

1 APPLICATION SUMMARY

Application information	
Address	202 Baileys Mountain Road, Upper Coomera (subject site) - Lot 57 Reserve Road, Upper Coomera 176 Baileys Mountain Road, Upper Coomera
Lot, plan and site area	- Lot 58 SP191940 - 30,870m² - Lot 57 SP214370 - 31,000m² - Lot 183 RP156422 - 31,120m²
Type of development and proposed use	Combined application for: - PART A: Reconfiguring a lot for boundary realignment - PART B: Material change of use for Multiple dwelling (72 x dwellings) - PART C: Operational works for Change to ground level - PART D: Operational works for Tree works
Categories of development and assessment	Development permit (Impact assessment)
Properly made date	6 December 2024
Decision due date	21 January 2026
Applicant and Applicant's consultancy team	- MG Land Pty Ltd c/- Urban Strategies Pty Ltd – Applicant - Urban Strategies Pty Ltd – Planning Consultant - Red Door Architecture – Drawings - Colliers – Traffic Engineer - Acoustic Works – Acoustic Consultant - Cozens Regan Group – Civil Engineering - Allan & Dennis – Hydraulic Engineering - Dunn Moran Landscape Architects – Landscape Architect - Focus on Surveying – Surveyor - S5 Environmental – Ecology / Bushfire Consultant
Owner details	- MG Land Pty Ltd (subject site) - Norfolk Estates Pty Ltd
City Plan version	<i>City Plan 2016</i> (version 11)
Zone / Precinct	Emerging community (Upper Coomera precinct) - Courtney Drive North-East sub precinct
Overlays	- Airport environs - Bushfire hazard

	- Environmental significance - Landslide hazard - Road widening requirement area	
Submissions	Objections	Support
	6 x properly made 4 x not properly made	none
Key matters raised by submitters	- Traffic and infrastructure capacity - Ecology - Bushfire	
Referral agencies	Not applicable	
Officer's recommendation	Approval, subject to conditions	

2 PROPOSAL

The purpose of this report is to assess a Combined application (Impact assessment) for the following at 202 Baileys Mountain Road, Upper Coomera:

- PART A: Reconfiguring a lot for boundary realignment
- PART B: Material change of use for Multiple dwelling (72 x dwellings)
- PART C: Operational works for Change to ground level; and
- PART D: Operational works for Tree works.

2.1 PART B: Material change of use for Multiple dwelling (72 x dwellings)

The City Plan defines the proposed Multiple dwelling as follows:

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

The key details of the proposed development are outlined in the table below:

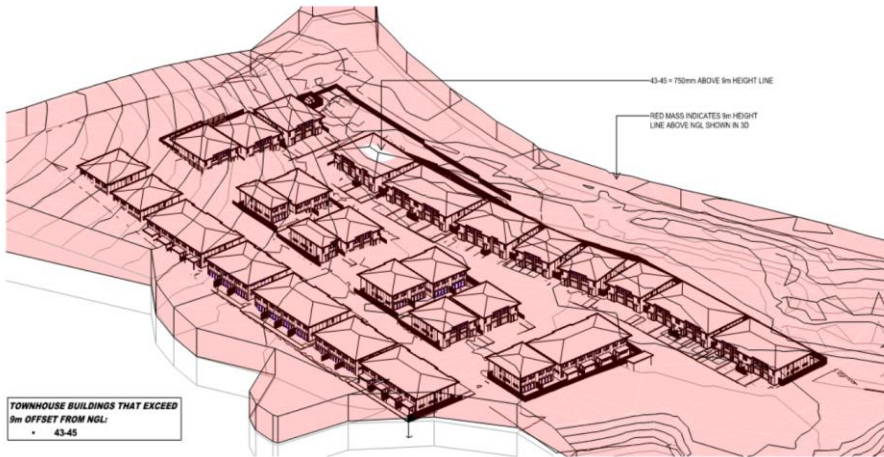
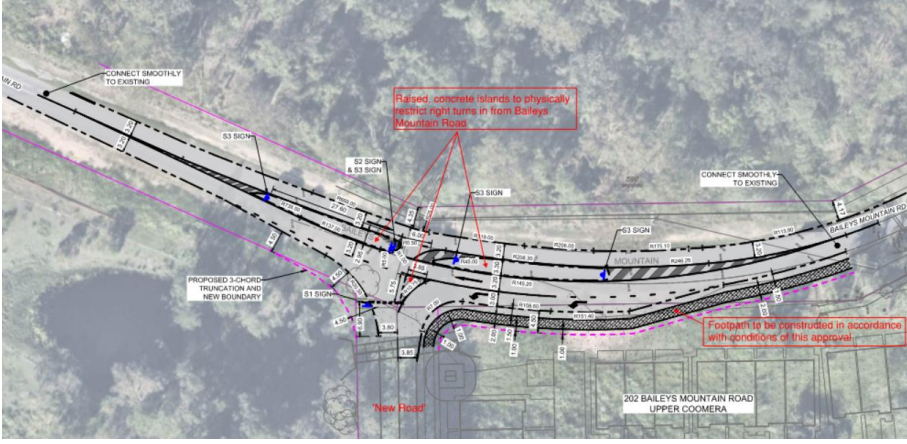
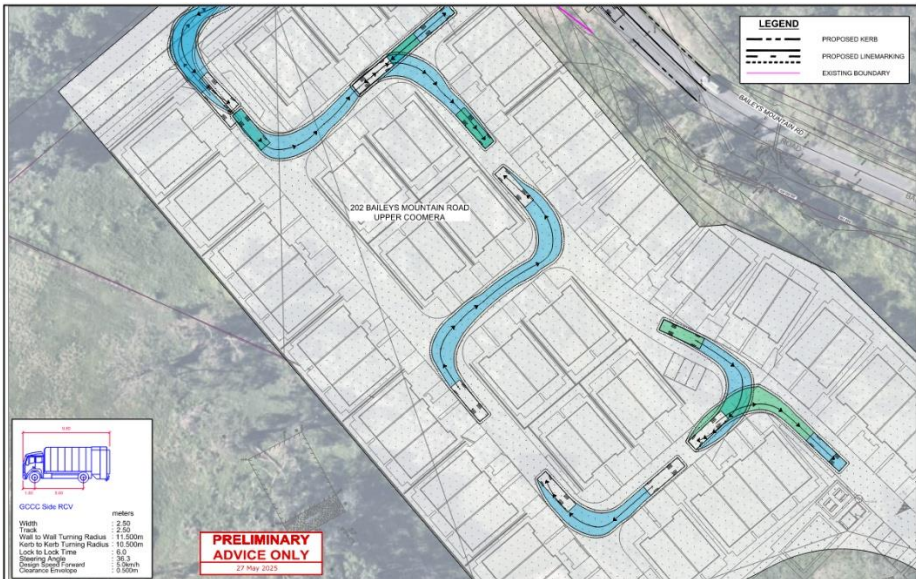
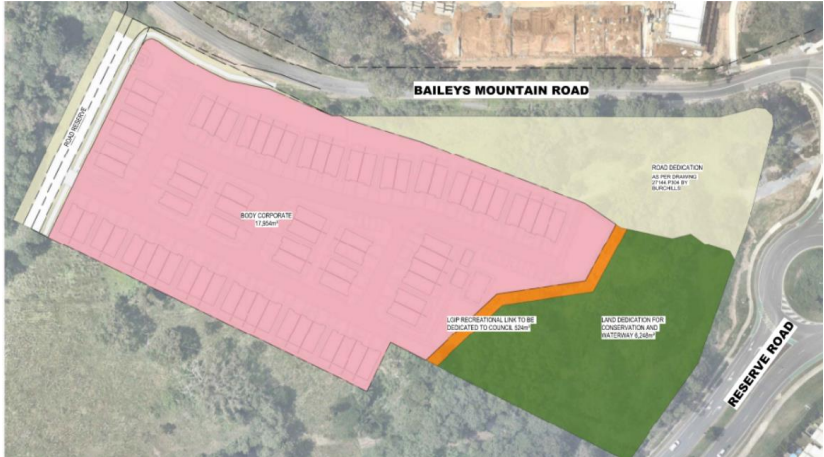
Development proposal	
Height	2 storeys 9 metres, except for units 43 – 45 which exceed 9 metres building height by approximately 750mm (see below): 

	Figure 1: Isometric building height (Source: Red Door)
Density	1 dwelling per 428m² (or 1 dwelling per 300m² exclusive of areas to be dedicated to Council)
Housing typology	2 x Standalone (3 bedroom, 2 bath) 15 x Duplex (3 bedroom, 2 bath) 4 x Triplex (3 bedroom, 2 bath) 7 x Quadplex (3 bedroom, 2 bath) <u>Total:</u> 28 building clusters, 72 dwellings, 216 bedrooms.
Stages	- Stage 1: 7 x clusters 22 x dwellings - All internal roads - PMT - New road reserve - Dedication of conservation lot - Road dedication of Baileys Mountain Road. - Stage 2: 7 x clusters 20 x dwellings - Communal open space - Bio-basin - Stage 3: 7 x clusters 14 x dwellings - Stage 4: 7 x clusters 16 x dwellings Figure 2: Proposed staging plan (Source: Red Door)
Site and developable area	- Site area – 30,872m² - Development area – 17,954m² - Site cover – 5,284m² (29% of developable area)

Setbacks (pre-dedication)	- North (side): 19.5m - East (Baileys Mountain Road): 17m - South (Reserve Road): 72.3m - West (Side): 4m		
Setbacks (internal and post dedication)	- North (public road): 3.4m - East (Baileys Mountain Road): 6.1m - South (Conservation): 14.5m - South (New boundary with Lot 183): 1.5m - West (Side): 4m - Separation distances between clusters: 2.7m to 3m		
Car parking	Component	Car parking required to meet AO1 of the Transport code	Proposed car parking supply
	Stage 1 - (22×3-bed dwellings)	Residents: 44 spaces Visitors: 5 spaces	Residents: 44 spaces Visitors: -
	Stage 2 - (20×3-bed dwellings)	Residents: 40 spaces Visitors: 2 spaces	Residents: 40 spaces Visitors: 8 spaces
	Stage 3 - (14×3-bed dwellings)	Residents: 28 spaces Visitors: 2 spaces	Residents: 28 spaces Visitors: 4 spaces
	Stage 4 - (16×3-bed dwellings)	Residents: 32 spaces Visitors: 1 space	Residents: 32 spaces Visitors: 1 space
	Total: (72×3-bedroom dwellings)	Residents: 108 spaces Visitors: 10 spaces	Residents: 144 spaces Visitors: 13 spaces

Communal open space	1,080m² – including a pool and shaded seating area  Figure 3: Communal open space (Source: Dunn Moran Landscape Architects)
Private open space	3,201m² in total – each townhouse has a fenced rear courtyard, ranging from 22m² to 84m²
Road access	New public road and intersection to Baileys Mountain Road to service both the subject site and adjacent development (ROL/2024/116)  Figure 4: Intersection layout plan (amended in red) (Source: Colliers)
Water	- LGIP DN200 water main extension has been installed and commissioned within Bailey's Mountain Road. - Singular master meter proposed, connecting to the DN200 water main located in Baileys Mountain Road, with individual sub-meters for each townhouse. - Fire loading to be 15L/s for 4 hours.
Sewer	- Proposed connection to the existing (recently constructed) DN225 gravity sewer main located within Baileys Mountain Road. - Capacity assessment has been undertaken that shows satisfactory network capacity for updated connection point to DN225.

	- Construction of DN150 sewer main extension across Baileys Mountain Road to facilitate development connection. - Community Title Scheme (CTS) permitted with only singular connection to Council's infrastructure.
Solid waste management	1 x 240L general waste and 1 x 240L recycling wheelie bin for each dwelling. - Bin storage points identified on the plans. - On site servicing (kerbside of internal roadway) of wheelie bins proposed for each of the townhouses. - RCV swept paths provided.  Figure 5: RCV swept paths (Source: Colliers)
Stormwater management	322m² bio-retention basin with 191m² filler media area. - Detention is proposed within the bio-retention basin for the site, to achieve the no increase in peak flow rate from the development site for all events up to and including the 1% AEP. - Legal point of discharge (LPOD) – piped under conservation lot to proposed headwall in Reserve Road. - A Hydraulic Impact Assessment has been provided in support of proposal. - Flows from external catchment managed through the site, including culvert under the proposed future road with overland flow and drainage easement.
Environmental	- Dedication of the balance of the site for conservation purposes. - The following technical reports provided in support of the proposal: - Ecological site assessment - Rehabilitation management plan. - Fauna management plan.
Dedication area	- Conservation – 6,248m² - Recreation linkage (REC_LR_0021) - 524 m²

	- Land, from lot 58SP191940 and lot 183RP156422, to facilitate construction of a channelised intersection at Baileys Mountain Road / New Road – 3 chord truncation - Road dedication – 5,534m²  Figure 6: Land dedication plan(Source: Red Door)
Bushfire	The Bushfire Management Plan has determined the proposal achieves the appropriate buffers from the bushfire hazard.
Landslide hazard	The submitted geotechnical report provides engineering recommendations to ensure the proposed cut & fill works to not adversely affect slope stability.
Retaining walls	Retaining walls are proposed, varying in height from 1.08m to 1.83m and are visible from the frontage. A 1.8m fence is proposed on the retaining wall, with a combined height totalling 3.36m at the high point. In these areas, landscaping forward of the wall in the road reserve is recommended.

The following drawings show the proposed development:



Figure 7: Proposed site plan (Source: Red Door)



Figure 8: Proposed elevations (Source: Red Door)

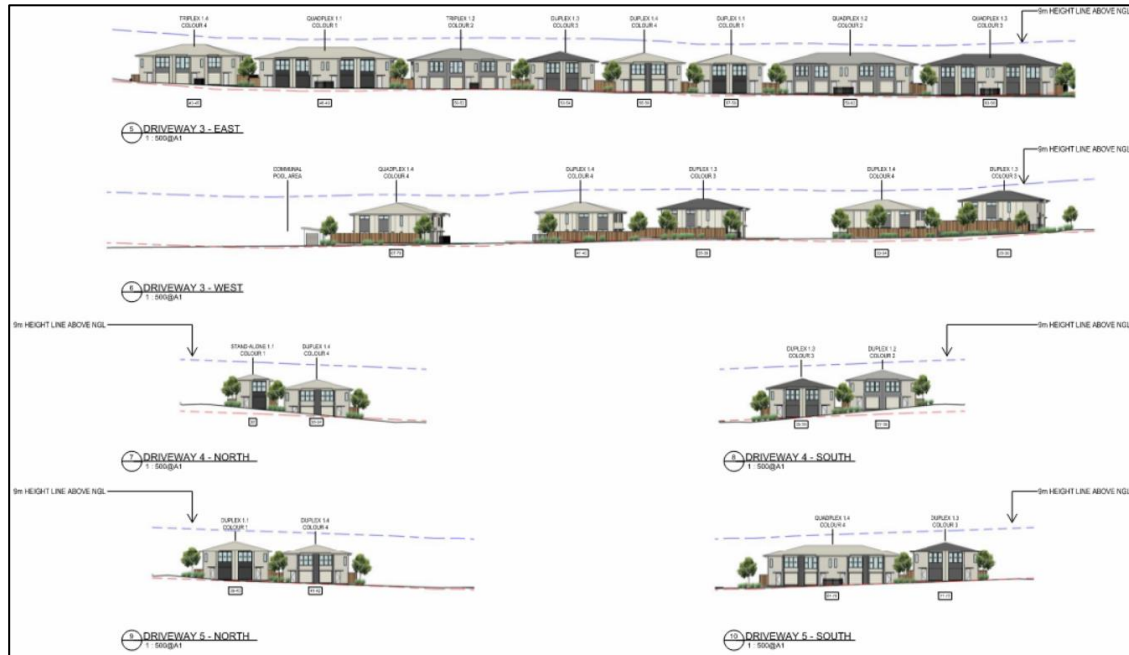


Figure 9: Proposed elevations (Source: Red Door)

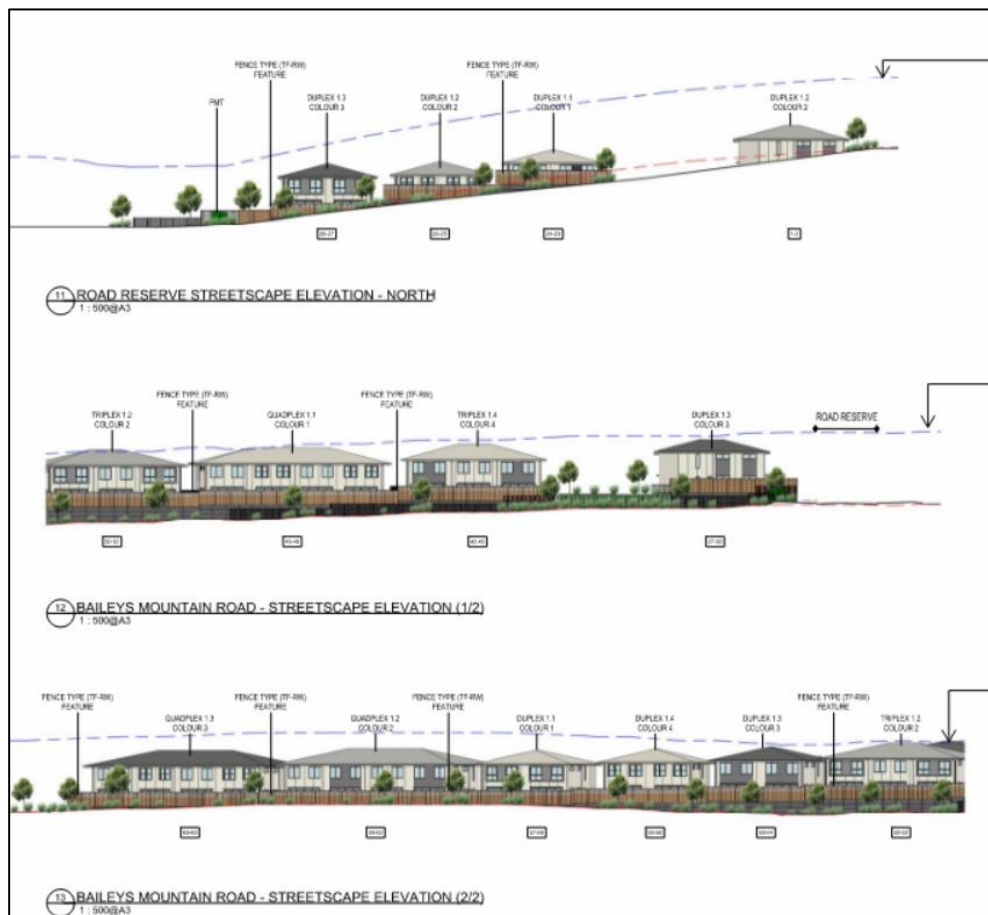


Figure 10: Proposed elevations (Source: Red Door)

2.2 PART A: Reconfiguring a lot for boundary alignment

The proposal seeks to realign the common boundary between Lot 57 SP214370 and Lot 58 SP191940 to create more regular shaped allotments. This boundary realignment will facilitate the proposed development, as well as the site layout required for the adjoining residential development (Council reference: ROL/2024/116).

The site is identified as being within a Road widening requirement area. The proposed boundary realignment also includes the dedication of land for road from Lot 58 SP191940 and Lot 183 on RP156422. This is to secure the location and width of a new access road which connects to Baileys Mountain Road.

Development proposal	
Lot sizes (existing)	- Lot 58 SP191940 - 30,870m² - Lot 57 SP214370 - 31,000m² - Lot 183 RP156422 - 31,120m²
Lot sizes (proposed)	- Lot 58 SP191940 - 30,424m² (24,890m² post road dedication) - Lot 57 SP214370 - 30,700 m² - Lot 183 RP156422 - 30,180m²
Dedication	5,534m ² (in accordance with Land Acquisition Plan 27144.P304 issue A)

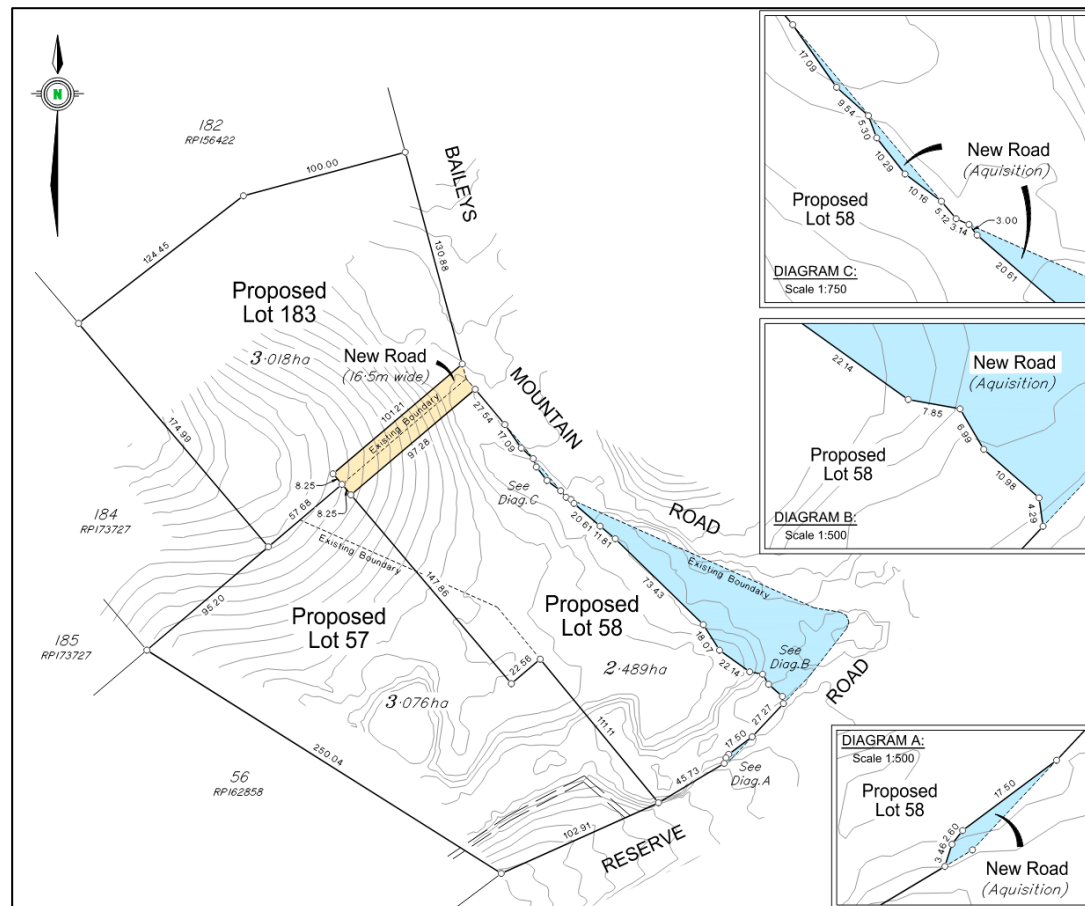


Figure 11: Proposed boundary realignment (Source: Focus on Surveying)

2.3 PART C: Operational works for change to ground level

The following drawings show the proposed cut and fill:



Figure 12: Proposed OPW drawings (Source: Cozens Regan)

2.4 PART D: Operational works for tree works

The following drawings show the proposed tree works plan:

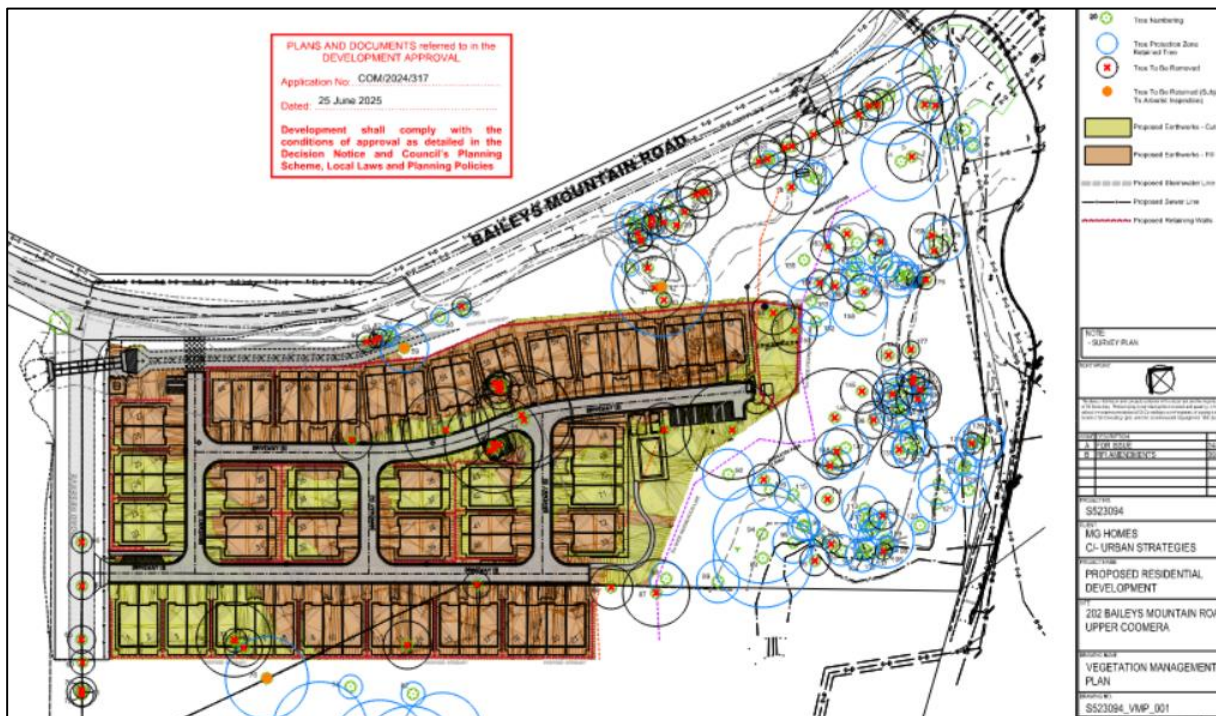


Figure 13: Proposed tree works plan (Source: S5 Environmental)

3 KEY CONSIDERATIONS

Transport infrastructure

Table SC3.2-3: Transport network schedule of works provides a list of LGIP identified trunk infrastructure. Upgrade to the Old Coach Road and Reserve Road roundabout to a signalised intersection is identified (TRN_INT_0030) with an estimated timing of 2036. The establishment costs of these works is identified as \$23,110,000. Noting the substantial undertaking required to facilitate these works and uncertainty regarding the timing for delivery, the City has investigated the creation of a 4th leg of the existing roundabout. These works would have a nominal timeframe of 2030-2031 and provide more short term relief to the road network.

NO.	MODE	LOCATION	SCOPE	DETAILS	NOTE
1	Active transport	Baileys Mountain Road	Install path	Include as a condition of approval for the residential developments at: 179 Baileys Mountain Road (ROL/2024/116) 200 Baileys Mountain Road (COM/2024/317)	The works will be: - Defined as non-trunk infrastructure - Provide a continuous active transport connection between the development site and Old Coach Road. - Incorporated into other works along Baileys Mountain Road to ensure it is safe and fit for purpose to cater for the additional trips generated by the development.
2	Vehicles	Reserve Rd / Rangeview Rd Intersection	Install traffic signals	Include as a condition of approval for the residential developments at: 179 Baileys Mountain Road (ROL/2024/116) 200 Baileys Mountain Road (COM/2024/317)	- The works will be defined as non-trunk infrastructure. - As a fallback position, the works will be considered a trunk infrastructure with an indicative allocation included in the Four-Year Capital Expenditure Program 2025-27 to 2029-30 as depicted in the Table 2 below.
3	Vehicles	Reserve Rd / Old Coach Rd Intersection	Realign Baileys Mountain Rd to create a fourth leg of the roundabout at intersection of Reserve Rd / Old Coach Rd.	Works to be delivered by the City, with a nominal construction timeframe of 2030-31.	An indicative allocation will be included in the Four-Year Capital Expenditure Program 2025-27 to 2029-30 to undertake planning and design as depicted in the Table 2 below.

PROJECT	SCOPE	ORDER OF COST	YEAR									
			0	1	2	3	4	5	6	7	8	9
			2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35
Reserve Rd / Rangeview Rd Intersection Upgrade	Install traffic signals	\$2,000,000	OPEX		\$2,000,000							
Reserve Rd / Old Coach Rd Intersection Upgrade	Realign Baileys Mountain Rd to create a fourth leg of the roundabout at intersection of Reserve Rd / Old Coach Rd.	\$15,000,000	OPEX			\$250,000	\$1,250,000	\$13,500,000				

* Timing and allocations are subject to Council funding approval as part of future budget deliberations and engineering feasibility investigations.

ACTIVITY	PM PHASE
Network Planning	1
Detailed Planning	2
Design	3
Construction	4
Infrastructure Agreement - reimburse developer	

Figure 14: Proposed transport infrastructure timeline

The development proposes a new intersection between Baileys Mountain Road and the New Road. As a result of the current alignment of Baileys Mountain Road, the proposed intersection does not achieve compliant SISD for all movements.

Pending delivery of the abovementioned works, an interim intersection arrangement can be supported. The interim arrangement comprises a three-way, priority-controlled, channelised intersection with a restriction on right turns into the New Road from Baileys Mountain Road. The interim arrangement is considered acceptable until the ultimate infrastructure intent is delivered. Once Baileys Mountain Road is realigned as part of Council's upgrade works, the interim restriction will be removed, and all-movements access will be provided.

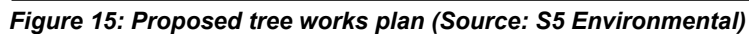
In addition, conditions requiring land dedication, construction of the new intersection, public street lighting, active transport infrastructure and a compliant vehicle turning facility will ensure the new road and intersection operate safely and efficiently.

Footpath connections are a mandatory requirement in all circumstances (interim and ultimate) and conditions have been included in the officers recommendation to ensure this occurs prior to commencement of use.

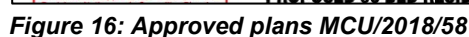
Surrounding development

The proposal includes a "land swap" with the adjacent development (Council reference: ROL/2024/116) to accommodate the proposed lot layout and future public road. A key consideration of this application is consistency with other approved or proposed development applications within the precinct. A summary of the current applications in this area is provided below:

DIVISION NO. 3



There was an approval over the site for a Material change of use for Residential care facility (90 beds). While this approval has now lapsed, assessment of the current development application has been carried out having regard to this development approval pursuant to section 27(1)(f) of the *Planning Regulation 2017*.



4 SITE CONTEXT

4.1 Subject site and immediate context

The subject site is formally described as Lot 57 on SP214370, Lot 58 on SP191940 and Lot 183 on RP156422. Development will principally occur on a realigned Lot 58.

Lot 58 is an irregularly shaped corner allotment with an approximate site area of 30,870m² and a combined frontage of approximately 440m to Baileys Mountain Road and Reserve Road.

Topographically, the site slopes from the north-west to the south-east, from an elevation of approximately 39m AHD at the northern boundary to 24m AHD at the southern boundary.

Yaun Creek traverses the site near the south-eastern boundary. Yuan Creek is a mapped waterway pursuant to the Environmental significance overlay. The site is predominantly cleared with pockets of canopy trees, including exotic species, and dense vegetation near Yuan Creek. The existing site is traversed by Yuan Creek and several northern tributaries prior to discharging through the Old Coach Road culverts. The site is not encumbered by any easements or encumbrances.



Figure 17: Aerial view of subject site (Source: Near Map)



Subject site from Baileys Mountain Road (Officer site visit)



Subject site from Old Coach Road (Streetview)



Reserve Road / Old Coach Road Roundabout (Streetview)

4.2 Local context

The site is located in Upper Coomera, which is a predominantly residential suburb containing a mix of both detached dwellings and townhouses, as well as acreage residential allotments. The site is well positioned in relation to public transport and nearby facilities and services.

A bus stop is located within 500m of the site on Reserve Road / Old Coach Road with nearby facilities and services including the Brygon Reserve Shopping Village and Upper Coomera State College approximately 1.0km to the east, and the Upper Coomera District centre and Upper Coomera Community Centre and Library, and Saint Steven's College, approximately 2.0km away. The subject site is approximately 3.7km from Coomera Town Centre.

With regard to the town planning framework, this area of Upper Coomera was historically in the rural residential zone but was identified as an 'investigation area' in earlier versions of the Strategic Framework of City Plan. Version 10 of the *City Plan 2016* set forward formal planning controls to facilitate development via the Emerging community zone code. The site is in the Emerging community zone, more specifically within the Upper Coomera precinct - Courtney Drive North-East sub precinct and Green space network (public open space) precinct.

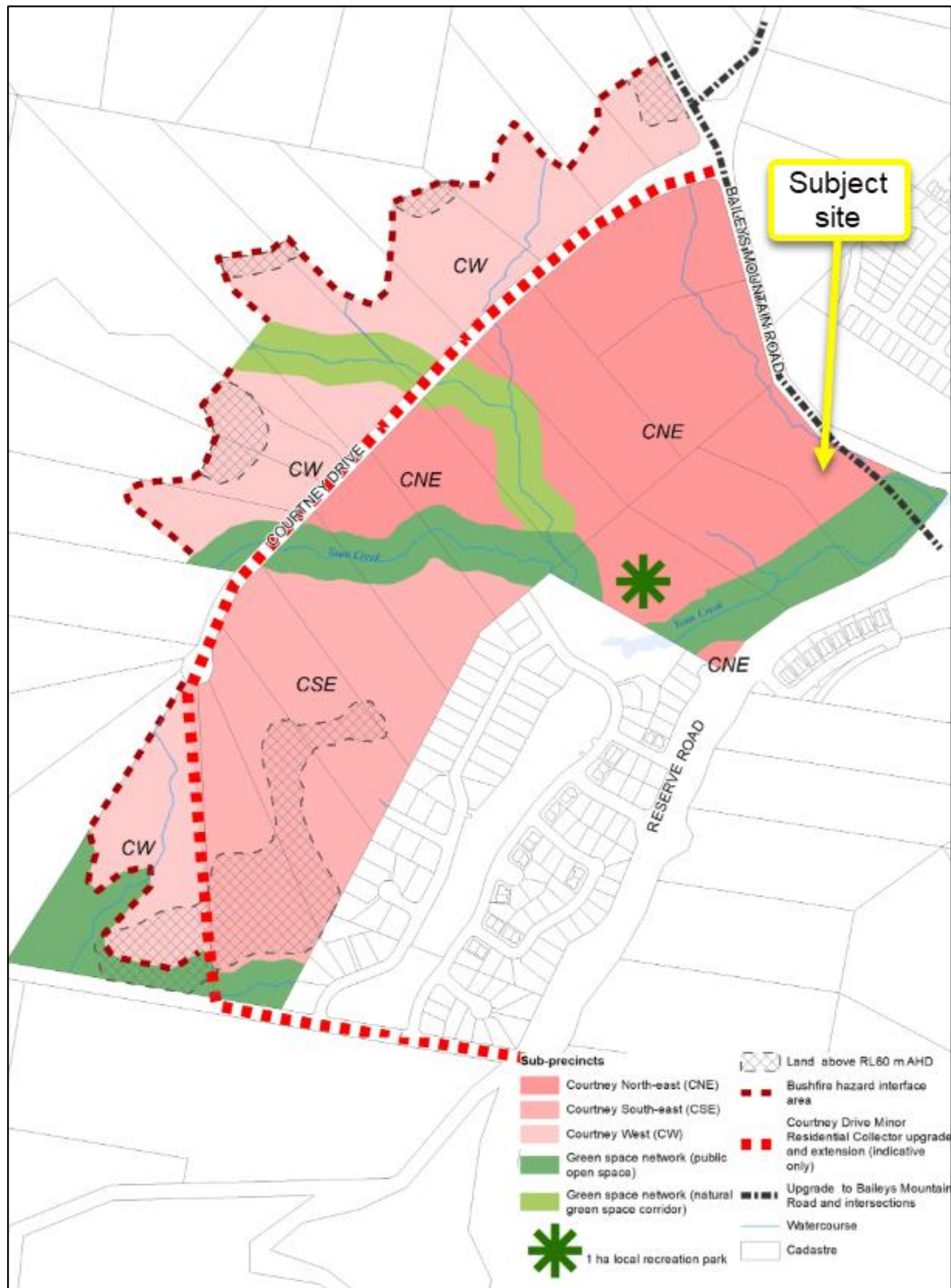


Figure 18: Upper Coomera (Courtney Drive) precinct plan (Source: City Plan)

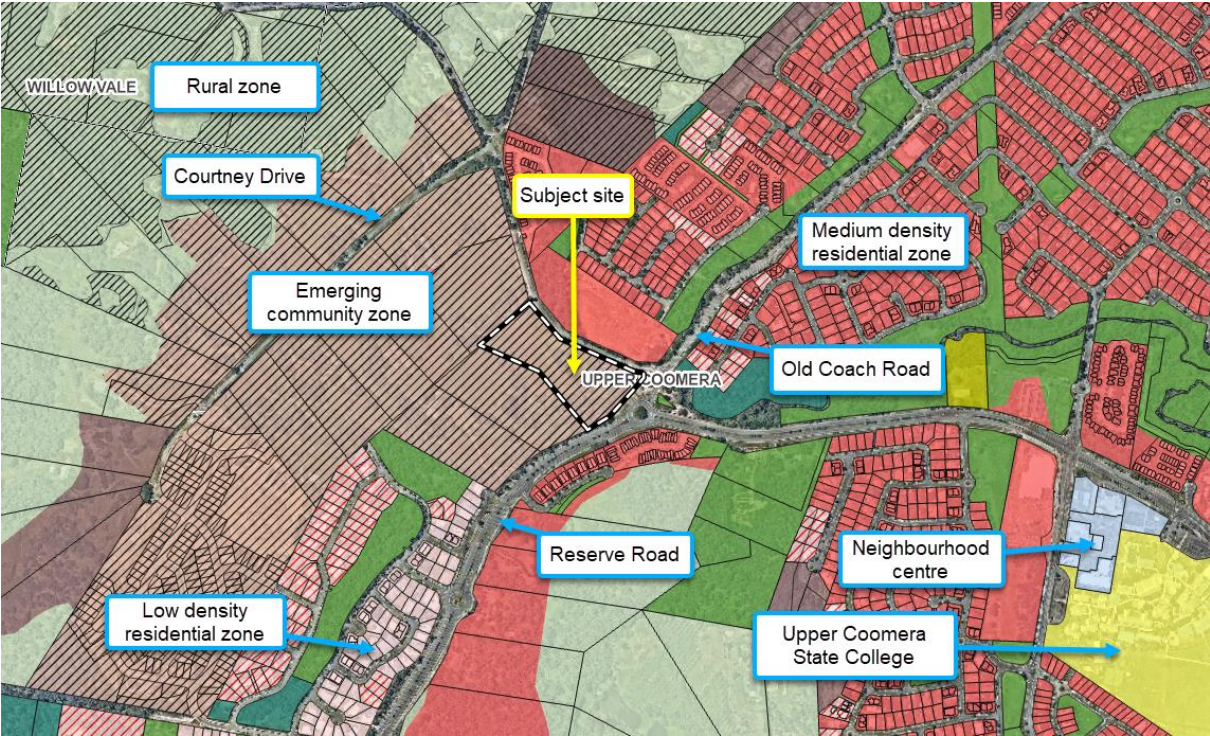


Figure 19: Local context map (Source: City Plan Interactive Mapping)

5 PLANNING ASSESSMENT

The proposed development triggers impact assessment and has been assessed in accordance with section 45(5) of the *Planning Act 2016*. Section 45(5) of the *Planning Act 2016* identifies:

- (5) An **impact assessment** is an assessment that –
 - (a) must be carried out -
 - (i) against the assessment benchmarks in a categorising instrument for the development; and
 - (ii) having regard to any matters prescribed by regulation for this subparagraph; and
 - (b) may be carried out against, or having regard to, any other relevant matter, other than a person’s personal circumstances, financial or otherwise.

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 South East Queensland Regional Plan 2017 (ShapingSEQ).
<i>Planning Regulation 2017</i>	The proposal does not trigger assessment against any assessment benchmarks listed in a Schedule of the <i>Planning Regulation 2017</i> .

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.
<i>City Plan 2016</i> (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> The proposal triggers requirement for trunk infrastructure to service the development. This is discussed in section 5.6.1 within this planning report.

5.2.1 Assessment against the Local Government Infrastructure Plan

LGIP identified trunk infrastructure:

- 4,998m² of land identified as Parcel A for future intersection upgrade:

Land to be dedicated	Purpose	Drawing Title	Drawing No.	Author	Date	Ver
Land	Intersection Upgrade	Arterial Road - Baileys Mountain Road Upper Coomera Preliminary Design Land Acquisition Plan Lot 58	27144.P304	Burchills	11/06/2020	A

- 15m wide recreation linkage:

LGIP infrastructure item identified	Desired Standard of Service	Drawing Title & Drawing No	Author	Date	Ver
REC_LR_0021 524 m ²	City Plan Part 4 LGIP Desired Standards of	Land Ownership Plan	Red Door Architecture	13.06.2025	D

	Service for public parks and land for community facility	DA-0-005			
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Extra payment condition:

The following has been identified by Civil Engineering:

Emergency Storage: 3.498kL of emergency storage at SPS PA1 prior to the 2036 Planning Horizon (n = 2036 - 2018 = 18 years).

Based on the above, the following condition has been recommended as the development requires additional emergency storage:

Extra payment condition

- a Pay to Council extra trunk infrastructure costs in the amount of \$59,357.84, prior to registering the plan of subdivision or the commencement of the use, whichever is the sooner.
- b This condition has been imposed as the development will require additional emergency storage at sewer pump station SPS PA1 in the 2036 to 2066 Planning Horizon.
- c The details of the trunk infrastructure for which the additional payment is required, are as follows:
 - i $\text{extra trunk infrastructure costs} = \text{base unit cost of emergency storage} \times V \times \text{adjustment factor} \times ((1+i)^n)$, where:
 $V = 3.498 \text{ kL}$, i.e. additional volume of emergency storage required (kL)
 Unit rate based on total volume of wetwell (kL), \$total kL (this includes 20% overheads) (based on Water Supply and Sewerage Infrastructure Plan 2019 – Costing Tool Assumptions, Methodology and Output – Nov 2019)
 Adjustment factor = 1.3 (for contingency allowance)
 $i = 2.93\%$ - indexation (10-year average of ABS 6247 roads and bridges index 3101 Queensland Table 17)
 $n = 18$, i.e. the number of years the cost is being bought forward, from the beginning of the planning horizon year in which the additional storage is needed 2036, less the year the cost estimates rates were calculated from (2018).
- d Instead of making the payment, elect to provide all or part of the trunk infrastructure detailed above. If this election is made, the requirements for providing the trunk infrastructure, and when it must be provided, are as follows:
 - i Be in accordance with the Water Supply Code of Australia – SEQ Service Providers Edition and WSAA Gravity Sewerage Code of Australia SEQ Service Providers Edition.
 - ii The construction of extra emergency storage of 3.498 kL at SPS PA1 is to be completed prior to commencement of the use.
 - iii Construction must be coordinated with Council and with any upgrade identified in Council's Water Supply and Sewerage Infrastructure Plan for sewer pump station SPS PA1.
 - iv The additional payment cost will be recalculated at time of payment to take into consideration changes to the unit cost rate for emergency storage, indexation and number of years between the base establishment cost and the years of payment.

Non-LGIP identified trunk infrastructure:

The following non-LGIP identified trunk infrastructure condition has been provided by Council's Asset custodian:

- Provision of traffic signals and associated infrastructure at Reserve Road and Rangeview Road Intersection; this includes the provision of pedestrian crossing facilities on each intersection leg.
- Provision of a pair of bus stops on Reserve Road.

5.3 City Plan

The following is an assessment of the application against the City Plan.

5.3.1 Assessment against the Strategic framework

The strategic framework requires balanced consideration of the provisions to best achieve the purpose and objectives of the City Plan. The strategic framework sets the policy direction for the City Plan and has a planning horizon of 2031.

This Policy direction is structured in the following way:

- (a) The strategic intent describes the planning vision for the Gold Coast over the coming decades; in particular, what our city will look like and how it will function, potential for major development over the next 20 years and areas for growth and protection.
- (b) The following six city shaping themes play an important role in shaping future growth and managing change across the city, and collectively represent the policy intent of the City Plan:
 - i Creating liveable places;
 - ii Making modern centres;
 - iii Strengthening and diversifying the economy;
 - iv Improving transport outcomes;
 - v Living with nature; and
 - vi A safe, well designed city.
- (c) Strategic outcomes for each theme.
- (d) Elements that refine and further describe the strategic outcomes.
- (e) Specific outcomes sought for each of the elements.

Strategic intent

The strategic intent flows through to the themes (strategic outcomes), elements (specific outcomes) and applicable codes. The strategic intent is achieved through assessment against these outcomes.

Theme/s and Elements

The following is an assessment of the application against the relevant theme/s and elements of the strategic framework identified in the table below:

Theme/s	Related element	Maps
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Creating liveable places	Element 3.3.4 – New communities	Strategic framework map 1 – designated urban area • Urban area Strategic framework map 2 – settlement pattern • New communities
Improving transport outcomes	Element 3.6.3 – Enhanced access and mobility Element 3.6.4 – Transport system efficiency	

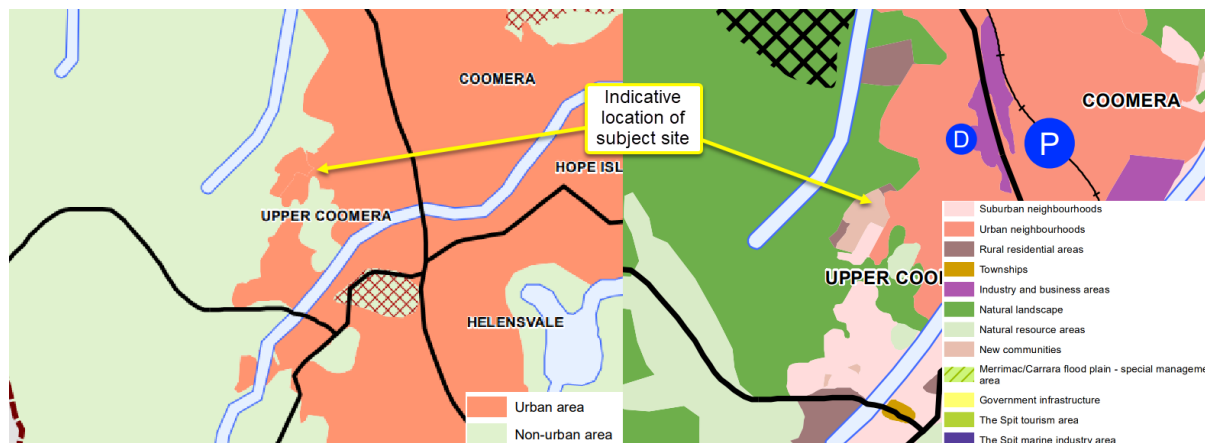


Figure 20: Strategic framework maps 1 & 2 (Source: City Plan)

The abovementioned elements can be characterised into the following broader themes:

- Intent for development in the Courtney Drive precinct; and
- Transport.

Officer's further note that the development application was subject to a period of public notification, which occurred between 23 June 2025 and 14 July 2025. During this period, 10 submissions (6 x properly made and 4 x not properly made) were received in objection.

Officers have reviewed the submissions for the application in accordance with the requirements of the *Planning Act 2016*. Officer's assessment of the Strategic framework provided below includes consideration of matters raised by submitters where relevant to specific assessment benchmarks.

Assessment is provided as follows:

Intent for development in the Courtney Drive precinct:

The following benchmarks are applicable in consideration of development in the Courtney Drive precinct:

3.3 Creating liveable places theme

3.3.4.1 Specific outcome of the New communities element reads as follows:

(6) In the Upper Coomera (Courtney Drive) new community:

- urban development utilises land and infrastructure efficiently and responds to site constraints and opportunities to deliver a mix of Dwelling houses (including small lot housing) and Dual occupancies achieving a residential density between:*
 - 19 to 23 dwellings per net hectare, where located in **sub-precinct Courtney North-east**;*
 - 13 to 17 dwellings per net hectare, where located in **sub-precinct Courtney South-east**; and;*

- iii 11 to 14 dwellings per net hectare, where located in **sub-precinct Courtney West**.

Officer's comment:

The development is for urban purposes. The development utilises land and infrastructure efficiently and responds to the site constraints. The subject site is located within the Courtney north-east precinct, which contemplates a residential density of 19-23 dwellings per net hectare. The development proposes a residential density of 40 dwellings per net hectare. Notwithstanding, the subject site is proposing the dedication of approximately 13,000m² of land to Council for future road, conservation, and a recreational linkage. With this in mind, the development proposes a residential density of 23 dwellings per gross hectare. With the inclusion of conditions included in the officer's recommendation with respect to necessary infrastructure delivery/upgrades, the development proposed density is considered appropriate.

- (b) Multiple dwelling development occurs in sub-precinct Courtney North-east, where it meets the following criteria:
- i located on flat land (1:15 slope or flatter);
 - ii located within 400m walking distance to a local recreation park required to support this new community; and
 - iii achieves a maximum residential density of RD2 (up to 33 dwellings per net hectare).
- (d) Multiple dwelling development positively contributes to a safe and accessible streetscape and fronts public streets and open space areas to maximise opportunities for casual surveillance.

Officer's comment:

This combined development application includes an Operational works component for Change to ground level. The below figure shows the existing surface and finished sections:

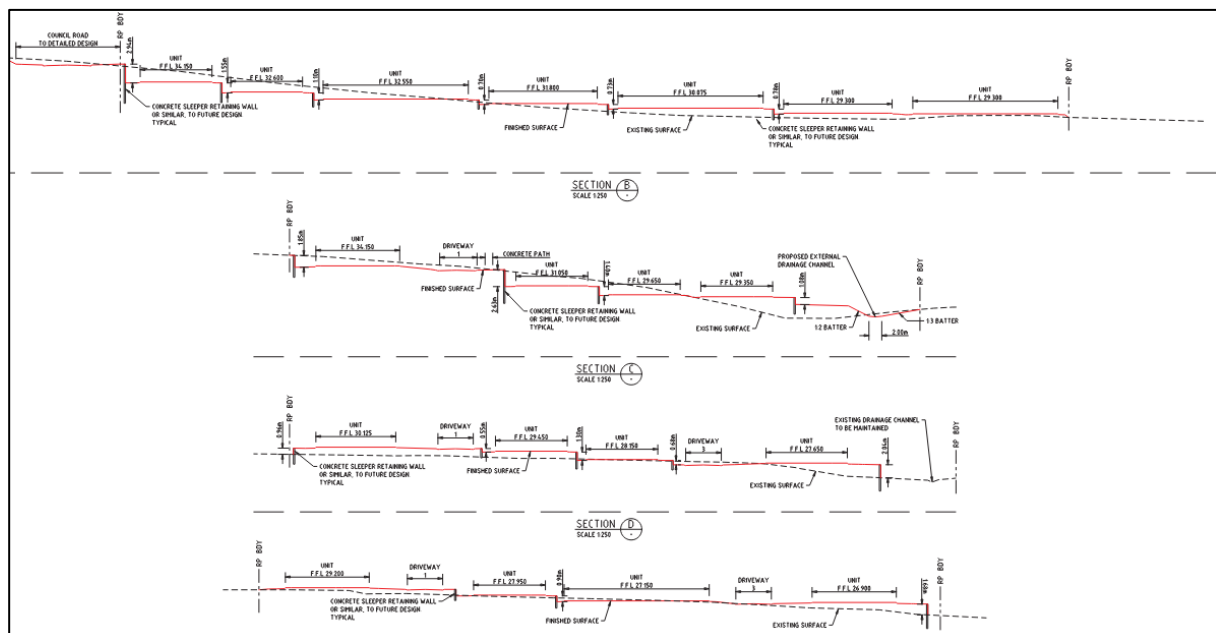


Figure 21: Site sections (Source: Cozens Regan)

As shown above, the proposed finished earthworks will result in a moderate slope range of approximately 1:33 to 1:7. While some steeper transitions are present across the site, these are associated with localized level changes and are appropriately managed through the use of retaining

walls and batters. As a result, the building pads are designed to be relatively flat, with many areas approaching or achieving slopes around or flatter than 1:15. Steeper grades are confined to non-developable interfaces, ensuring that the building footprints are located on suitably level land.

The adjacent development (Council reference: ROL/2024/116) is required to provide a 1ha trunk park. The proposed development includes a trunk identified recreational linkage, that provides a direct connection to the park. The recreation linkage will cater for pedestrians and cyclists, and crime prevention through environmental design (CPTED) principles will be implemented to ensure that the recreation areas provide a safe public open space for residents and the surrounding community to use. Shade trees are included as embellishments within the recreation linkage. Conditions have been recommended requiring the continuation of this linkage (non-trunk) to the east, through the future road resumption area, to provide a link to the greater pedestrian footpath network (along Baileys Mountain Road frontage). As discussed above, while the development exceeds the prescribed density, conditions included in the officers recommendation with respect to infrastructure upgrades will ensure the proposed development intensity is appropriate for the subject premises.

- (e) Yaun Creek is rehabilitated to achieve a minimum 60m wide natural green space corridor (public open space) providing an ecological connection, improved water quality outcomes and amenity for the new community.*

Officer's comment:

A Rehabilitation Management Plan has been provided demonstrating rehabilitation to Yaun Creek is to be undertaken in accordance with the requirements of the Environmental significance overlay code.

(7) The transition of vacant urban land to new communities will:

- (a) ensure essential infrastructure and services can be provided in a timely, cost effective and environmentally responsible manner;*
- (b) ensure timely and easy access to an appropriate range of goods and services, and employment opportunities, public transport and community and recreational facilities;*
- (c) avoid natural hazard areas, or ensure these are sensitively developed; and*
- (d) protect matters of environmental significance and landscape character.*

Officer's comment:

The development appropriately transitions vacant land to a new community through the provision of:

- Connection to the greater footpath network and future 1ha park in adjacent lot.
- Connection to all essential infrastructure and services. Conditions have been recommended requiring extra payment contributions to trunk sewer.
- Installation of traffic signals at Rangeview Road and Reserve Road.
- Dedication of 5,534m² of land for future road works to at the Reserve Road / Old Coach Road roundabout.
- Rehabilitation of Yaun Creek and subsequent dedication 6,248m² for conservation and open space.
- Hazard responsive building design that integrates landscaping on private and public land to contribute to the landscaped character.

(8) The layout and design of new communities:

- (e) contribute to safe, healthy and cohesive communities that reduce social isolation and promote community wellbeing;*
- (f) include an interconnected system of streets and open spaces that provide pleasant and comfortable walking and cycling environments and support public transport;*

- (g) respond to opportunities and constraints both on site and from the surrounding locality, including ecological and hydrological functions and corridors, topography, scenic amenity and landscape features, natural hazards and other factors;*
- (h) orientate streets and lots to support energy efficient design;*
- (i) enable the efficient development of adjoining land and does not accelerate, place or shift unreasonable costs of infrastructure to adjoining properties, such as recreation facilities, stormwater management facilities, roads and bridges; and*
- (j) achieve a high standard of urban design and safety, with dwellings and other buildings appropriately addressing all road frontages.*

Officer's comment:

The subject site has been strategically identified as an area earmarked for additional density through its designation as a new community.

The development provides 72 dwellings, able to be supported by all necessary infrastructure, as detailed above. The development contributes to a safe, healthy and cohesive community through the provision of well embellished communal open space, including a swimming pool and shaded seating areas. This provides opportunities for social interaction and passive recreation.

The development contributes to the planned interconnected transport network within the Courtney Drive precinct through the delivery of a new public road connection to Baileys Mountain Road, which will ultimately facilitate access to surrounding development sites. Pedestrian connectivity is provided through internal pathways linking dwellings to communal open space and the future external transport network. Conditions require the delivery of a two metre wide footpath along the site's frontage and bicycle parking facilities are provided on site to further support active transport.

The proposal has been designed in response to the site's environmental and physical constraints. Development is concentrated within the more suitable and developable portion of the site, while significant areas are retained and dedicated to Council for their respective purposes.

The dwelling orientations seek to maximise northern solar access where practicable, having regard to site constraints, road layout and environmental considerations. While not all dwellings achieve a northern orientation, the proposed townhouse design incorporates private open space, outdoor living areas and building articulation that supports natural light, ventilation and subtropical design principles.

The proposal achieves a high standard of urban design through the use of articulated building forms, varied materials and colours, landscaping and building separation. The development presents an attractive, semi low-rise residential form that is consistent with the intended character of the Emerging community zone.

Dwellings are orientated towards public streets and internal circulation areas, providing active frontages and opportunities for passive surveillance. Corner and frontage treatments address the surrounding road network, while landscaping and open space areas contribute positively to the streetscape. The below figures show the building façade types and treatments to Baileys Mountain Road:

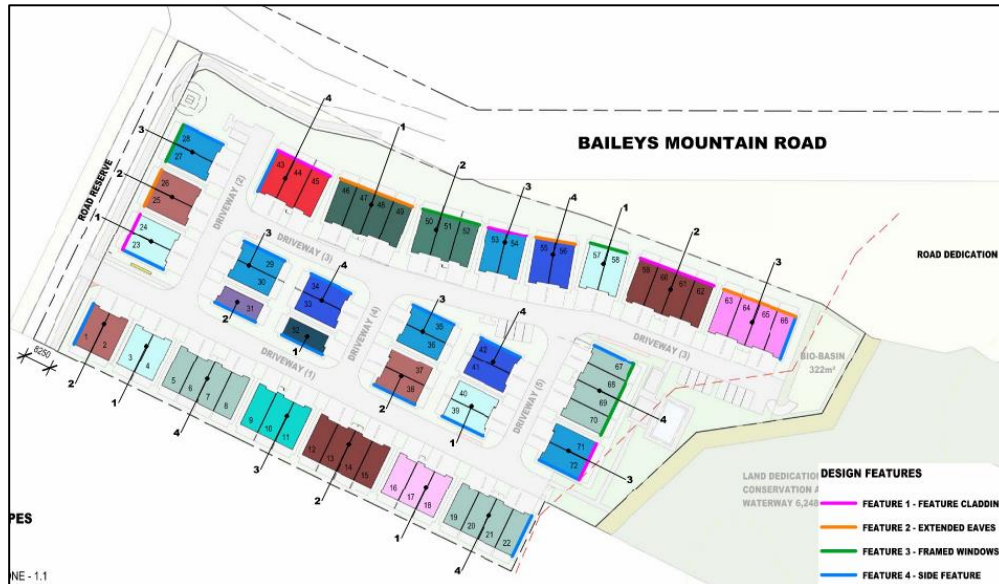


Figure 22: Building façade types (Source: Red Door)



Figure 23: Interface with Baileys Mountain Road (Source: Dunn Moran Landscape Architect)

Transport:

The following benchmarks are applicable to transport:

3.6. 4 Element – Transport system efficiency reads as follows:

- (2) Local road networks are permeable and legible to facilitate high connectivity, an effective public transport system and increased walking and cycling.
- (4) Development does not compromise the function of existing and future transport corridors, including roads, public transport and active transport corridors

Officer's comment:

New public road:

The applicant was requested to provide an indicative ultimate traffic volume for the proposed new road, considering ultimate traffic volumes generated by the subject site and future development on surrounding lots that would be expected to utilise this new road.

Colliers provided a response and stated that the ultimate total volume of traffic expected for the new road is approximately 1,500 vehicles per day, which is above the limit for a Residential Access Street, but well below the upper threshold limit for a Residential Collector Street (3,000 vehicles per day).

City officers undertook a conservative assessment based on maximum anticipated yields for the precinct and determined there to be an approximate traffic volume of less than 3,000 vehicles per day, therefore it is considered that classifying the New Road as a 'Residential Collector Street' (as proposed by the applicant) is appropriate.

The proposed new public road is shown to be approximately 100m long, however it does not include provision of sufficient land dedication at the south-western end for a vehicle turning facility. To ensure safe vehicle turnaround areas are provided, City officers have recommended conditions requiring additional land dedication for a vehicle turning area facility, along with the inclusion of new road conditions which require the construction of a vehicle turning area. Conditions have also been recommended requiring the installation of public street lighting on the new road.

The requirement for this as included in the officer's recommendation acknowledges the nexus this development application maintains with concurrent development application which relies on this same infrastructure. Where public road circulation has already been delivered, rendering a vehicle turning area redundant, this will not be required.

New public intersection:

The development proposes a new intersection between Baileys Mountain Road and the New Road. As a result of the current alignment of Baileys Mountain Road, the proposed intersection does not achieve compliant Safe Intersection Sight Distance for all movements. The City has planning for broader works to the transport network, including the creation of a 4th leg of the existing roundabout, which would subsequently result in the realignment of Baileys Mountain Road and resolve the non-compliant site distances. These works have a nominal timeframe of 2030-2031.

Pending delivery of those works, an interim intersection arrangement can be supported. The interim arrangement comprises a three-way, priority-controlled, channelised intersection with a restriction on right turns into the New Road from Baileys Mountain Road.

Transport Assessment has recommended the following changes (via 'amendments in red') to the 'functional layout drawing' for the Baileys Mountain Road / New Road intersection:

- Notations specifically identifying islands as being 'raised, concrete' islands (as distinct from line marking) to achieve a physical restriction on right turns into 'Road 1'
- Notation to identify the 'hatched' area, shown alongside the left turn lane, as a footpath (to avoid any confusion with the hatched area indicating some form of batter or earthworks – Colliers has confirmed the 'hatched' area is intended as a 2m wide footpath).

The interim arrangement is considered acceptable until the ultimate infrastructure intent is delivered. Once Baileys Mountain Road is realigned as part of Council's upgrade works, the interim restriction will be removed, and all-movements access will be provided.

In addition, conditions requiring land dedication, construction of the new intersection, public street lighting, active transport infrastructure and a compliant vehicle turning facility will ensure the new road and intersection operate safely and efficiently.

Summary of the Strategic framework

The proposal is considered to support and promote the strategic framework for the following reasons:

- The development provides 72 dwellings in an Emerging community zone.
- The development utilises land and infrastructure efficiently and responds to the site constraints.
- The development appropriately transitions vacant land to new communities.
- A recreation linkage which provides a connection to the west to a future 1ha park in adjacent lot. Conditions have been recommended requiring the continuation of this linkage (non-trunk) to the east, through the future road resumption area, to provide a link to the greater pedestrian footpath network.
- The development contributes to a safe, healthy and cohesive community through the provision of well embellished communal open space, including a swimming pool and shaded seating areas. This provides opportunities for social interaction and passive recreation.
- The development contributes to the planned interconnected transport network within the Courtney Drive precinct through the delivery of a new public road connection to Baileys Mountain Road, which will ultimately facilitate access to surrounding development sites.
- The proposed townhouse design incorporates private open space, outdoor living areas and building articulation that supports natural light, ventilation and subtropical design principles.
- Dwellings are orientated towards public streets and internal circulation areas, providing active frontages and opportunities for passive surveillance.
- The development presents an attractive, semi low-rise residential form that is consistent with the intended character of the Emerging community zone.
- Corner and frontage treatments address the surrounding road network, while landscaping and open space areas contribute positively to the streetscape.
- Conditions have been recommended requiring land dedication, construction of the new intersection, public street lighting, active transport infrastructure and a compliant vehicle turning facility to ensure a safe and efficient road network.
- Subject to the recommended conditions of approval, the proposal is considered to achieve the relevant outcomes of the Strategic Framework by facilitating planned growth, delivering supporting infrastructure, protecting environmental values, improving transport connectivity and contributing to the creation of a safe, attractive and liveable community.

5.3.2 Assessment against the codes

Under the City Plan, 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.

The following assessment benchmarks identified in the City Plan for the site are listed below.

Zone code	Overlay / Overlay codes	Development codes
Emerging community zone code	- Bushfire hazard overlay code - Environmental significance overlay code - Landslide hazard overlay code - Road widening requirement overlay code	- Multiple accommodation code - Fire services in developments accessed by common private title code - General development provisions code - Healthy waters code - On-site sewerage facilities code - Telecommunications and broadcasting facilities code - Transport code - 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:

Code	Acceptable / Performance Outcome	Subject matter
Emerging community zone code	Purpose and Overall outcomes	Upper Coomera (Courtney Drive) precinct
Environmental significance overlay code	Performance outcome PO1 / PO5	Ecological site assessment
	Performance outcome PO12	Vegetation management
	Performance outcome PO22	Fauna management
	Performance outcome PO26	Rehabilitation
Bushfire hazard overlay code	Performance outcome PO1	Bushfire hazard
	Performance outcome PO6	Vehicular access
	Performance outcome PO10	Areas with water reticulation
Multiple accommodation code	Performance outcome PO3/PO4	Design and appearance
	Performance outcome PO10	Provision of access for multiple dwellings comprising townhouses
	Performance outcome PO11	Pedestrian access

Code	Acceptable / Performance Outcome	Subject matter
	Performance outcome PO13	Provision of access for multiple dwellings comprising townhouses
	Performance outcome PO15	Housing need and choice
Transport code	Performance outcome PO1/PO22	Car parking and travel demand
	Performance outcome PO7/PO8	Active transport network
	Performance outcome PO13/PO16	Roads and freight, Integrated transport and land use
Healthy waters code	Performance outcome PO1	Erosion and sediment control
	Performance outcome PO5	Stormwater quantity
	Performance outcome PO7	Overland flow paths
	Performance outcome PO10	Public safety
General development provisions code	Performance outcome PO1/PO2	Amenity protection
Change to ground level and creation of new waterways code – OPW only	Performance outcome PO9	Batters and retaining wall

5.3.2.1 Assessment against the Emerging community zone code

Section 6.2.15.1 – Application identifies that assessable development within the Upper Coomera (Courtney Drive) precinct is only undertaken against the Overall outcomes and purpose of the code. A number of Overall outcomes are replicated in the New communities element of the Strategic framework, which has been assessed. Assessment is therefore provided against Overall outcomes of the Emerging community zone code that have not otherwise been addressed by compliance with the Strategic framework.

3) Purpose:

The purpose of the Upper Coomera (Courtney Drive) precinct (refer to Figure 6.2.15-3 Upper Coomera (Courtney Drive) precinct plan) will be achieved through the following additional overall outcomes.

Officer's comment:

The development meets the Overall outcomes and is therefore consistent with the purpose of the Upper Coomera (Courtney Drive) precinct.

(a) New communities:

- i Development is informed by a comprehensive plan of development in accordance with SC6.6 City Plan policy - Comprehensive plans of development.*

Officer's comment:

The development has been informed by a comprehensive plan of development.

vi Built form:

- a. is setback from property boundaries to protect the privacy and amenity of adjoining residences;*
- b. is setback from road frontages to complement the streetscape character and provide space for off street parking; and*
- c. has an appropriate site cover to provide adequate area for private open space and landscaping.*

Officer's comment:

The development proposes a Multiple dwelling in the Courtney Drive North-east precinct. The proposal provides setbacks to Bailey Mountain Road, road reserve and future neighbouring properties which would otherwise generally meet Acceptable outcome AO1 of the Emerging community zone code.

Building blocks typically achieve a building separation of 2.7m to 3m for two storey dwellings. On balance, the development provides sufficient separation between buildings and driveway setbacks occasionally have reduced setbacks of 2.19m (TH31, 32, 39, 40, 28, 35 and 44) although this is considered minor in nature, particularly where the proposed buildings present a generally low-rise appearance to support an open skyline, in addition to provide sufficient setbacks at ground level for circulation around dwellings and integration of landscaping to contribute to the streetscape character.

- xiv Where Courtney Drive is upgraded to a Minor Residential Collector Road with extension through to Reserve Road, refer to **Figure 6.2.15-3 – Upper Coomera (Courtney Drive) precinct plan** for indicative location of road extension.*
- xiv Earthworks associated with the Courtney Drive extension results in acceptable visual amenity through use of vegetated batters.*
- xv Courtney Drive and Jenkins Courts intersections onto Baileys Mountain Road are realigned to further separate intersections and improve safe access (refer to **Figure 6.2.15-3 – Upper Coomera (Courtney Drive) precinct plan**).*

Officer's comment:

The development does not provide access directly to Courtney Drive. No conditions have been recommended requiring the abovementioned works to Courtney Drive as part of this development application. Separate to this development application, officers have required road upgrades to Courtney Drive as part of concurrent ROL application after the initial stage. It is anticipated increased traffic demand on the network will result in vehicle trips on Courtney Drive. Trunk intersection works requirements have been included in the officer's recommendation for both this development application and the concurrent ROL application.

- xvi New road crossings over Yaun Creek are avoided.*
- xvii Instream structures within Yaun Creek are avoided except where necessary for a single pedestrian crossing over Yaun Creek to provide access to the local recreation park.*
- xviii Where road crossings over the Green space network are required, fauna movement infrastructure is provided.*

Officer's comment:

No new road crossings or instream structures are proposed within Yaun Creek.

Based on the above assessment, the development meets the Purpose and Overall outcomes of the Emerging community zone code where they apply to development in the Upper Coomera (Courtney Drive) precinct.

5.3.2.2 Assessment against the overlay codes

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

Ecological site assessment – Environmental significance overlay code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO1 All matters of environmental significance on and adjacent to the development site are identified and protected. Note - An Ecological Site Assessment prepared in accordance with SC6.7 City Plan policy – Ecological site assessments, is Council’s preferred method for addressing this performance outcome.	AO1 Proposed works do not impact on: a. areas identified on <u>Environmental significance – vegetation management overlay map</u>; b. buffers to wetlands and waterways being: i. 100m from the mapped boundary of a State significant aquatic area, as identified on <u>Environmental significance – wetlands and waterways overlay map</u>; ii. 100m from the outer landward boundary of a State significant wetland, as identified on <u>Environmental significance – wetlands and waterways overlay map</u>; iii. 100m from the outer landward boundary of a Local significant wetland, as identified on <u>Environmental significance – wetlands and waterways overlay map</u>; iv. 60m from the outer bank of a Major Waterway identified on <u>Environmental significance – wetlands and waterways overlay map</u>; or v. 30m from the outer bank of a Waterway identified on <u>Environmental significance – wetlands and waterways overlay map</u>; and c. individual trees within areas mapped on the <u>Environmental significance – priority species overlay map</u>.
PO5 Buffers are provided to wetlands and waterways identified on the <u>Environmental significance –</u>	AO5.5 Buffers at least 30m wide are provided between the development and the outer bank of a waterway as

wetlands and waterways overlay map to ensure the: - protection of matters of environmental significance mapped onsite or identified through an ecological site assessment; - unimpeded movement of fauna along the waterway; - water quality is maintained; - bank stability; and - 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 <u>Environmental significance – wetlands and waterways overlay map</u>. Note: Recommendations provided in an ecological site assessment (prepared in accordance with <u>SC6.7 City Plan policy – Ecological site assessments</u>) 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.	identified on the <u>Environmental significance – wetlands and waterways overlay map</u>.
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Officer's comment:

The proposed development encroaches into the 30m waterway buffer. As such, assessment is required against Performance outcome PO1 and PO5.

An Ecological Site Assessment was submitted, prepared by S5 Environmental, dated 20 September 2024. It demonstrates the development won't impede on the waterway, allowing for movement of fauna along the waterway and maintaining the water quality and bank stability, with the balance of rehabilitation to offset the loss.

Based on the above assessment it is considered the development complies with Performance outcome PO1 and PO5 of the Environmental significance overlay code.

Vegetation management – Environmental significance overlay code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO12 Buffers are provided that protect the long term viability of high priority and regulated vegetation located on or adjacent to the site.	AO12 Buffers at least 30m wide are provided between the development and any retained vegetation identified as high priority or regulated vegetation on the Environmental significance – vegetation management overlay map on or adjacent to the site.

Officer's comment:

The proposed development does not provide a 30m wide buffer between the development and the mapped regulated vegetation. As such, assessment is required against Performance outcome PO12.

A minimum buffer of 25m is provided, in addition to a submission of a Rehabilitation Management Plan prepared by S5 Environmental, dated 20 September 2024 to rehabilitate the conservation area to protect the long-term viability of regulated vegetation located on site.

Based on the above assessment it is considered the development complies with Performance outcome PO12 of the Environmental significance overlay code.

Fauna management – Environmental significance overlay code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO22 Where fauna habitat is proposed to be damaged, management strategies must be implemented to ensure: a. the native fauna is safely relocated to an area of similar habitat; b. the sequence of habitat disturbance ensures that fauna is not isolated from adjoining areas of habitat; c. fauna relocation occurs immediately prior to habitat disturbance; d. accredited and experienced spotter catchers, licensed by the Queensland Parks and Wildlife Service, are to be present on the site to direct and undertake the removal and relocation of fauna; and e. where possible, damaged habitat and nesting sites are rehabilitated outside of development areas. Note: A Fauna Management Plan 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 outcome.	AO22 No acceptable outcome provided.

Officer's comment:

As no Acceptable outcome is provided, assessment is required against Performance outcome PO22.

A Fauna Management Plan was submitted, prepared by S5 Environmental, dated 27 February 2025 that addresses Performance outcome PO22.

Rehabilitation – Environmental significance overlay code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO26	AO26

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 <i>South East Queensland Ecological Restoration Framework</i> and SC6.8 City Plan policy – Environmental management plans is Council's preferred method for addressing this outcome.	No acceptable outcome provided.
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Officer's comment:

As there is no Acceptable outcome, assessment against the Performance outcome is required.

A Rehabilitation Management Plan was submitted, prepared by S5 Environmental, dated 20 September 2024. Based on the above assessment it is considered the development complies with PO26 of the Environmental significance overlay code.

Bushfire hazard – Bushfire hazard overlay code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO1 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. Note 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.	AO1 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

Officer's comment:

The submitted Bushfire Management Plan has determined the site is within a Bushfire hazard area and therefore the proposed development does not comply with Acceptable outcome AO1. In accordance with Performance outcome PO1, the Bushfire Management Plan proposes suitable mitigation methods for the site. As such, the proposal complies with Performance outcome PO1.

Vehicle access – Bushfire hazard overlay code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO6 In a bushfire hazard area, vehicular access (including internal roads) is designed to mitigate against bushfire hazard by ensuring adequate access for: (a) fire-fighting and other emergency vehicles, and (b) the evacuation of residents and emergency personnel, during a bushfire event.	AO6.1 The development design incorporates a perimeter road that: (a) is located between the boundary of the lots and/or buildings and the adjacent natural area and/or bushfire hazard area; (b) has a minimum cleared width of 20m; (c) has a constructed minimum road width of 6m; (d) has a maximum gradient of 12.5%; (e) is constructed to an all-weather standard; and (f) is constructed to ensure all culverts and bridges have a minimum load bearing of 15 tonnes (if applicable). (refer Figure 8.2.3-2b).
	AO6.2 The road design is capable of providing access for firefighting and other emergency vehicles, in accordance with SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards .
	AO6.3 The road design does not include dead end roads (refer Figure 8.2.3-2a).

Officer’s comment:

The development does not include a perimeter road. As such, it does not comply with Acceptable outcome AO6.1. The proposal includes a ring road with a dead end road to the open space area, which allows for access and egress of emergency vehicles and residents. Therefore, the proposal meets Performance outcome PO6.

Areas with water reticulation – Bushfire hazard overlay code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO10 In a bushfire hazard area, the development maintains the safety of people and property by ensuring that the water supply is reliable and has sufficient flow and pressure requirements for fire-fighting purposes at all times.	AO10.1 The development is proposed in a bushfire hazard area, and reticulated water is supplied in accordance with SC6.11 City Plan policy – Land development guidelines, Section 6 – Water supply and sewerage reticulation standards .
	AO10.2

	Development involving new or existing buildings with a gross floor area of greater than 50m ² , each lot has a reliable reticulated water supply that has sufficient flow and pressure characteristics for fire-fighting purposes at all times. It must have a minimum pressure and flow of 10 litres a second at 200 kPa.
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Officer's comment:

The site is connected to reticulated water; however, the current supply does not meet pressure requirements. As such, the proposal does not comply with Acceptable outcome AO10.1 and AO10.2. The post development water capacity and pressure will meet the relevant requirements. As such, the development is considered to meet Performance outcome PO10.

5.3.3.2 Assessment against development codes

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
PO3 All buildings and ancillary structures are designed to: (a) contribute to the envisaged urban character of the local area; (b) promote casual surveillance of public streets, public open space and public areas; (c) add visual interest to the streetscape; (d) enable differentiation between buildings; and (e) avoid stark or austere appearance.	AO3.1 All development is oriented so as to address public streets, public open space and public areas. AO3.2 Buildings located on a street corner are to address both street frontages. AO3.3 All visible walls are articulated, or otherwise architecturally treated, to create visual interest and to avoid a broad expanse of featureless wall. AO3.4 The building design and materials visually integrate with the prevailing or intended character of the area. AO3.5 The degree of reflection (both heat and light) of any reflective glass does not exceed 20%.
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; building articulation and ventilation; and shading and climate protection.	AO4 No acceptable outcome is provided.

Officer's comment:

The following comments were provided by the Office of Architecture and Heritage:

- *Geometric building forms are typical of the local character and consist of two dwelling types which include appropriate modulation of the wall plane to the front and rear of the buildings, recesses, projections such as blade walls and angular feature elements.*
- *The proposed building forms are combined with a considered combination of basic neutral colours in four colour schemes, with materials and finishes such horizontal cladding, vertical painted panelling, clear glazing in aluminium framed windows, concrete look panelling, painted FC Sheet cladding, timber trim detailing, timber fencing, aluminium screening and fencing and stone look cladding. The document also indicates awnings over doors and windows and metal sheet or concrete tiled roof with metal gutters.*
- *Although limited modulation is proposed for side facades, the proposed buildings retain a strong geometric form where the visual mass of facades are sufficiently reduced with good separation between buildings for landscaping at ground level where the facades include concrete look panelling where when considering the joints in the panelling and window locations, sufficient breaks in the wall material have been provided to support sufficient variation in the façade appearance.*
- *The proposed building blocks provide mirrored dwelling appearances, where differentiation is achieved through the building forms which include a combination of blade walls, recesses, feature projecting elements and variation in materials.*
- *Landscaping has been integrated to the street frontages, to the perimeter of the development and elevated within the building forms to provide an appropriate contribution to the envisaged character of the local area.*
- *Entrances and habitable windows are orientated to the street frontages to promote casual surveillance of public realm.*
- *The proposed townhouses are provided with varied orientation. Although orientations of dwellings are not all in a northern direction, the proposal is considered to optimise dwellings orientation and windows where achievable to achieve a northern aspect, in addition to integrate subtropical design with ground level outdoor living spaces with direct access from living spaces.*
- *Habitable room windows and doors are provided to the internal driveways to promote casual surveillance of the private realm.*
- *Each dwelling provides a private open space area for residents which meets the acceptable outcome requirement.*
- *Communal open space and associated facilities such as the pool and pool shelter are appropriately sized, integrated into the local character and for the use and enjoyment for residents and visitors.*

Based on the above, the development meets Performance outcome PO3 and PO4 of the Multiple accommodation code.

Provision of access for multiple dwellings comprising townhouses – Multiple accommodation code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
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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.
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Officer's comment:

The proposed development includes 72 dwellings, in clusters of four dwelling typologies (standalone, duplex, triplex, and quadplex) with varied appearances. Therefore, differentiation is achieved through cluster arrangement and the building forms which include a combination of window hoods, screens, recesses, feature projecting elements and variation in materials.

Based on the above, the development meets Performance outcome PO10 of the Multiple accommodation code.

Pedestrian access – Multiple accommodation code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO11 Safe and convenient access is provided for pedestrians.	AO11.1 Pedestrian access is provided to all road frontages and is easily identified.
PO13 Multiple dwellings, in the form of townhouse development, integrate within the overall street network.	AO13 Pedestrian and cycle connections are provided to adjoining streets.

Officer's comment:

The proposal provides an internal pedestrian pathway within the communal area. Overall, the proposal includes wide driveways, good setbacks and separation throughout the development. The proposal provides direct access to each dwelling adjacent to road frontages.

On balance the proposal is considered to provide safe and convenient access throughout the subject site, therefore the proposal is considered to meet PO12 and PO13 of the Multiple 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 provided.

Officer's comment:

No Acceptable outcome is provided regarding housing need and choice and assessment is required against Performance outcome PO15.

The proposed development provides 72 three-bedroom townhouses. While the proposal generally provides similar typology, the product being provided results in a mix of housing sizes and affordability to meet housing needs.

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

Car parking and travel demand – Transport Code

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: <table> <tr> <th>Location</th><th>Off-street car parking rate</th></tr> <tr> <td>Centre zone and High density residential zone where nominated in the Transport hub area in Figure 9.4.13-1: Transport hub area</td><td>Table 9.4.13-4: Car parking rates – Centre zone and High density residential zone – Transport hub</td></tr> <tr> <td>Centre zone not nominated in the Transport hub area in Figure 9.4.13-1: Transport hub area</td><td>Table 9.4.13-5: Car parking rates – Centre zone – outside Transport hub area</td></tr> <tr> <td>Special purposes zone – Special development area precinct – Southport Priority Development Area</td><td>Table 9.4.13-6: Car parking rates – Southport Priority Development Area</td></tr> <tr> <td>All other zones</td><td>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</td></tr> </table>	Location	Off-street car parking rate	Centre zone and High density residential zone where nominated in the Transport hub area in Figure 9.4.13-1: Transport hub area	Table 9.4.13-4: Car parking rates – Centre zone and High density residential zone – Transport hub	Centre zone not nominated in the Transport hub area in Figure 9.4.13-1: Transport hub area	Table 9.4.13-5: Car parking rates – Centre zone – outside Transport hub area	Special purposes zone – Special development area precinct – Southport Priority Development Area	Table 9.4.13-6: Car parking rates – Southport Priority Development Area	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
Location	Off-street car parking rate										
Centre zone and High density residential zone where nominated in the Transport hub area in Figure 9.4.13-1: Transport hub area	Table 9.4.13-4: Car parking rates – Centre zone and High density residential zone – Transport hub										
Centre zone not nominated in the Transport hub area in Figure 9.4.13-1: Transport hub area	Table 9.4.13-5: Car parking rates – Centre zone – outside Transport hub area										
Special purposes zone – Special development area precinct – Southport Priority Development Area	Table 9.4.13-6: Car parking rates – Southport Priority Development Area										
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										
PO22 Staged development is planned, designed and constructed to ensure that for each stage: (a) sufficient car parking is provided; and - appropriate connections to active and public transport facilities are provided.	AO22 No acceptable outcome provided.										

Officer's comment:

The following table identifies the prescribed car parking requirement and the proposed car parking supply, per stage of the development:

Component	Car parking required to meet AO1 of the Transport code	Proposed car parking supply
Stage 1 - (22×3-bed dwellings)	Residents: 44 spaces Visitors: 5 spaces	Residents: 44 spaces Visitors: -
Stage 2 - (20×3-bed dwellings)	Residents: 40 spaces Visitors: 2 spaces	Residents: 40 spaces Visitors: 8 spaces
Stage 3 - (14×3-bed dwellings)	Residents: 28 spaces Visitors: 2 spaces	Residents: 28 spaces Visitors: 4 spaces
Stage 4 - (16×3-bed dwellings)	Residents: 32 spaces Visitors: 1 space	Residents: 32 spaces Visitors: 1 space
Total: (72×3-bedroom dwellings)	Residents: 108 spaces Visitors: 10 spaces	Residents: 144 spaces Visitors: 13 spaces

Car parking for residents is proposed in the form of single garages, with a tandem parking space in the driveway, for each dwelling. Freely accessible visitor car parking spaces will be accessed via the internal circulation roadway. While the proposed car parking supply achieves compliance with Acceptable outcome AO1 overall (for both residents and visitors), the updated 'Staging Plan' does not include the delivery of any visitor car parking in Stage 1. An 'amendment in red' has been recommended requiring 5 visitor car parking spaces to be delivered in Stage 1, in order to meet Acceptable outcomes AO1 and AO22 (and consistent with previous iterations of the 'Staging Plan').

Of note, the 'Staging Plan' identifies that the full internal roadway will be delivered in Stage 1 of the development, achieving compliance with Performance outcome PO22.

Active transport network – Transport Code

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. Note: This PO does not apply to the following uses: • Dwelling house; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings)	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. AO7.2 Location of off-street, end-of-trip facilities are: (a) within 50m to off-street bicycle parking; and (b) clearly signed off-street bicycle parking areas. AO7.3 Signage indicating location of off-street bicycle parking is: (a) clearly identifiable within the site; (b) at ground level, external to buildings; and

	(c) in accordance with <i>AS2890.3: Parking facilities Part 3: Bicycle parking</i>. AO7.4 Off-street bicycle parking areas are: (a) clear of pedestrian movement paths; (b) visible from the street to allow casual surveillance; (c) located clear of vehicle movement; (d) well lit; (e) protected from the weather; (f) connected from the road via direct pathways/ramps; and (g) in accordance with the cycling aspects of Austroads and <i>AS2890.3: Parking facilities Part 3: Bicycle parking</i>.
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Officer's comment:

To comply with Acceptable outcome AO7.1 and AO7.4, the proposed development requires 72 secure bicycle parking spaces for residents and 6 freely accessible bicycle spaces for visitors. Development drawings do not identify any bicycle parking facilities; therefore, compliance with Acceptable outcome AO7.1 is not achieved.

Colliers' Traffic Engineering report makes the following recommendations:

- *All resident bicycles will be stored within each dwelling*
- *Visitor bicycle parking is to be provided throughout the development (generally in accordance with the prescribed rate).*

Informal provision for residents to store bikes within dwellings is supported, based on the nature of the development (townhouse-style dwellings, with garages). An 'amendment in red' has been recommended to identify bicycle parking for visitors on development drawings (6 spaces), to achieve compliance with Performance outcome PO7.

Active transport network – Transport Code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO8 Development provides pedestrian and cyclist pathways to all street frontages and set down areas, and: (a) allows for safe movement; (b) is convenient and direct; (c) is clearly identifiable; and (d) is clear of potential vehicle movements.	AO8.1 Development provides a pathway from the primary street frontage and car parking set-down areas, to connect to the main entry of the building. OR For development with 21 dwellings or more, a pathway is provided for each road frontage and car parking set-down area(s) to the main entry of the building. AO8.2 Pathways are to be designed and constructed in accordance with <i>AS 1428.1: Design for access and mobility Part 1: General requirements for access – New building work</i>.

	AO8.3 Pathways are separated from vehicle movements.
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 . Note: This PO does not apply to the following uses: • Dwelling house; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings).	AO9 No acceptable outcome provided.

Officer's comment:

Development drawings show dedicated pedestrian access into the site, from the proposed New Road. Compliance with Acceptable outcome AO8.1 and AO8.3 is achieved, on this basis. A condition has been recommended requiring construction of a 'connecting' pathway, within the verge of the New Road, to connect the public footpath to the development's pedestrian access point. Public footpaths are required along both the new public road and along the Baileys Mountain Road. Based on the above, the development can be conditioned to comply with Performance outcome PO8 and PO9.

Roads and freight, Integrated transport and land use – Transport Code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO13 New intersections: (a) are safe and do not compromise the efficiency, function, convenience of use or capacity of the road network; (b) have verge areas that provide sufficient area for safe pedestrian and cycling movement; and have sufficient area to provide essential services and infrastructure, including traffic management.	AO13 New intersections are designed and constructed in accordance with <i>Austroads</i> and SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards .
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);	AO16 No acceptable outcome provided.

(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 (i) development has the potential to increase existing background traffic (peak period or daily traffic movements) ≥ 5 percent.	
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Officer's comment:

Access to the proposed development will be facilitated via construction of a new public road, running generally along the boundary of lots 58 SP191940 and 183 RP156422, and intersecting with Baileys Mountain Road. Direct lot access to the subject development is proposed from the new public road.

The applicant will be required to construct the intersection in Baileys Mountain Road. Commentary is provided below with respect to the design and capacity of the new intersection; commentary is also provided with respect to the wider road network, as relevant to the subject development proposal and the wider Courtney Drive precinct (with referenced intersection / access locations identified below):



Figure 24: Road network context (Source: City officers)

Intersection configuration

The proposed location of the new intersection in Baileys Mountain Road is consistent with that advised by Council's Asset custodian as part of pre-lodgement discussions (Council reference: PLO/2023/32) for the subject site.

However, the current alignment of Baileys Mountain Road does not allow compliant Safe Intersection Sight Distance to be achieved (per Austroads requirements) at the nominated intersection location, due to the curve in Baileys Mountain Road (east of the proposed intersection location). The City has planning for broader works to the transport network, including:

- Council will undertake upgrade of the Reserve Road / Old Coach and Old Coach Road / Baileys Mountain Road intersections, delivering an 'upgraded', 4-way roundabout (in lieu of LGIP project TRN_INT_0030).
- The works will include realignment of Baileys Mountain Road (to form a fourth leg to the intersection), with the exact alignment yet to be determined.
- The works will be delivered on a nominal timeframe of 2030/2031.

As this resolution provides certainty with regards to the nature and timing of broader road network upgrades, an 'interim' arrangement can be supported for the Baileys Mountain Road / New Road intersection. The 'interim' arrangement (proposed by Colliers) comprises a 3-way, priority-controlled, channelised intersection, with a restriction (ban) on right turn movements into the New Road - as compliant sight distance can't be achieved for this movement, based on the current alignment of Baileys Mountain Road. Once Baileys Mountain Road is realigned (as part of Council's upgrade works) 'all movements' access will be facilitated at the intersection.

Colliers has prepared a 'functional layout drawing' for the Baileys Mountain Road / New Road intersection, with comments on the design provided below:

- Right turns INTO the New Road will be physically restricted by way of concrete islands, located on all intersection approaches, and supplemented by regulatory signage.
- The configuration of concrete islands accommodates access by the 'design service vehicle' through the intersection (9.8m waste collection vehicle), as demonstrated by swept paths submitted by Colliers.
- Compliant sight distance for right turns OUT of the New Road will be achieved by offsetting the 'Give Way' line from the intersection (i.e. offset approx. 6m from the edge of the northbound travel lane in Baileys Mountain Road). Council's Asset custodian has advised that offset of the 'yield' line is permitted by Austroads.

Officers support the proposed 'interim' intersection arrangement (ban on right turns into the New Road). Increased demand for this movement is expected to occur on a timeframe consistent with Council's upgrade of the Reserve Road / Old Coach Road roundabout, which would align with decommissioning of the 'interim' intersection arrangement (i.e. all-movements access permitted).

Pursuant to this interim arrangement, drivers approaching from the north are able to continue to the Old Coach Road / Baileys Mountain Road, or Reserve Road / Old Coach Road, intersection to U-turn. Council's Transport and Traffic Asset custodian has confirmed there will no longer be a requirement for the Old Coach Road / Baileys Mountain Road intersection to be restricted to left-in/left-out, as originally communicated through the assessment process.

A condition has been recommended requiring construction of the proposed intersection at Baileys Mountain Road / New Road commensurate with 'Stage 1' of the MCU component of the proposal. A condition for land dedication (from lots 58 SP191940 and 183 RP156422) has been recommended,

consistent with that shown on the 'functional layout drawing' for the intersection, to allow the road corridor for the intersection to be delivered as part of the ROL component of the proposal. Construction of the intersection (and associated land dedicated requirements) represent 'non-trunk' (development-related) works.

Transport Assessment has recommended the following changes (via 'amendments in red') to the 'functional layout drawing' for the Baileys Mountain Road / New Road intersection:

- Notations specifically identifying islands as being 'raised, concrete' islands (as distinct from line marking) to achieve a physical restriction on right turns into 'Road 1'
- Notation to identify the 'hatched' area, shown alongside the left turn lane, as a footpath (to avoid any confusion with the hatched area indicating some form of batter or earthworks – Colliers has confirmed the 'hatched' area is intended as a 2m wide footpath).

Intersection capacity (Baileys Mountain Road / New Road)

Colliers' Traffic Engineering Report (TIA) includes an Austroads 'turning warrants assessment' which identifies that the proposed 'interim' intersection configuration will be appropriate for both background traffic growth, and the addition of 'development' traffic, over a 10-year design horizon, to 2037.

Colliers' report also includes a SIDRA Intersection assessment for the proposed 'interim' intersection configuration which identifies that the intersection would be expected to maintain sufficient capacity across the 10-year design horizon, to 2037 (for background growth and Courtney Drive 'precinct' development traffic).

Of note, the TIA includes both the subject development proposal, and developments approved within the Courtney Drive precinct (which will utilise the Baileys Mountain Road / New Road intersection), within 'development traffic'.

Officers are satisfied compliance with Performance outcome PO13 and Performance outcome PO16 of the Transport code can be achieved through imposition of conditions included in the officer's recommendation.

Healthy waters code – Erosion and sediment control

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO1 Stormwater discharge from a development site achieves the construction phase water quality objectives of SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards.	AO1 No acceptable outcome provided.

Officer's comment:

No Acceptable outcome is provided, as such an assessment is made against the Performance outcome. To ensure compliance against Performance outcome PO1, an Erosion and Sediment Control condition has been recommended.

Based on the above assessment it is considered the development can be conditioned to comply with Performance outcome PO1 of the Healthy waters code.

Healthy waters code – Stormwater quantity control

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO5 Stormwater quantity management outcomes demonstrate no adverse impact on stormwater flooding or the drainage of properties external to the subject site.	AO5 The following is achieved external to the development site: (a) no increase in peak flood flow rate from the development site for all events up to and including the 1% AEP; (b) no increase in peak flood velocities from the development site for all events up to and including the 1% AEP; (c) no increase in peak flood level from the development site for all events up to and including the 1% AEP; and (d) stormwater outfalls or discharge is located to avoid conflict with existing usage of downstream land or impacts on existing watercourse or drainage.

Officer's comment:

The submitted Stormwater Management Plan (SWMP) indicates detention is proposed within the bio-retention basin for the site, to achieve the no increase in peak flow rate from the development site for all events up to and including the 1% AEP. In addition, to ensure compliance with Performance outcome PO5 a condition "Overland flow paths and hydraulic alterations" is to be included in the decision package.

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

Healthy waters code – Overland flow paths

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO7 Development must not obstruct free open surface flow of stormwater through a site.	AO7 Overland flowing stormwater is allowed free open surface flow between the street and any waterway at the rear or sides of a property, in accordance with the provisions of the <i>Building Code of Australia</i> .

Officer's comment:

The applicant submitted a Hydraulic Impact Assessment (HIA) that identifies no change (or reduction) in the hazard category over the road way for the development scenario. The City's Hydraulics and Water Quality Team have assessed the HIA and are satisfied that the development complies with Performance outcome PO7 of the Healthy waters code.

Healthy waters code – Public safety

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
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PO10 Stormwater treatment devices and stormwater infrastructure minimise impacts on public health and safety.	AO10 All stormwater quantity control measures are designed in accordance with SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards.
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Officer's comment:

The proposed bio-retention basin is in close proximity of a pedestrian footpath. The applicant provided a Public Safety Risk Assessment in section 5.0 of the submitted SWMP. Signage is proposed for the basin, and the vehicle access/egress is the proposed egress point of the basin. Outlet is approximately 10 metres away of footpath. See extract below:

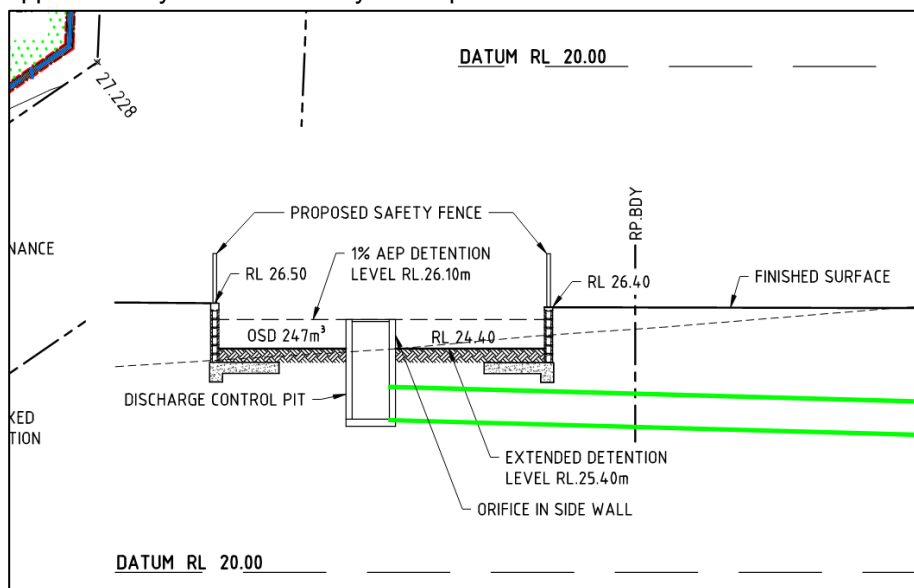


Figure 25: Extract showing proposed safety fence (Source: Common material)

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

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	AO1 No acceptable outcome provided.

(h) vibration (i) contaminated substances (j) hazardous chemicals (k) odour and emissions (l) safety.	
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 (i) contaminating substances (j) hazardous chemicals (k) odour and emissions (l) safety.	AO2 No acceptable outcome provided.

Officer's comment:

No acceptable outcome is provided in regards to amenity protection, therefore assessment is required against Performance outcomes PO1 and PO2 of the General development provisions code.

The proposed development is for a residential development in a residential setting. As such, the following considerations do not apply including the hours of operation, signage, wind effects, vibration, contaminating substances, hazardous chemicals, odours and emissions.

Consideration of the following potential amenity impacts is provided below:

- **Noise:** In support of the application the applicant has provided a Noise Impact Assessment (NIA) by 'Acoustic Works' dated 15 October 2024. The report has been reviewed and is summarised as follows:
 - The nearest noise sensitive receiver locations to the proposed development were identified as follows;
 - Single storey residential dwellings are located to the north of the site boundary.
 - Single storey and two storey residential dwellings at 2-19 Tian Crescent.
 - A single storey residential dwelling is located at 288 Reserve Road.
 - Single storey and two storey residential dwellings are located to the west of the site boundary at 14 and 17 Courtney Drive.
 - Unattended ambient and road traffic noise monitoring was undertaken at 5 Purlingbrook Street between 24 April to 1 May 2024 in accordance with AS1055 and AS2702;
 - Noise criteria as per the Regional infrastructure overlay code and the *Environmental Protection (Noise) Policy 2008* was used for assessment of traffic and environmental noise respectively;

- Based on predicted traffic noise levels, further acoustic treatments are recommended to ensure internal noise levels are compliant;
 - Onsite noise sources are predicted to comply on the condition recommendations are incorporated.
 - The report has been reviewed in accordance with internal assessment processes and is considered to appropriately address potential noise impacts.
- **Traffic:** As detailed throughout this report, the proposed development, through imposition of conditions requiring delivery of infrastructure, appropriately addresses traffic requirements through compliance with the Transport code and Strategic framework.
 - **Visual amenity:** Through consideration of the design and appearance of the proposed Multiple dwelling against the Multiple accommodation code, officers consider that the proposed development maintains the visual amenity character of the surrounding area by provided a well interfaced lowset built form in a generous landscape setting.
 - **Privacy:** The built form has been designed to support screening landscaping where necessary, and fixed screening provisions where required to protect privacy between dwellings. The communal open space areas include permeable landscaping along the interface with the public realm to achieve a sense of privacy while still maintaining the requirement for casual surveillance.
 - **Safety:** The development is not anticipated to result in any safety impacts.

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

Batters and retaining wall – Change to ground level and creation of new waterways code [PART C: Operational works only]

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO9 Batters and retaining walls do not create a negative visual impact on the area.	AO9 Batters and retaining walls are in accordance with SC6.12 City Plan policy – Land development guidelines, Section 3 – Change to ground level standards.

Officer's comment:

Retaining walls have been amended to include textured finishes and be of a charcoal colour. Setbacks between 600-1.5m have also been incorporated where required allowing for vegetation to adequately screen retaining walls. As such, the development complies with Performance outcome PO9 of the Change to ground level and creation of new waterways code.

6 INFRASTRUCTURE CHARGES

The proposed development will attract infrastructure charges.

For further information on this matter, refer to the draft infrastructure charges notice associated with this development application (see extract below).

Charge calculation

Charges Resolution No. 1 of 2025			
	Qty	Rate	Gross Charge Amount
Residential uses 3+ bedroom	72 Dwellings	@ \$ 38,447.46	\$ 2,768,217.12
			\$ 2,768,217.12
Net Charge Summary			
Gross Charge Amount	Applied Credit Amount		Net Charge Amount
\$ 2,768,217.12	\$ 0.00		\$ 2,768,217.12

Applied credit details

Lot 58 SP191940: Credits for existing lawfully established uses and/or existing lot credits currently reside on MCU/2018/58. This credit can be transferred to the current application upon formal written request from the owner/s of the property. The value of the credit will be assessed according to the current charging regime Charges Resolution No.1 of 2025. Correspondence in this regard should be directed to Council's Developer Contribution Group via email at dcg@goldcoast.qld.gov.au.

7 REFERRALS

7.1 Internal referrals

This application has been assessed by internal referral officers who have provided comments and reasonable and relevant conditions. If not previously included, internal referral comments and an overview of the recommended conditions are provided in the table below:

Reconfiguring a lot:

Internal referral area	Conditions/Comments (if not included within report)
Hydraulics and Water Quality	Property - Restrictions regarding Council easements and stormwater infrastructure - Land transfer Stormwater Drainage - Overland flow paths and hydraulic alterations
Transport Network	Trunk Transport Infrastructure Necessary trunk infrastructure land (LGIP identified)
Subdivision Engineering	General - Amended drawings Property - Land dedication Construction Management - Certification of works - Subdivision Engineering - Road names to be submitted
Transport Assessment	General - Approved drawings Property - Land dedication

Water and Waste	General • Timing • Approved drawings Property • Restrictions regarding Council easements and sewer infrastructure Engineering • Rectification of Council's infrastructure
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Material change of use:

Internal referral area	Conditions/Comments (if not included within report)
Office of the City Architect	Amenity • Screening of visually offensive components
Environmental and Bushfire Assessment	General • Approved Plans Environmental and Landscaping • No damage to retained vegetation Construction Management • Certification of works – Environmental Assessment • Supervision of works • Hold point inspection
Geotechnical Engineering	Construction Management • Certification of works - Geotechnical Engineering
Health and Regulatory Services	General • Approved Plans Amenity • Hours of operation and loading and unloading Construction Management • Certification of works - Health and Regulatory Services
Hydraulics and Water Quality	General • Approved drawings • Approved Plans Property • Requirement to register Council easement/s – “Drainage” • Restrictions regarding Council easements and stormwater infrastructure Land transfer • Private infrastructure Stormwater Drainage • Stormwater infrastructure construction • Overland flow paths and hydraulic alterations • Bioretention basin maintenance management plan (specific condition) Construction Management

	• Certification of works - Civil Engineering • Erosion and sediment control plan
Landscape Assessment	Trunk Development Infrastructure • Necessary trunk infrastructure (LGIP identified) Property • Land transfer
Open Space and Landscape Assessment	Trunk Development Infrastructure • Necessary trunk infrastructure (LGIP identified) Property • Land transfer Environmental and Landscaping • Landscaping works on private land • Landscaping works within public open spaces • Retaining walls (specific condition) • Boundary fences Engineering • Existing structures and services
Plumbing and Drainage	Plumbing and Drainage Act 2018 • Plumbing and drainage works
Subdivision Engineering	General • Approved drawings Engineering • New roads/ intersections • Footpaths • Public street lighting • Electrical reticulation • Telecommunications network Construction Management • Certification of works - Subdivision Engineering
Transport Assessment	General • Approved drawings Property • Land dedication Transport • Off street vehicle and car parking facilities • Off street bicycle parking facilities • Loading and unloading (excluding waste collection vehicles) Engineering • New intersection – Baileys Mountain Road / New Road intersection • Footpaths
Water and Waste	General • Timing • Approved drawings

	Trunk Development Infrastructure - Extra payment condition Property - Restrictions regarding Council easements and sewer and water supply infrastructure Amenity - Screening of visually offensive components Engineering - Rectification of Council's infrastructure Sewer and Water Works - Sewer reticulation (Specific condition) - Sewer connection - Water reticulation - Sub-metering - Fire loading Solid Waste Management - Bin type, storage capacity and storage points Construction Management - Certification of works - Water and Waste - Certification of works – Solid Waste Management
Transport Network	Trunk Transport Infrastructure - Necessary trunk infrastructure land (LGIP identified) - Necessary trunk infrastructure (non-LGIP identified)

Operational works:

Internal referral area	Conditions/Comments (if not included within report)
Change to ground level	General - Timing - Approved drawings - When the approval lapses if works is not completed Engineering - Rectification of Council's infrastructure - Earthworks Stormwater Drainage - Overland flow paths and hydraulic alterations - Erosion and sediment control - Stormwater drainage Construction Management - Certification of works - Geotechnical Engineering - Certification of works - Geotechnical Engineering - Certification of works - Geotechnical Engineering - Supervision of works - Availability of approved plans, drawings and reports - Haulage access/site management plan - Transport of soil / fill / excavated material

	• Earthworks and Services as-constructed data • Pre-start inspection • Hold point inspection • Practical Completion
Tree works	General • Approved drawings • Approved Plans • Scope of works Environmental and Landscaping • Tree pruning and work • Root pruning and barriers • No damage to retained vegetation • Fauna management Construction Management • Certification of works • Supervision of works • Pre-clearance report • Pre-start inspection • Availability of approved plans, drawings and reports

7.2 External referrals

There is no concurrence or advice agency(s) triggered by this development application.

8 PUBLIC NOTIFICATION

8.1 Overview

In response to public notification:

- Six properly made submissions in objection were received.
- Four not properly made submissions in objection were received.

8.2 Compliance with public notification requirements

The applicant has submitted a notice of compliance stating public notification has been completed in accordance with the requirements of the Development Assessment Rules under the *Planning Act 2016*.

Council has reviewed the public notification material and considers the applicant has complied with the requirements of the Development Assessment Rules.

8.3 Accepted submissions

Clause 19.1(b) of the Development Assessment Rules allows the assessment manager to accept a submission even if the submission is not a properly made submission.

The issues raised through the submission refer to the same matters raised in properly made submissions and have therefore been considered in the body of this report.

In order for a submitter to have appeal rights under Schedule 1 of the *Planning Act 2016*, the submission must be a properly made submission.

In this instance, the assessment manager accepts the submission in accordance with Clause 19.1(b), however the submitter does not have appeal rights.

8.4 Matters raised in submissions

The matters raised by submitters who made a properly made submission or a submission that has been accepted by the assessment manager are discussed below.

Matters	Officer's comment
Traffic and infrastructure capacity	A number of submissions were received regarding traffic and infrastructure capacity to support the proposed development. The development is located in an Emerging community zone, which has been investigated and adopted into the City Plan as an area earmarked for additional density. The external road network is proposed to be upgraded by the City for the realignment of Baileys Mountain Rd to create a fourth leg of the roundabout at intersection of Reserve Rd / Old Coach Rd. These works are to be delivered by the City, with a nominal construction timeframe of 2030-31. The new public road and intersection have been designed in accordance with the Transport code. SIDRA Intersection assessment for the proposed 'interim' intersection configuration identifies that the intersection would be expected to maintain sufficient capacity across the 10-year design horizon, to 2037 (for background growth and Courtney Drive 'precinct' development traffic). Water and sewer capacity assessment have been undertaken and assessed by City officers. Conditions have been recommended requiring the extra payments made towards the existing sewer network. Conditions of approval require the delivery of both non-trunk and trunk infrastructure to suitably cater for the proposed development.
Ecology	Submissions were received regarding impact on ecology as a result of the proposed development. The applicant has provided an Ecological Site Assessment, Fauna Management Plan and Rehabilitation Management Plan which have been assessed by the Environmental Assessment team and have confirmed compliance with the Environmental significance overlay code. The rehabilitation of Yaun Creek and dedication as Council conservation results in an improved environmental outcome. Conditions have been recommended requiring an operational works approval for the design and implementation of wildlife signage in accordance with the Queensland Manual of Uniform Traffic Control Devices (MUTCD) 2023.
Bushfire	A Bushfire Management Plan has been provide demonstrating compliance with the Bushfire hazard overlay code. The development provides appropriate buffers to areas identified as being within a Bushfire hazard area and the development will not exacerbate Bushfire hazard risk to external properties.

9 CONCLUSION

Council is in receipt of a Combined application (impact assessable) for the following at 202 Baileys Mountain Road, Upper Coomera:

- PART A: Reconfiguring a lot for boundary realignment
- PART B: Material change of use for Multiple dwelling (72 x dwellings)
- PART C: Operational works for Change to ground level; and
- PART D: Operational works for Tree works.

After a detailed assessment, it has been determined the proposal meets the purpose of the New communities element of the Strategic framework, the Emerging community zone and all applicable overlay and development codes.

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

10 NOTIFICATIONS

The following property notifications will be applied:

Vegetation protection There are development approval conditions applicable in relation to the protection and management of vegetation and/or associated habitat on this lot/subsequent lots. All property owner(s) must ensure compliance with these conditions. Refer to Council of the City of Gold Coast's Decision Notice COM/2024/317. A copy of Council's Decision Notice is available for viewing on Council's website www.cityofgoldcoast.com.au/pdonline
Stormwater There are development approval conditions applicable in relation to stormwater management on this lot / subsequent lots. All property owner(s) must ensure compliance with these conditions. Refer to Council of the City of Gold Coast's Decision Notice COM/2024/317. A copy of Council's Decision Notice is available for viewing on Council's website www.goldcoastcity.com.au/pdonline
Bushfire management There are development approval conditions applicable in relation to bushfire management on this lot / subsequent lots. All property owner(s) must ensure compliance with these conditions. Refer to Council of the City of Gold Coast's Decision Notice COM/2024/317. A copy of Council's Decision Notice is available for viewing on Council's website www.goldcoastcity.com.au/pdonline

11 RECOMMENDATION

It is recommended that Council resolves as follows:

That under Delegated Authority, the Manager Planning Assessment resolves to approve (subject to conditions) the issue of a Development permit for Material change of use for Multiple dwelling (72 dwellings), Development permit for Reconfiguring a lot for Boundary realignment and Development permit for Operational works for Change to ground level and Tree works at 202 Baileys Mountain Road, Upper Coomera, in accordance with the Attachment entitled: Decision notice – approval.

Author:

Kyra Reid & Alexa Brown

A/Senior Planner

September 2026

Authorised by:

Roger Sharpe

Manager Planning Assessment