditions for the reasons outlined in section 5.3.3 – 5.3.7 of this report.

It is recommended the application be approved, subject to conditions.

10 NOTIFICATIONS

The following property notifications will be applied:

- Environmental covenant
- Vegetation protection
- Bushfire management
- Stormwater

11 RECOMMENDATION

It is recommended that Council resolves as follows:

That under Delegated Authority, the Manager of Planning Assessment approves (with conditions) the issue of a development permit for a development permit for a Material change of use (code assessment) for Multiple dwellings (186 units) over proposed lot 1 and lot 2; and a development permit for Reconfiguring a lot (code assessment) for a 1 into 2 lot freehold subdivision, balance lot, new road and temporary access easement over approved lot 900 at 54 George Alexander Way, Coomera in accordance with the Attachment entitled: Decision notice – approval (with conditions).

Author:
Ared Woskanian
Senior Planner
December 2025

Authorised by:
Roger Sharpe
Manager Planning Assessment