

1 APPLICATION SUMMARY

Application information	
Address	• 176 Baileys Mountain Road, Upper Coomera • 202 Baileys Mountain Road, Upper Coomera • 31 Courtney Drive, Upper Coomera • 41 Courtney Drive, Upper Coomera • 53 Courtney Drive, Upper Coomera • 288 Reserve Road, Upper Coomera • Lot 57 Reserve Road, Upper Coomera
Lot and plan & Site area	• Lot 183 RP156422 - 31,000m² • Lot 58 SP191940 - 30,870m² • Lot 184 RP173727 - 30,140m² • Lot 185 RP173727 - 30,170m² • Lot 186 RP173728 - 30,030m² • Lot 56 RP162858 - 30,580m² • Lot 57 SP214370 - 31,120m² • Total – 213,910m²
Type of development and proposed use	Reconfiguring a lot for a 7 into 195 lot subdivision, including: • 187 residential lots • 5 drainage lots • 2 open space lots (1ha park and recreation linkage) • 1 environmental lot • new public roads
Categories of development and assessment	Development permit (Impact assessment)
Properly made date	20 December 2024
Decision due date	4 February 2026
Applicant and Applicant's consultancy team	• Norfolk Estates Pty Ltd– Applicant • Saunders Havill – Planning Consultant / Drawings / Landscape Architect / Ecology • OSKA Consulting Group – Civil Engineering • BIOME – Hydraulic Impact Assessment • Colliers – Traffic Engineering • Eldon Bottcher Architect – Bushfire • Pacific Geotech – Geotechnical Engineer • Hydrobiology – Geomorphology Assessment
Owner details	• Norfolk Estates Pty Ltd ATF The Solander Investments Unit Trust • MG Land Pty Ltd (Lot 58 SP191940 only)

City Plan version	<i>City Plan 2016</i> (version 11)	
Zone / Precinct	Emerging community (Upper Coomera precinct) - Courtney Drive North-East sub precinct and Courtney Drive South-East sub precinct	
Overlays	• Airport environs • Bushfire hazard • Environmental significance • Landslide hazard	
Submissions	Objections	Support
	3	1
Key matters raised by submitters	• Traffic and infrastructure capacity • Stormwater and flood • Ecology • Bushfire • Planning scheme compliance	
Referral agencies	Not applicable	
Officer's recommendation	Approval, subject to conditions	

2 PROPOSAL

The purpose of this report is to assess an application for a Development permit for Reconfiguring a lot for a 7 into 195 lot subdivision (including 187 residential lots, 5 drainage lots, 2 open space lots, 1 conservation lot, and new public roads) at 176 & 202 Baileys Mountain Road, 31, 41 & 53 Courtney Drive, and 288 & Lot 57 Reserve Road, Upper Coomera.

Table 5.6 – Reconfiguring a lot categorises the development as subject to Impact assessment as the proposal does not meet the minimum lot area requirement of 4 hectares in the Emerging community zone.

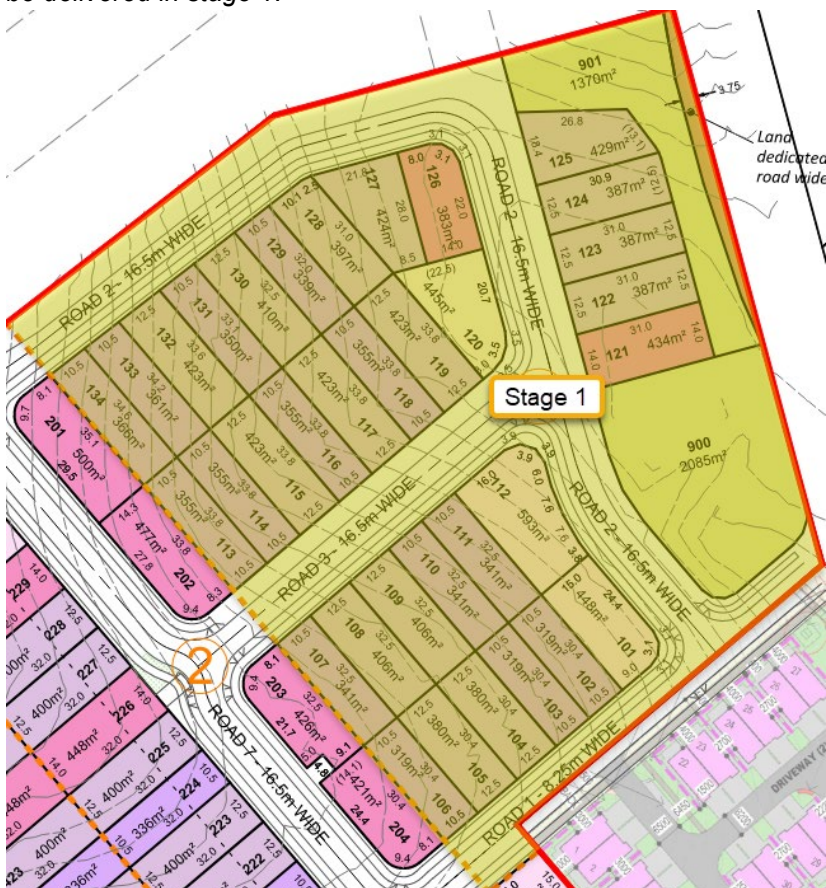
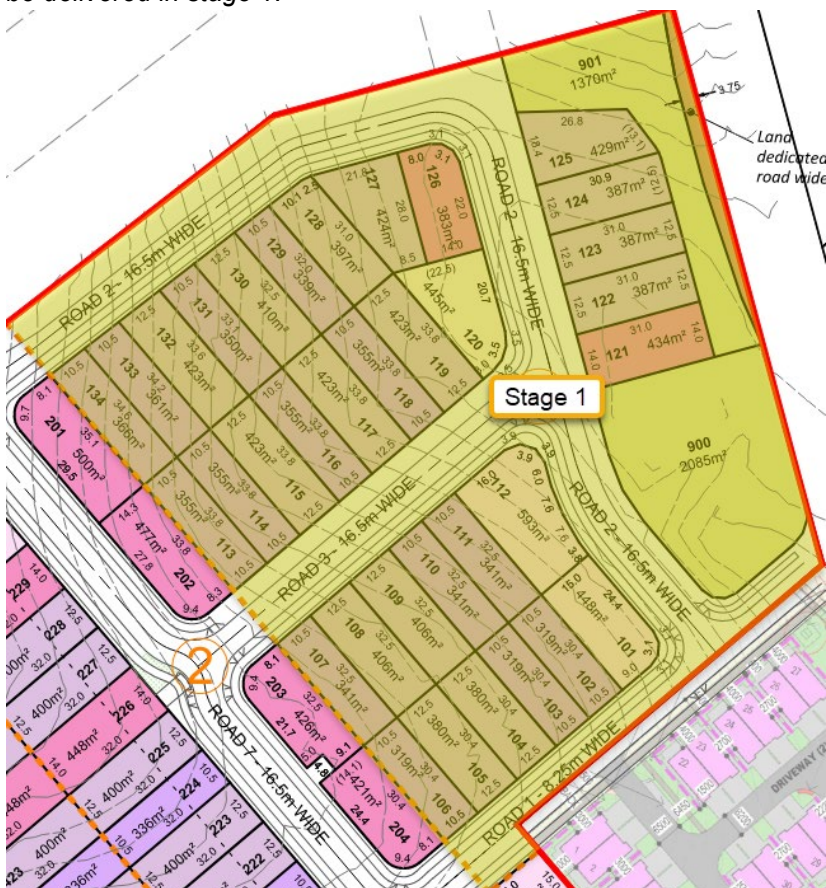
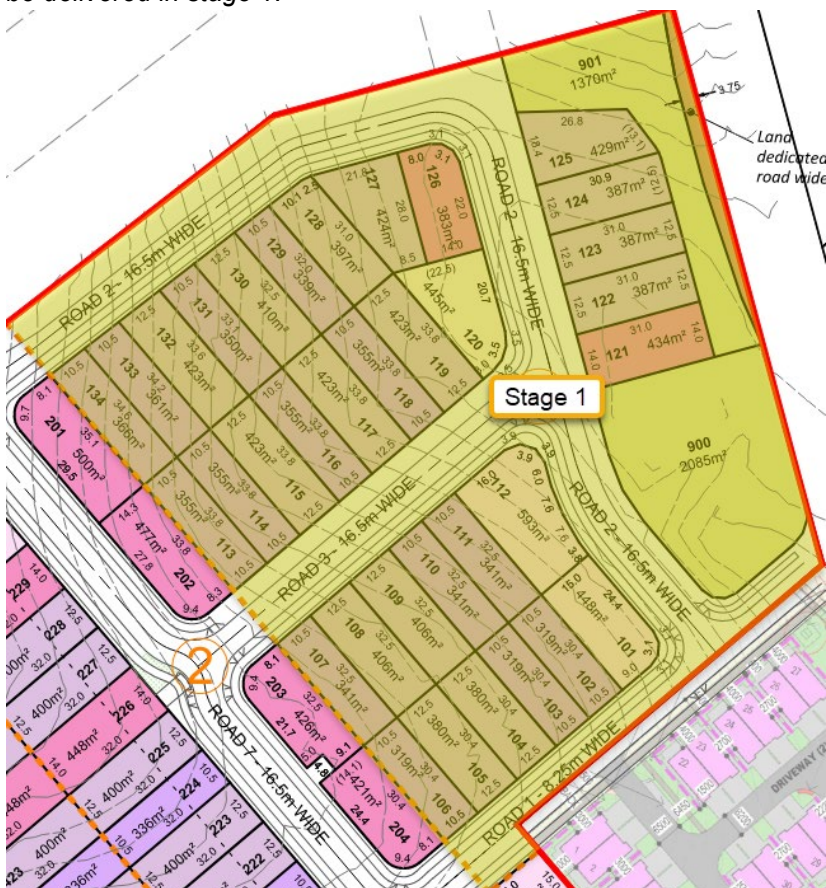
2.1 Brief description of proposed development

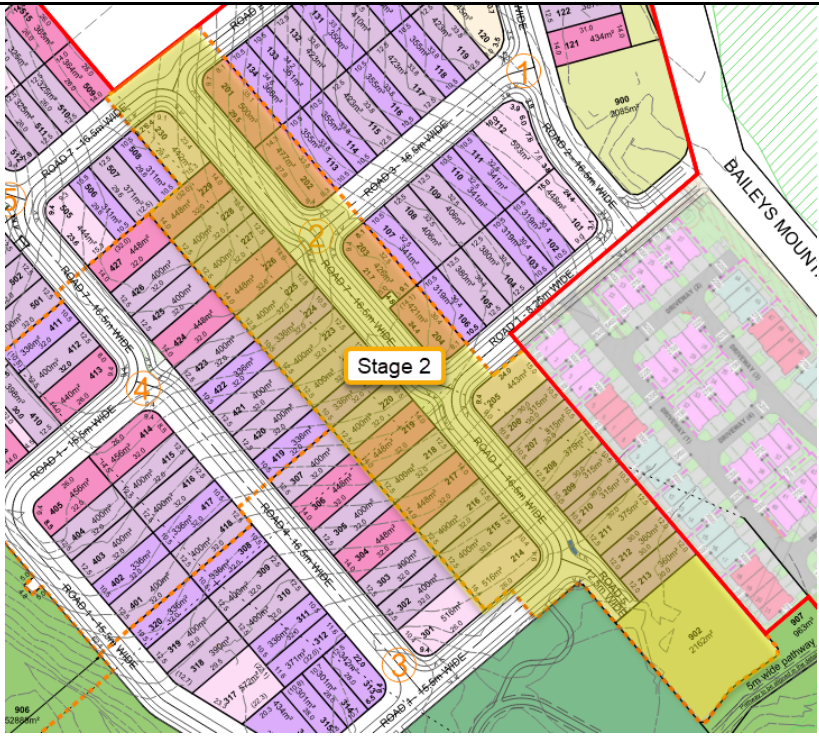
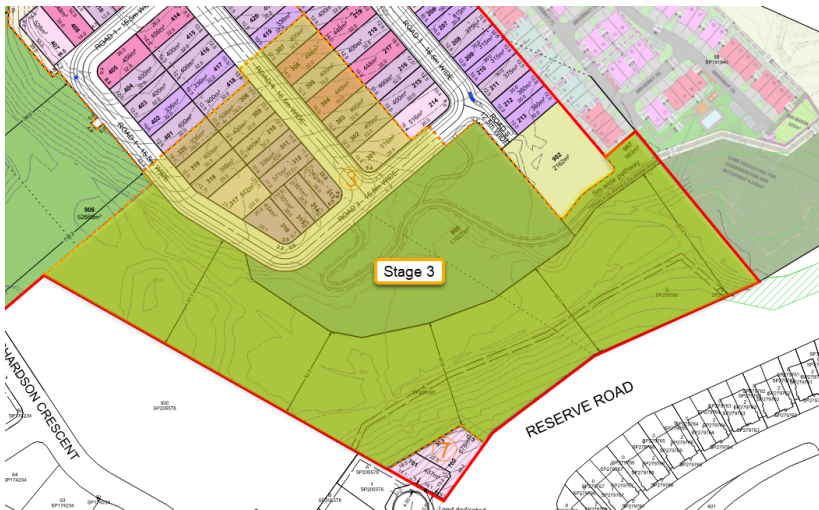
The development key details of the proposal are outlined in the table below:

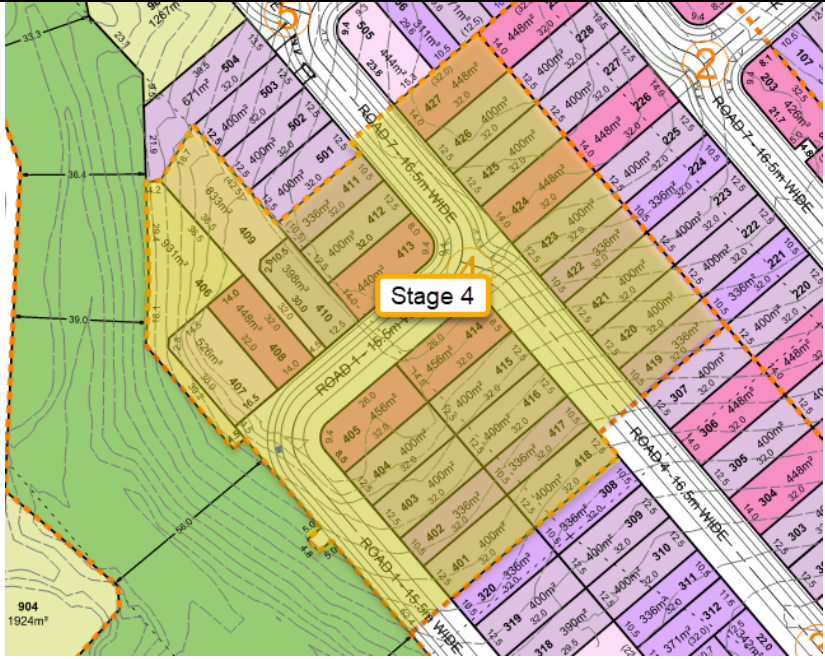
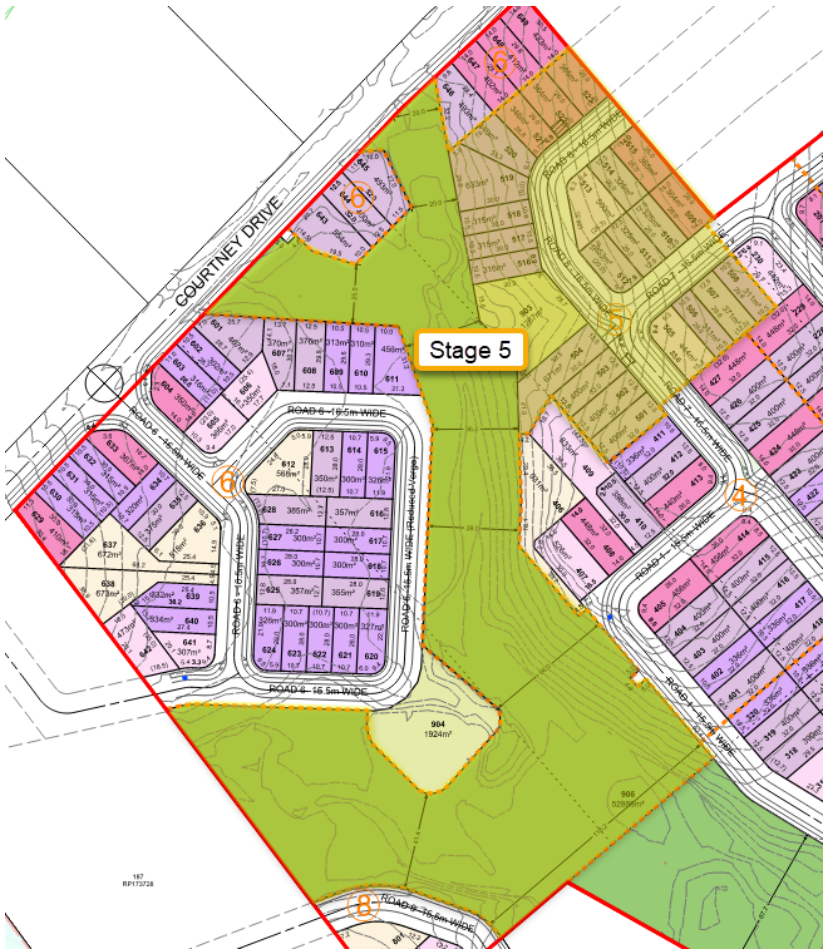
Development proposal	
Lot yield	Development permit (Impact assessment) for a Reconfiguring a lot for a 7 into 195 lot subdivision, including: • 187 residential lots • 5 detention / drainage lots • 1 environmental lot • REC_LR_0021 – Old Coach Linkage (15m wide recreation linkage) • REC_LR_0022 – Local Park - Courtney Drive (1ha minimum)
Total site area	213,910m ² (21.3 hectares)
Net developable area	7.5ha <i>This area excludes roads, open space lots (environmental, drainage and recreational) pursuant to Schedule 1.2 of the City Plan 2016</i>

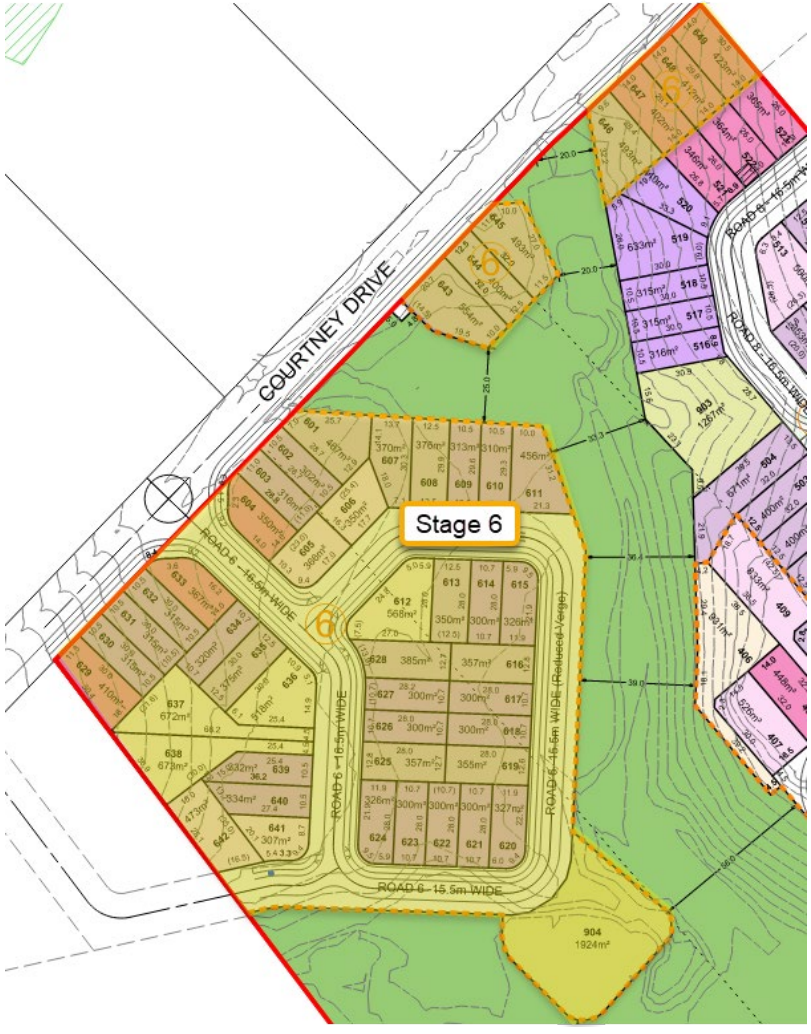
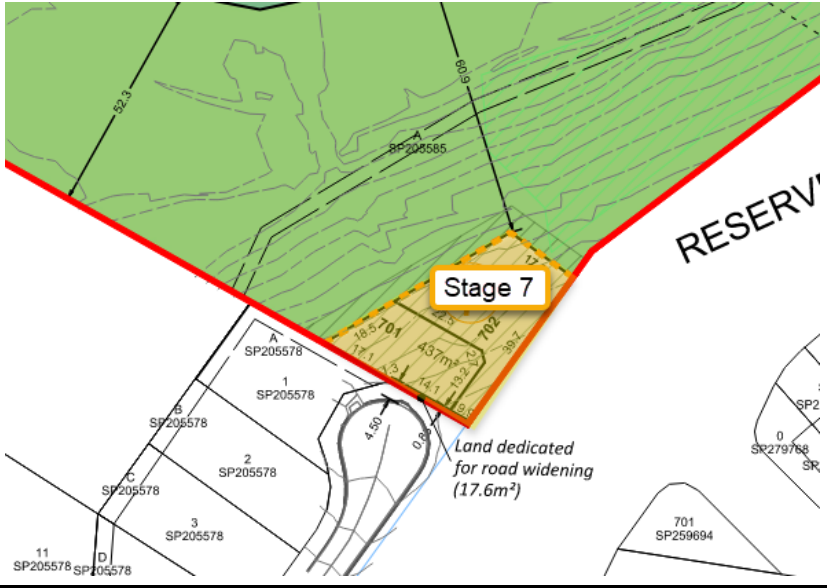
**DELEGATED AUTHORITY REPORT FOR RECONFIGURING A LOT (IMPACT ASSESSMENT)
FOR A 7 INTO 195 LOT SUBDIVISION (INCLUDING 187 RESIDENTIAL LOTS, 5 DRAINAGE
LOTS, 2 OPEN SPACE LOTS, 1 ENVIRONMENTAL LOT, AND NEW PUBLIC ROADS) AT 176 &
202 BAILEYS MOUNTAIN ROAD, 31, 41 & 53 COURTNEY DRIVE, AND 288 & LOT 57 RESERVE
ROAD, UPPER COOMERA**

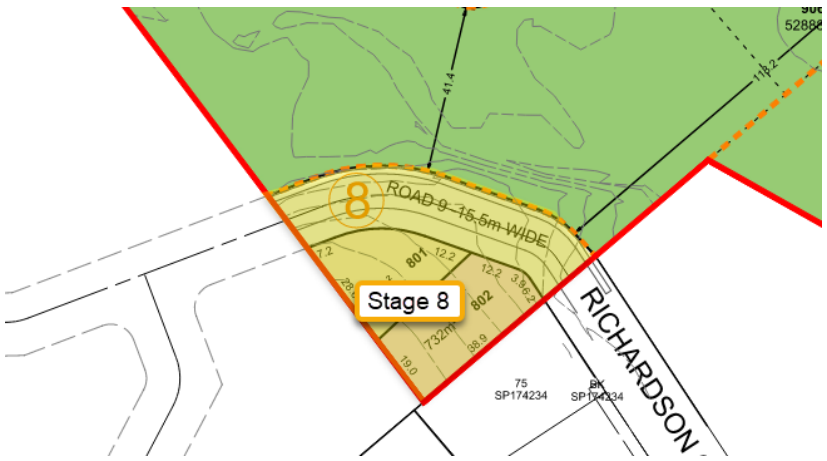
DIVISION NO. 3

Lot sizes and frontages	300m² – 732m² <table><tr><th colspan="4">DEVELOPMENT STATISTICS</th></tr><tr><th>RESIDENTIAL ALLOTMENTS</th><th>No. Lots</th><th>%</th><th>Net Area</th></tr><tr><td>10.5m - 12.49m Frontage</td><td>64</td><td>34.2%</td><td>2.152 ha</td></tr><tr><td>12.5m - 13.99m Frontage</td><td>69</td><td>36.9%</td><td>2.773 ha</td></tr><tr><td>14m - 14.99m Frontage</td><td>29</td><td>15.5%</td><td>1.219 ha</td></tr><tr><td>> 15m Frontage</td><td>18</td><td>9.6%</td><td>0.917 ha</td></tr><tr><td>Irregular Frontage</td><td>7</td><td>3.7%</td><td>0.439 ha</td></tr><tr><td>Total Residential Allotments</td><td>187</td><td>100.0%</td><td>7.500 ha</td></tr></table>	DEVELOPMENT STATISTICS				RESIDENTIAL ALLOTMENTS	No. Lots	%	Net Area	10.5m - 12.49m Frontage	64	34.2%	2.152 ha	12.5m - 13.99m Frontage	69	36.9%	2.773 ha	14m - 14.99m Frontage	29	15.5%	1.219 ha	> 15m Frontage	18	9.6%	0.917 ha	Irregular Frontage	7	3.7%	0.439 ha	Total Residential Allotments	187	100.0%	7.500 ha
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3	20 residential lots, Lot 905 (1ha park), Lot 907 (recreation linkage), portion of Lot 906 (conservation) continuation of Road 1 and Road 4.	
4	27 residential lots, continuation of Road 1, Road 7.	

		
5	23 residential lots, Road 7, Road 8, Lot 903 (drainage / detention), balance of Lot 906 (conservation).	
6	46 residential lots, Lot 904 (drainage / detention), Road 6.	

	
7	Residential Lot 701 and 702 and land dedication for road widening at Wrights Court. 

		<i>Note: Conditions have been recommended requiring this stage to be amalgamated into Stage 3.</i>		
	8	Residential Lot 801 and 802, Road 9 (connecting to Richardson Crescent).  <i>Note: Conditions have been recommended requiring Lots 801 and 802 to be amalgamated into Stage 6 along with the full delivery of Road 9. However, conditions require earthworks and land dedication for Road 9 to occur in Stage 5.</i>		
Precinct densities				
			Net Ha	Lots within precinct
			Net residential density	
	Courtney North-East	7.5ha	185	24.9d/ha
	Courtney South-East	-	2	Lots included in net density calculation above
Gross density	1 dwelling / 978.8m ² (10.2 dwelling / ha)			
Frontage	The subject site includes frontage to Courtney Drive (north/west), Wright Court and Richardson Crescent (south-west), Richardson Crescent (south) and Baileys Mountain Road (east).			
Road access	• Stages 1 to 5 to take access from new road and intersection at Baileys Mountain Road. • Stage 6 (Lots 643 – 649) to take direct lot access to Courtney Drive. • Stage 6 (balance) to take access from proposed new road in Courtney Drive (roundabout in lieu of intersection). • Stage 7 to take access from Wright Court. • Stage 8 to take access from Richardson Crescent and continue road connection west to adjoining Lot 187 RP173728.			
New roads	9 new roads are proposed internal to the subject site resulting in a total area of 3.37ha of new public roads			
New easements (in residential lots)	One (1) temporary turn around easement in Lots 522 and 801.			

Water	<u>Emergency storage:</u> - WSSIP2019 proposed 140.4 kL of emergency storage upgrade at PA01 in 2021 planning horizon, but still the PA01 catchment would have no spare emergency storage to serve any proposed development from 2036 planning horizon. - An additional 7.8 kL storage is needed in 2036 planning horizon to service this development. <u>Water reticulation</u> - Stages 1, 2, 3, 4, & 5 – Water to connect to the existing DN200 water main at Bailey Mountain Road. - Stage 6 – Water to connect to the proposed trunk water main at Courtney Drive. - Lot 701 and 702 – Water to connect to the existing DN00 water main at Wright Court. - Lot 801 and 801 – Water to connect to the existing DN150 water main at Richardson Crescent.
Sewer	The applicant has provided an engineering services layout plan which illustrates the proposal to construct the trunk sewer main across the site. - Stage 1 – Sewer to gravitate to the existing DN225 sewer infrastructure at Bailey Mountain Road. - Stages 2, 3 & 4 – Sewer to gravitate to the existing DN225 sewer infrastructure at Bailey Mountain Road. - Stage 5 & 6 – Sewer to gravitate to the proposed trunk sewer main to the existing DN225 sewer infrastructure at Richardson Crescent. - Lot 701 and 702 – Sewer to gravitate to the existing DN300 trunk sewer main within the site. - Lot 801 and 802 – Sewer to gravitate to the existing DN150 sewer infrastructure at Richardson Crescent. <i>Note: Trunk sewer as required by “Necessary sewer trunk infrastructure (LGIP identified)” condition of this approval must be delivered prior to a request is made to Council to seal stage 1.</i>
Stormwater	<u>Stormwater Quality:</u> - Proposed quality measures – All stormwater runoff captured from the developed area of the site will be conveyed to the proposed pit and pipe network and conveyed directly to one of the proposed bio-retention basins. Three bio-retention basins are proposed. - MUSIC modelling demonstrates pollutant reduction. <u>Stormwater Quantity:</u> - Proposed a combined on-site bio-retention & detention basins x 3. - Detention volume – - Catchment A - 886 m³ - Catchment B - 1066 m³ - Catchment C - 901 m³ - Post development flows =< Pre development flows – Yes <u>Other Stormwater:</u> - The site contains two external catchments (A and B) to the north of the subject site. - Current LPOD –

	○ Pre A: Runoff is conveyed as sheet/overland flow towards the existing waterway through the site (LPOD A) within the western part of the site. ○ Pre B: Runoff is conveyed as sheet/overland flow towards the existing waterway through the site (LPOD B) within the south-eastern part of the site. ○ Pre C: Runoff is conveyed as sheet/overland flow towards the existing swale along Baileys Mountain Road (LPOD C) along the site's eastern boundary • Post development LPOD – In the post-development scenario, LPD will be same as pre-development scenario. • Proposed stormwater infrastructure is clear of existing sewer and service alignments.
Solid waste management	• Conditions have been recommended requiring the provision of a temporary turn around area for Lot 522 and Lot 801 and any required temporary access easement at each dead end in the development which cater for the side lift waste collection vehicle to turn using no greater than a 3 point turn. • Bin pad locations are nominated on the provided plans. • Swept paths have been provided. An amended plan condition as been recommended, requiring the RCV swept paths to be signed by an RPEQ.
Environmental	• A Rehabilitation Management Plan (RMP) has been submitted, which outlines the vegetation rehabilitation works to be facilitated within the future conservation lot (Lot 906). • The site is primarily mapped as RE12.11.24 on the slightly elevated sections with RE12.3.11 (Open Eucalypt Forest) along the waterway corridors. A site inspection and ecological survey have also revealed the presence of some species consistent with RE12.3.1(a) Notophyll vine forest (Gallery rainforest) on alluvial plains. • There is approximately 5,100m² of General priority vegetation (GPV) located in the south-east boundary area of the site. Approximately 1,200m² of GPV (including conditioned 3m wide maintenance track) is removed to facilitate the development. Approximately 75% of GPV is being retained and protected under conservation area dedication. • The RMP is primarily focussed on restoring the waterway corridors without creating a bushfire hazard to existing properties to the south-east of the site. This is a necessary consideration in rehabilitating cleared areas adjoining existing residential areas. • Koala's have been identified along the waterway corridor, the occurrence of the primary koala feed tree Eucalyptus tereticornis is found within RE12.3.11 and is an important tree for their food source. • The RMP is providing 90% RE12.3.1(a) and 10% RE12.3.11 which will restore an endangered vegetation community and also increase the number of primary koala feed trees across the site.
Wetlands and waterways	• There are two (2) waterways on the site. • Yaun Creek is the larger of the waterways and generally flows from the SW to the NE across the site. The proposed development provides Yaun Creek with conservation buffers equal to or greater than 30m width for > 90% of the site.

	- A tributary of Yaun Creek flows through the northern part of the site and is afforded significantly narrower corridors of 25m to 40m width. - A Geomorphic Bank Stability Report has been submitted to address concerns with bank stability for both Yaun Creek and its tributary.																										
Bushfire	- The applicant has submitted a Bushfire Management Plan and Rehabilitation Management Plan (focussed on low flammable plantings) for conservation areas that results in the site being designated as low-threat hazard area. - There is approximately 95% perimeter road frontage to the Yaun Creek corridor with only 2 proposed lots not separated by either perimeter road or managed park frontage. - The riparian corridor in the north of the site has significantly less perimeter road frontage. However, the restored vegetation is low threat and is a narrower band of 30m to 35m width.																										
Land dedication	Approximately 82,369m² to be dedicated or transferred to Council, including: <table> <tr> <th>Land to be dedicated / transferred</th><th>Purpose</th></tr> <tr> <td>Lot 905 - Local recreation park - 11,027m² (Stage 3)</td><td>Local Recreation Park</td></tr> <tr> <td>Lot 907 – Local recreation linkage – 963m² (Stage 3)</td><td>Open space linkage</td></tr> <tr> <td>Lot 900 – Detention/ Drainage – 2,085m² (Stage 1)</td><td>Drainage Reserve</td></tr> <tr> <td>Lot 901 – Detention/ Drainage – 1,370m² (Stage 1)</td><td>Drainage Reserve</td></tr> <tr> <td>Lot 902 – Detention/ Drainage – 2,162m² (Stage 2)</td><td>Drainage Reserve</td></tr> <tr> <td>Lot 903 – Detention/ Drainage – 1,267m² (Stage 5)</td><td>Drainage Reserve</td></tr> <tr> <td>Lot 904 – Detention/ Drainage – 1,924m² (Stage 6)</td><td>Drainage Reserve</td></tr> <tr> <td>Lot 906 – Environmental Open Space – 52,888m² (Stage 3 and 6)</td><td>Conservation</td></tr> <tr> <td>Road 1- 9 (3,370m²)</td><td>Future public road</td></tr> <tr> <td>Road resumption (315m², 4,998m²)</td><td>Road resumption</td></tr> <tr> <td>Land, from lot 183RP156422 and lot 58SP191940, to facilitate construction of a channelised intersection at Baileys Mountain Road / 'Road 1'</td><td>Intersection</td></tr> <tr> <td>Land, from lot 186RP173728, to facilitate construction of a roundabout in Courtney Drive, for site access</td><td>Roundabout (Courtney Drive)</td></tr> </table>	Land to be dedicated / transferred	Purpose	Lot 905 - Local recreation park - 11,027m ² (Stage 3)	Local Recreation Park	Lot 907 – Local recreation linkage – 963m ² (Stage 3)	Open space linkage	Lot 900 – Detention/ Drainage – 2,085m ² (Stage 1)	Drainage Reserve	Lot 901 – Detention/ Drainage – 1,370m ² (Stage 1)	Drainage Reserve	Lot 902 – Detention/ Drainage – 2,162m ² (Stage 2)	Drainage Reserve	Lot 903 – Detention/ Drainage – 1,267m ² (Stage 5)	Drainage Reserve	Lot 904 – Detention/ Drainage – 1,924m ² (Stage 6)	Drainage Reserve	Lot 906 – Environmental Open Space – 52,888m ² (Stage 3 and 6)	Conservation	Road 1- 9 (3,370m ²)	Future public road	Road resumption (315m ² , 4,998m ²)	Road resumption	Land, from lot 183RP156422 and lot 58SP191940, to facilitate construction of a channelised intersection at Baileys Mountain Road / 'Road 1'	Intersection	Land, from lot 186RP173728, to facilitate construction of a roundabout in Courtney Drive, for site access	Roundabout (Courtney Drive)
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Street trees	Street trees will be established internal to the site as well as along Courtney Drive. 
Landslide hazard	The subject site is mapped as moderate landslide hazard on the Landslide hazard overlay map. The applicant submitted a Geotechnical Report certified by an RPEQ which addresses the sites geological stability.
Retaining walls	• The preliminary earthworks plans nominate single-tier retaining walls up to 2 metres in height and retaining walls between 2–3 metres as double-tiered (Figure 4 – below). The LDGs allow for retaining walls associated with residential activities up to 1.5 metres in height to a road verge interface. The applicant has nominated retaining works up to 1.6 metres in height along the boundary, with walls above 1.6 metres and up to 2 metres setback 600mm to allow for screening shrub landscaping, and walls above 2 metres and below 3 metres incorporating benching. • Outside of residential areas, retaining walls are nominated adjoining future drainage reserves (Lots 900, 901, 902, 903 and 904) and the conservation lot (Lot 906). Where retaining walls abut private land, officers recommend conditions requiring walls to be wholly located within private land and a minimum 200mm setback from the interface with future public land. • Conditions will be imposed to ensure retaining walls are designed and located to maintain visual amenity and integrate with public spaces, with appropriate setbacks, design treatments, and screening.

The following drawings show the proposed development.

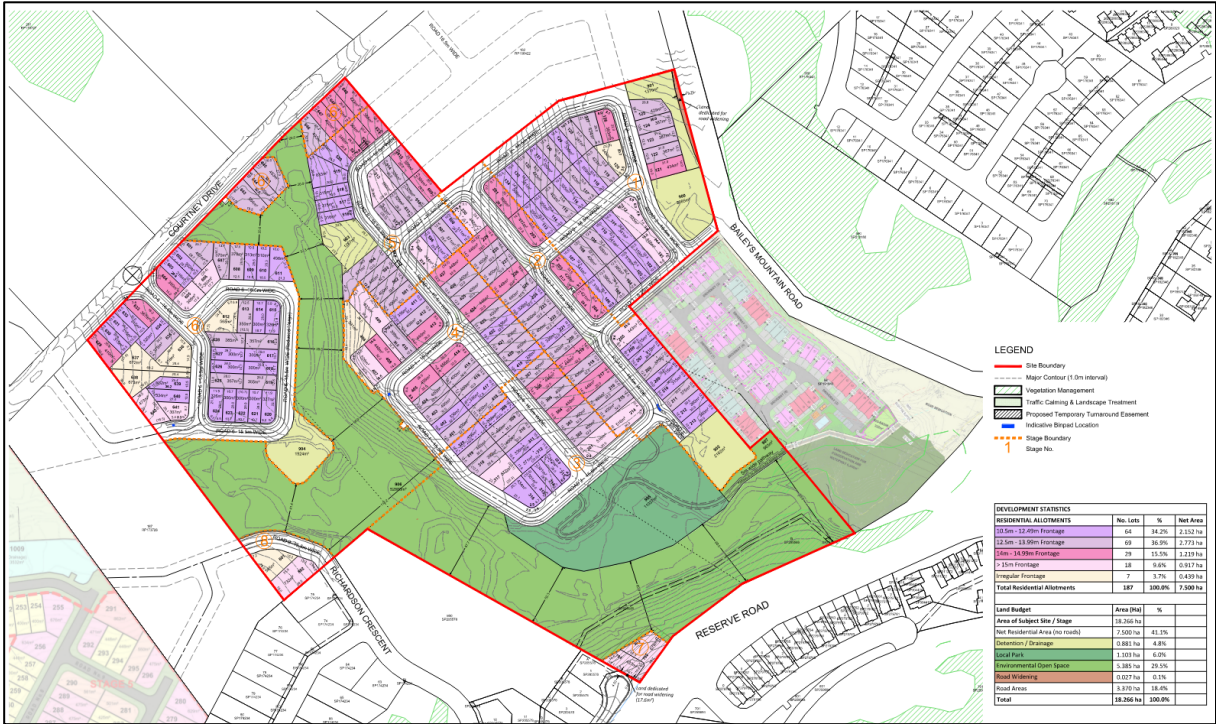


Figure 1: Proposal plan (Source: Saunders Havill)



Figure 2: Site master plan – SLI (Source: Saunders Havill)

**DELEGATED AUTHORITY REPORT FOR RECONFIGURING A LOT (IMPACT ASSESSMENT)
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ROAD, UPPER COOMERA
ROL/2024/116**

DIVISION NO. 3



Figure 3: Local park concept plan (Source: Saunders Havill)

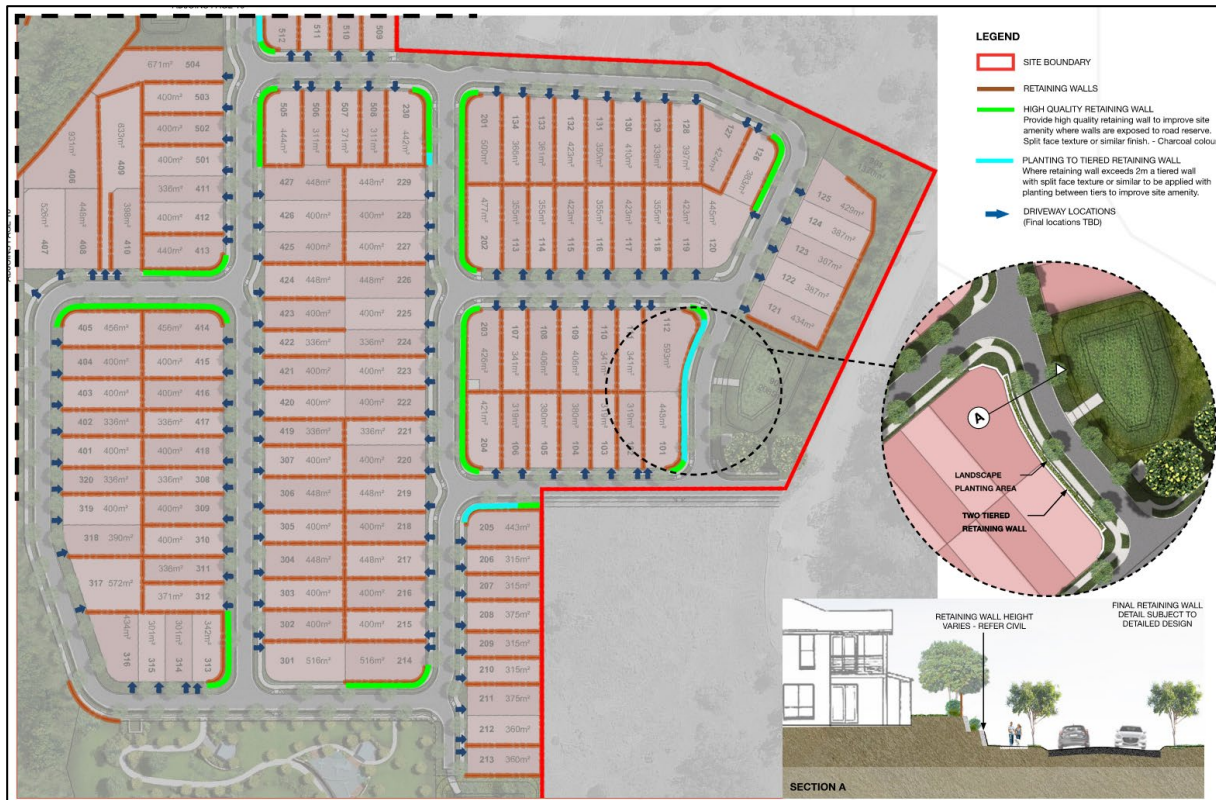


Figure 4: Retaining walls and driveway locations plans (Source: Saunders Havill)

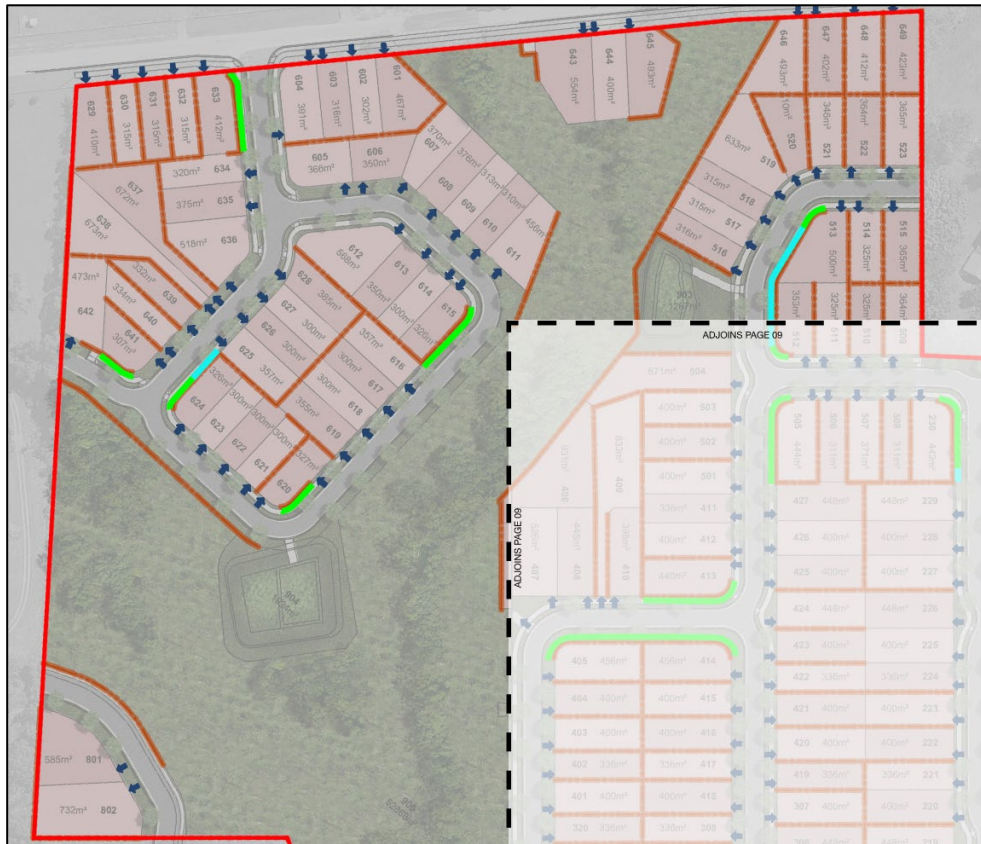


Figure 5: Retaining walls and driveway locations plans (Source: Saunders Havill)

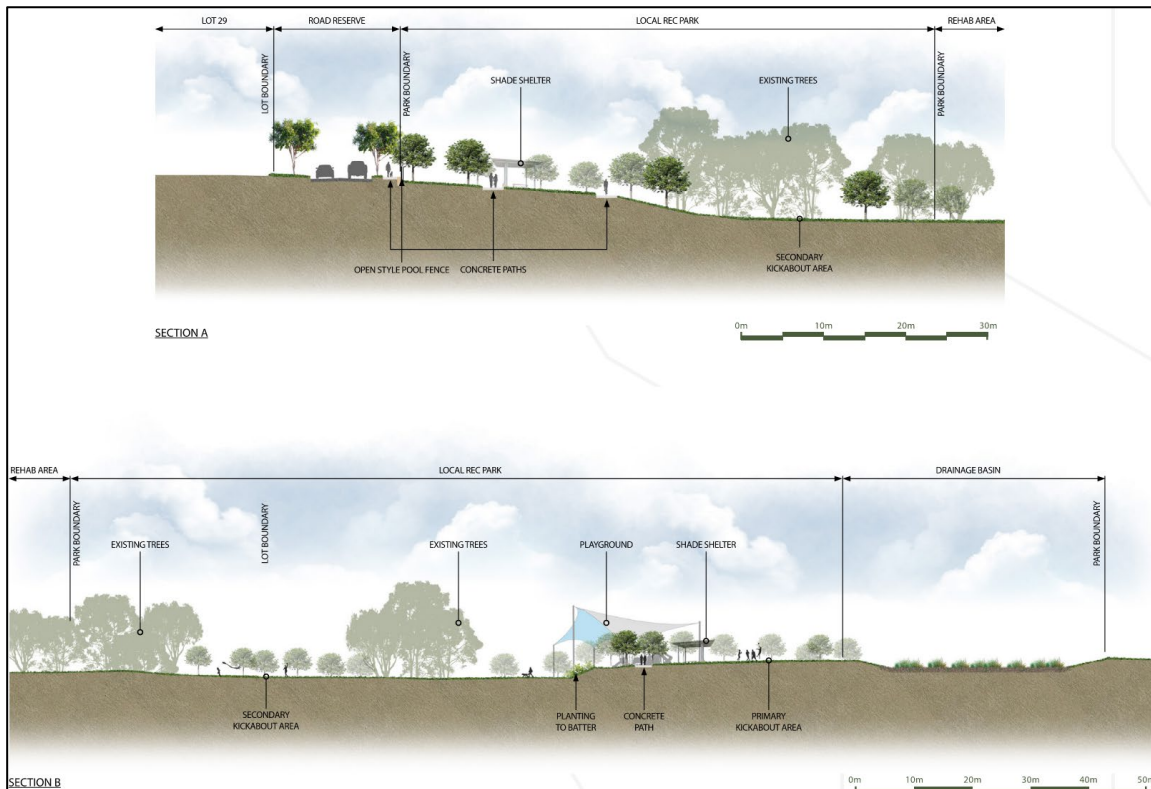


Figure 6: Indicative sections (Source: Saunders Havill)

3 BACKGROUND

On 5 September 2023, a pre-lodgement meeting was held to discuss a proposed Reconfiguring a lot for a 6 into 146 lot residential subdivision.

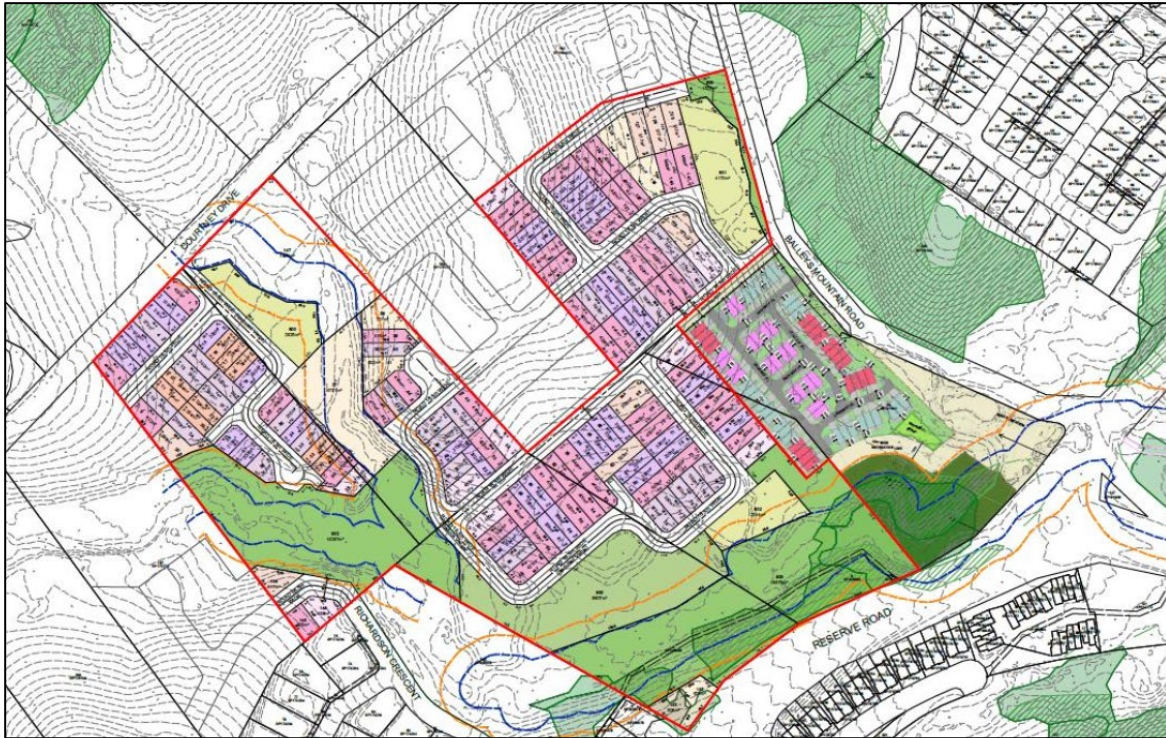
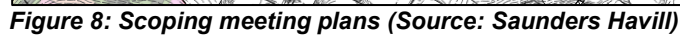


Figure 7: Pre-lodgement plans (Source: Saunders Havill)

General support for the proposed development was provided on the basis that the development footprint appropriately addressed site constraints, and all necessary information was provided, including:

- Identified trunk infrastructure (including Public Parks and Land for Community Facilities infrastructure (both the 1ha recreational park and 15m wide recreation linkage);
- Sewer and Water infrastructure being provided in full and up front;
- Appropriate waterway buffers must be provided to the waterways on the subject site;
- Infrastructure, park land, drainage areas, roads, retaining structures or batters, and other matters must be located wholly outside the required waterway buffers.
- The following road network comments were provided:
 - The City has planning for the upgrade of Baileys Mountain Road.
 - This upgrade will require a land dedication on the frontage of the lot on Baileys Mountain Road as shown on the Burchills Engineering Solutions Drawing Number 27144-P305 Revision A dated 11 June 2020.
 - Transport Network will seek to impose a trunk condition for the acquisition of the land to accommodate the future road upgrade.
 - Transport Network will seek to impose a trunk condition for the land component only required for the future upgrade of Baileys Mountain Road as shown in Drawing 27144.P305 Issue A (315m²).

On 5 June 2024, a further scoping meeting was held to discuss the revised layout in response to pre-lodgement comments.



A component of this application was a Reconfiguring a lot for a Boundary realignment to facilitate a “land swap” between 202 Baileys Mountain Road, Lot 57 Reserve Road, Upper Coomera and 176 Baileys Mountain Road, Upper Coomera. This boundary realignment facilitates the construction of a new road and associated intersection with Baileys Mountain Road.



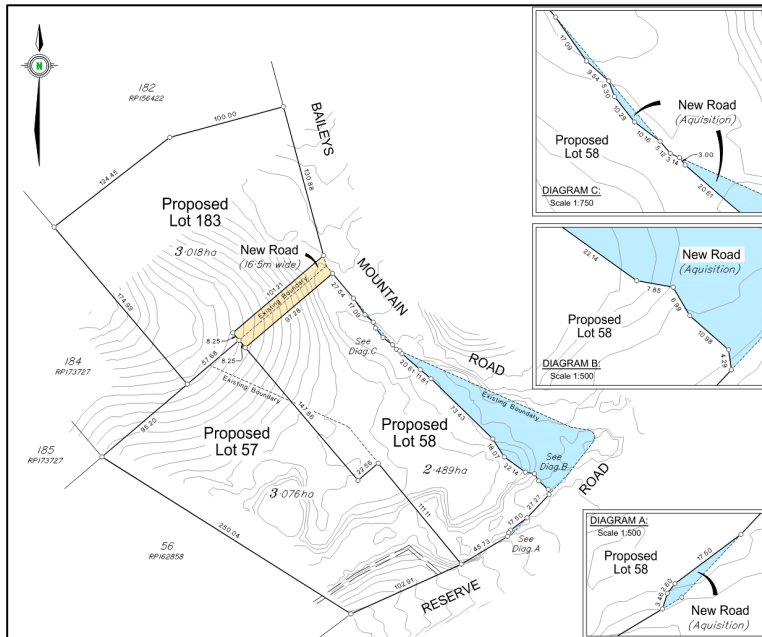


Figure 10: Proposed boundary realignment – COM/2024/317 (Source: Focus on Surveying)

On 10 December 2024, a development application was lodged for a Development permit for a Reconfiguring a lot for a 6 into 149 lots, new road, drainage reserves and open space over:

- 176 Baileys Mountain Road, Upper Coomera
- 202 Baileys Mountain Road, Upper Coomera
- 41 Courtney Drive, Upper Coomera
- 53 Courtney Drive, Upper Coomera
- 288 Reserve Road, Upper Coomera
- Lot 57 Reserve Road, Upper Coomera

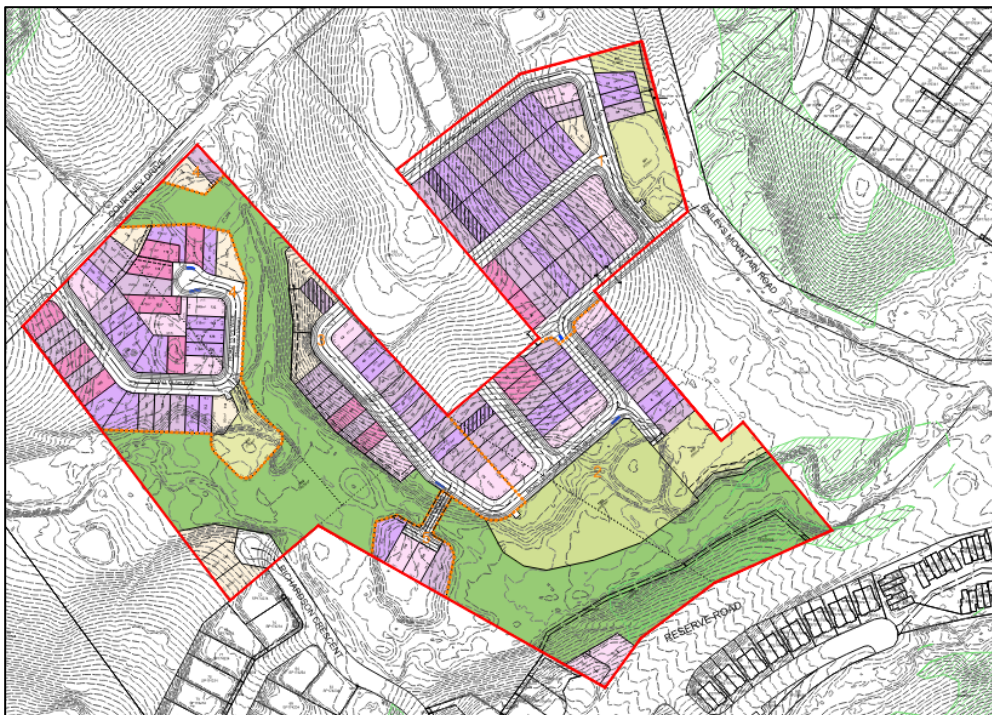


Figure 11: Lodgement plan (Source: Saunders Havill)

On 28 January 2025, an Information Request was issued, requesting (amongst other things):

- Clarification on mechanism to assess built form parameters and design control for future dwelling houses on the proposed lots;
- The adjacent development footprint (Council reference: COM/2024/317) to be superimposed on the proposed site plan to show the relationship between the two developments. The applicant was advised that any infrastructure within both lots will be conditioned for each application;
- Consider future road connections to development sites (outside of the subject application) to ensure these do not necessitate substantial earthworks to make a future road connection feasible;
- Provide confirmation/certification from a suitably qualified specialist such as riparian engineer or fluvial geomorphologist where buffers of <30m to the high bank of the waterway are provided. The certification is to demonstrate that the setbacks from the high bank of the waterway are appropriate for the waterway and underlying geology and soil associations.
- General design and layout amendments; and
- Removal of lots 141-143 and 144-147 within the Yaun Creek riparian corridor.

On 11 July 2025, an Information Request response and Change to application (pursuant to section 52 of the *Planning Act 2016*) was received.

Following the receipt of the Information Request, the applicant has purchased 31 Courtney Drive, Upper Coomera (Lot 184 RP173727). The purpose of this change was to include 31 Courtney Drive, Upper Coomera in the development application and subsequently increase the development yield of the development. The proposed development was changed to a Development permit for a Reconfiguring a Lot (Impact assessment) for 7 into 188 lots, new road, drainage reserves and open space).

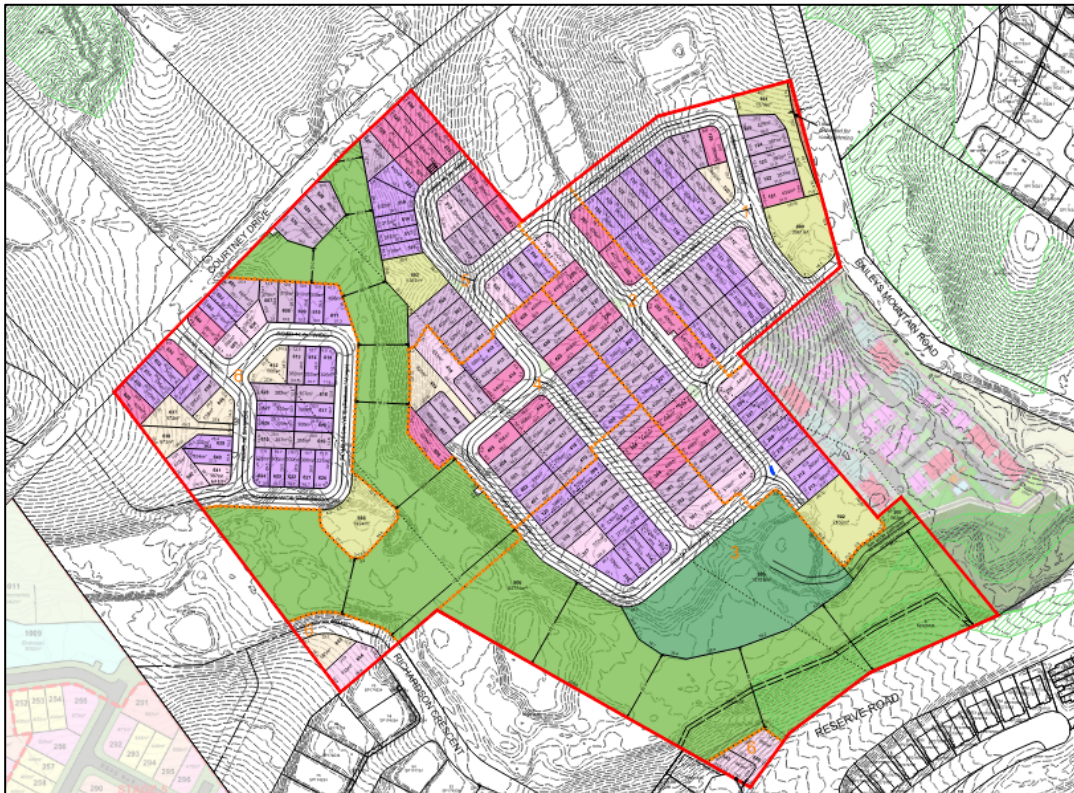


Figure 12: IR Response plans (Source: Saunders Havill)

This change was not a minor change under section 52(3) of the *Planning Act 2016*, therefore the development assessment process restarted per section 27.1 of the Development Assessment Rules.

In response to the Information Request, the following key amendments were made:

- Plan of Development was removed, and the applicant committed to undertaking further discussions with City officer's to determine appropriate mechanism for building parameters for future dwelling houses.
- The COM/2024/317 layout was superimposed on the drawings showing linkage between the two developments. Of note is the requirement of COM/2024/317 to have a bushfire setback which aligns with Lot 902 drainage basin. The southern pedestrian linkage is also of importance and the 5m wide footpath was roughly aligned with the 30m buffer from the top of Yuan Creek bank.

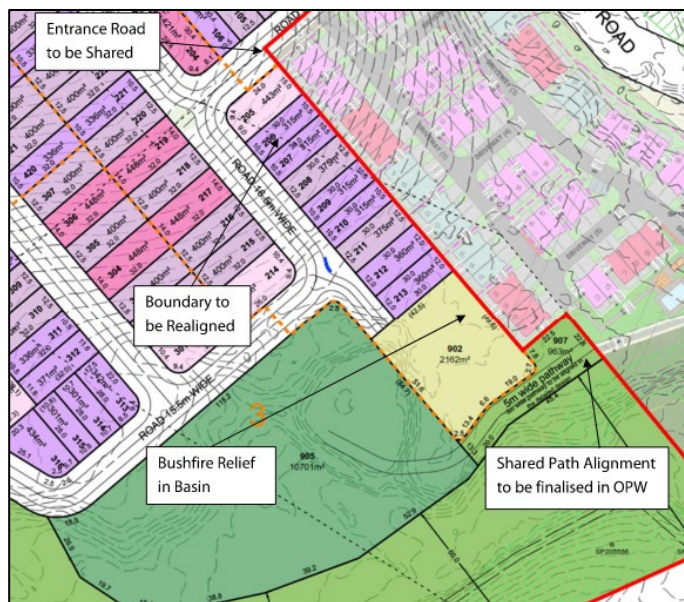


Figure 13: IR Response (Source: Saunders Havill)

- The need for temporary turn around areas was reduced due to the inclusion of 31 Courtney Drive. Only one was not proposed adjoining 17 Courtney Drive, Upper Coomera (not part of the development application):

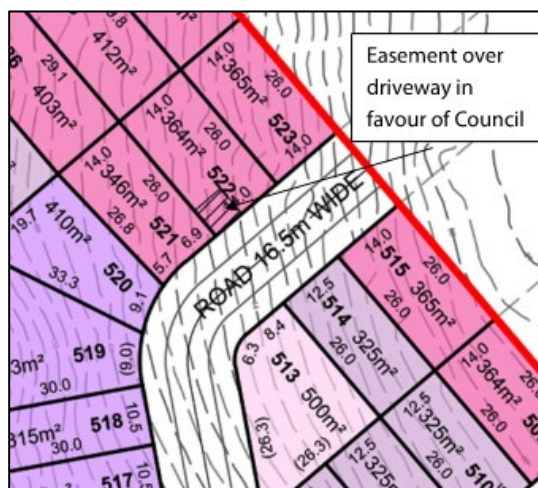


Figure 14: IR Response (Source: Saunders Havill)

- Lots 144 & 147 removed from the proposal. At its widest, the Yaun Creek corridor was increased to 147m.
- Lots 141-143 were retained but realigned and now labelled as lots 643 and 644.
- The extension of Richardson Court to the approval (Council reference: COM/2019/82) to the west is an important linkage for permeability through the neighbourhood. Due to the geometry of the road this has allowed for a development area to contain the 2 allotments.
- Lots 148 & 149 (now labelled 645 & 646) retained as supported by hydraulic modelling.
- The entirety of the main tributary of Yuan Creek now has road frontage or park frontage accessible to the public.

On 7 August 2025, a new Confirmation Notice was issued in accordance with section 27.1 of the Development Assessment Rules as a result of the inclusion of a new parcel (Lot 184 RP173727).

On 21 August 2025, a new Information Request was issued, acknowledging a number of matters raised previously had now been addressed. Of note, Transport network position had changed, and non-trunk conditions to address external network impacts were recommended to be imposed:

On 13 November 2025, a response to Council's Information Request was provided. The applicant:

- Confirmed intent to lodge a concurrence referral agency response once lot to address dwelling house siting, once layout was refined;
- A pedestrian network plan and structure plan was provided, demonstrating the development complies with the provisions of Schedule 12A of the *Planning Regulation 2017*. This shows:
 - Footpaths have been provided for on all new roads;
 - Street trees are provided as required;
 - Block lengths do not exceed 250m;
 - All blocks are within 400m of an open space; and
 - The layout provides for a permeable outcome.

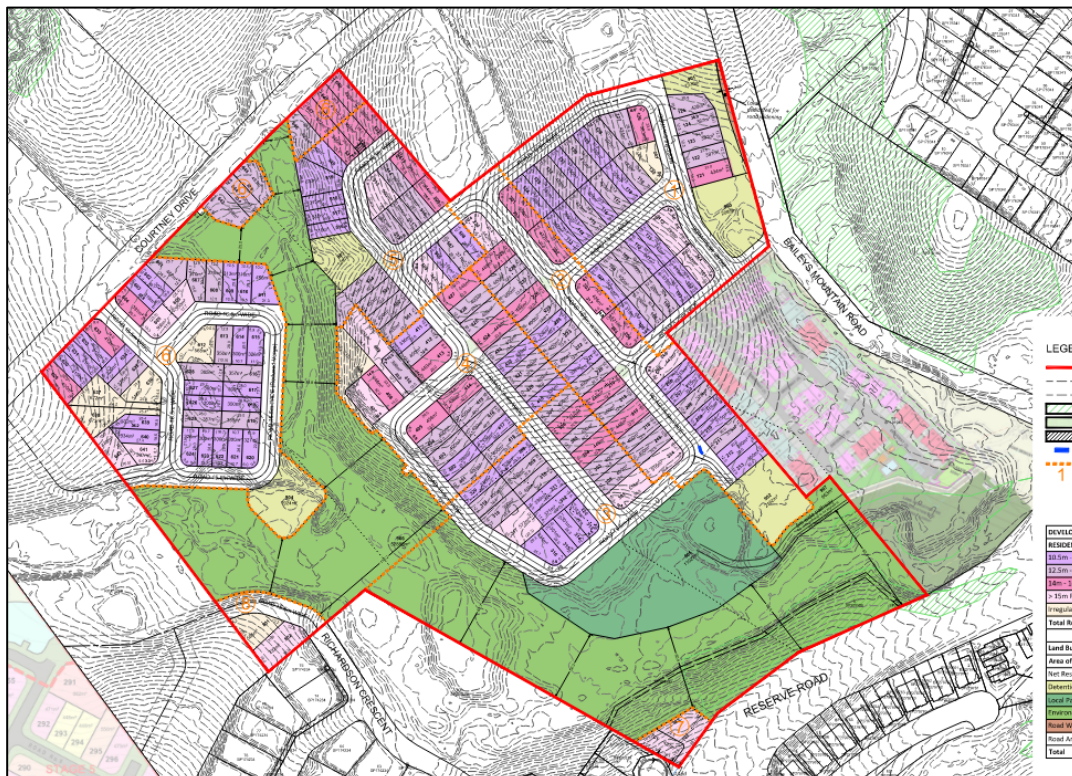


Figure 15: Second IR Response plans (Source: Saunders Havill)



Figure 16: Pedestrian network plan (Source: Saunders Havill)

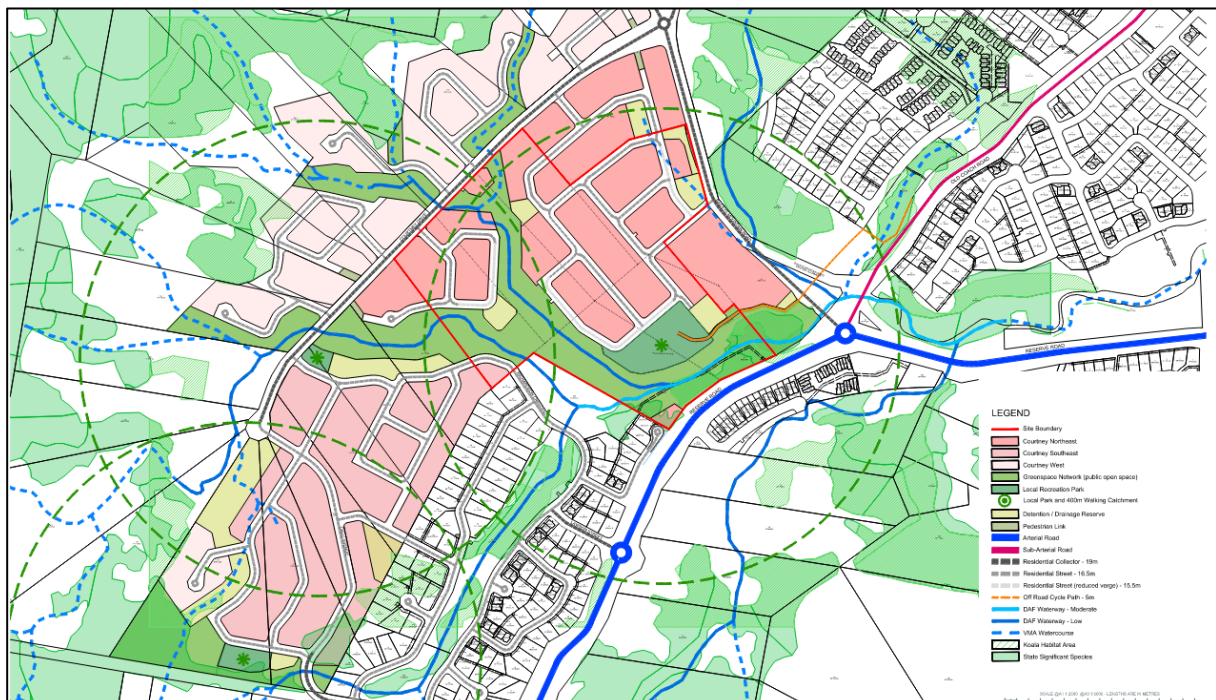


Figure 17: Structure plan (Source: Saunders Havill)

**DELEGATED AUTHORITY REPORT FOR RECONFIGURING A LOT (IMPACT ASSESSMENT)
FOR A 7 INTO 195 LOT SUBDIVISION (INCLUDING 187 RESIDENTIAL LOTS, 5 DRAINAGE
LOTS, 2 OPEN SPACE LOTS, 1 ENVIRONMENTAL LOT, AND NEW PUBLIC ROADS) AT 176 &
202 BAILEYS MOUNTAIN ROAD, 31, 41 & 53 COURTNEY DRIVE, AND 288 & LOT 57 RESERVE
ROAD, UPPER COOMERA
ROL/2024/116**

DIVISION NO. 3

Public Notification was undertaken between 14 November 2025 and 5 December 2025. Four (4) properly made submissions were received, comprising 3 objections and 1 support. The matters raised included:

- Traffic and infrastructure capacity
- Stormwater and flood
- Ecology
- Bushfire
- Planning scheme compliance

During and following public notification, significant internal discussions had been undertaken following a position change which meant the delivery of the Old Coach Road / Reserve Road ultimate layout has been deferred for an undetermined period. Without these works, or appropriate interim works to address the current state of the intersection, no development can, or could be, conditioned to address the very clear assessment benchmarks of the City Plan.

On 27 January 2026, further advice was issued to the applicant, requiring:

- Baileys Mountain Road / Old Coach Road intersection -
 - Dedication of land at 202 Baileys Mountain Road, Upper Coomera as identified in LGIP.
 - Installation of non-trunk traffic signals at the Reserve Rd / Rangeview Rd intersection (as identified in our Information Request).
 - The City to undertake planning to realign Baileys Mountain Rd to create a fourth leg of the roundabout at the intersection of Reserve Rd / Old Coach Rd. These works are to be delivered by the City, with a nominal construction timeframe of 2030-31 (refer below)

TABLE 1: Upper Coomera Emerging Community Precinct Access Arrangements - Proposed Way Forward					
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/2024/118) • 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/2024/118) • 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 2026-27 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 2026-27 to 2029-30 to undertake planning and design as depicted in the Table 2 below.

TABLE 2: Proposed Four-Year Capital Expenditure Program 2026-27 to 2029-30 - Indicative Timing and Allocations*												
PROJECT	SCOPE	ORDER OF COST	YEAR									
			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 18: Proposed transport infrastructure timeline

- Baileys Mountain Road / New Road intersection
 - Priority-controlled intersection (with turning lanes in Baileys Mountain Road), to ban right turn movements into the New Road, from Baileys Mountain Road (i.e., facilitating left-in/left-out and right-out movements).
 - The design shall be generally consistent with that submitted by Colliers (report ref. 23BRT0507_LT02_2, dated 1/10/2025, relating to Council re. COM/2024/317), however, shall include the following modification:
 - Median, on southern approach of Baileys Mountain Road, to be a raised concrete island also (rather than line marking) to assist with physically preventing right turns into the New Road (from BMR). Note – the geometry of

the concrete island on the southern approach shall be designed consistent with the swept path of the 'design' vehicle, as per Colliers' report (with chevron line marking taking the place of the raised island, only at the location of the truck path). These works are non-trunk.

- Active transport network
 - The development will be required to deliver a non-trunk, 2m wide footpath along the entire frontage of each site (including Baileys Mountain Road) to provide active transport connection between the development site and external footpath network.
- Site access – Courtney Drive
 - The applicant is required to construct a roundabout in Courtney Drive. Achieving compliant sight distances, within the site frontages available, will mean the two access points create an uncontrolled, 4-way intersection which is not supported. The only solution for addressing this issue is by constructing a roundabout, noting that restriction of movements (as proposed) to left-in/left-out is also not supported. Modifications to proposed subdivision layouts shall be undertaken, to accommodate a roundabout.
- Courtney Drive / Jenkins Court
 - There was insufficient separation between Courtney Drive & Jenkins Court (effectively a 4-way, uncontrolled intersection). Sight lines are very poor and Overall outcome OO(3)(a)(xvi) of the Emerging community zone code required the realignment of this intersection to improve safe access.
 - Conditions will be imposed requiring Courtney Drive to be realigned (along the section towards Baileys Mountain Road) so that it intersects with Baileys Mountain Road further south of its current intersecting location. A requirement for vegetation clearing (within the road reserve), to achieve compliant sight lines, would also be conditioned. Upgrade of Courtney Drive, to the required road profile ('Residential Collector Street'), will also be required for the full length of Courtney Drive (i.e. across the subject site frontage, and extending to Baileys Mountain Road).

Additionally, the following information was requested by Council's Civil Engineering team:

- The submitted HIA (dated 27/06/2025, Rev 2) indicates an afflux greater than 10 mm and velocity exceeding 0.4 m/s at the Road Reserve of 41 Courtney Drive, Upper Coomera, 4209 (Lot 185 on RP173727). Demonstrate that the upgraded Courtney drive achieves the safety criteria in accordance with QUDM for pedestrian and /or vehicular crossing during major flood events. A letter of consent from the neighbouring landowner acknowledging and accepting any potential impacts to their property.
- The modelling assessment for the subject development has been carried out only up to the 2041 planning horizon (Refer to the first figure below). Modelling is required to be undertaken ultimate planning horizon (2066) and must demonstrate that the proposed internal network servicing the residential subdivision satisfies both domestic and fire flow demand requirements and complies with SEQ servicing standards for the 2066 scenario.

On 24 February 2025, a partial response to Council's further advice was received, including an amended water supply assessment and Engineering Assessment Report.

On 18 March 2026, a further response to Councils further advice was received, including:

- Attachment A – Amended Proposal Plans
- Attachment B – Courtney Drive Roundabout Functional Layout
- Attachment C – Baileys Mountain Road Intersection Functional Layout
- Attachment D – Engineering Infrastructure Report (Due to file size is available here)

- Attachment E – Water Supply Assessment
- Attachment F – Traffic Advice on Rangeview and Reserve Road

For reference, consent from the adjoining property regarding hydraulic impacts has been provided.



Figure 19: Response to further advice plan (Source: Saunders Havill)

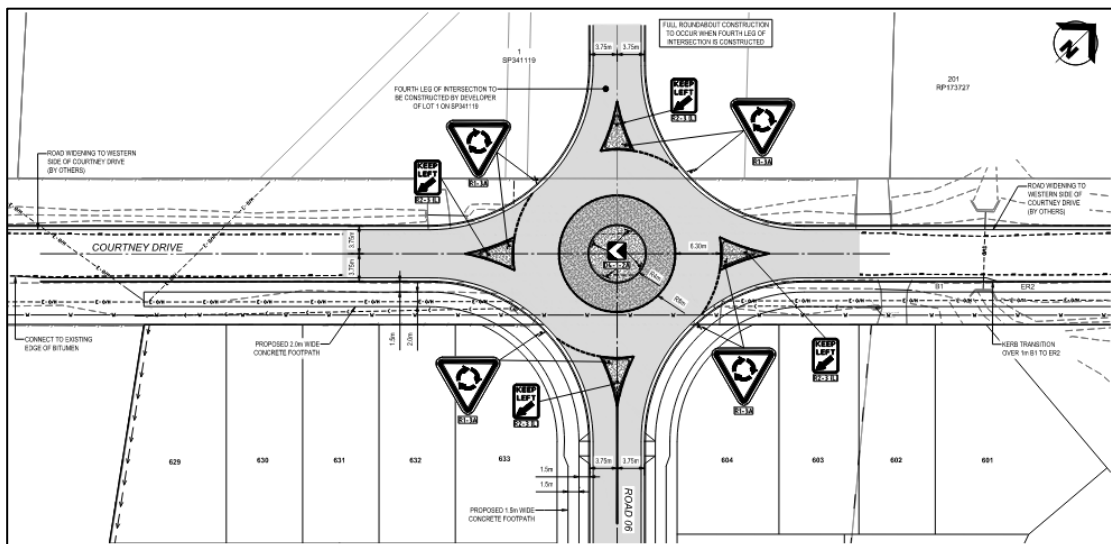


Figure 20: Courtney Drive roundabout functional layout drawing (Source: OSKA Consulting)

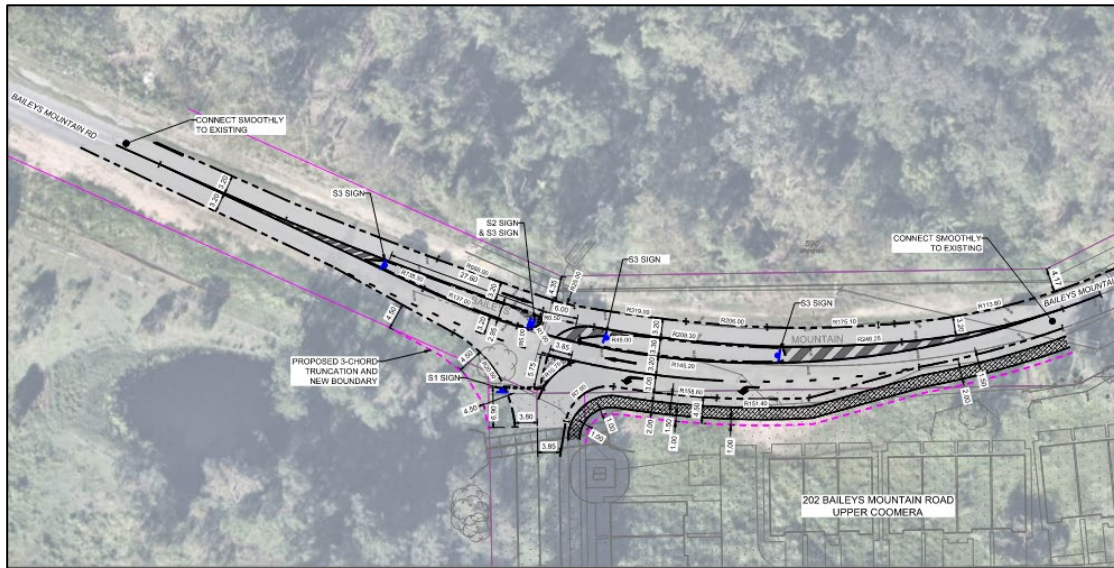


Figure 21: Baileys Mountain Road functional layout drawing (Source: Colliers)

On 14 April 2026, Civil Engineering and the Water Network Modelling team met with the applicant. A summary of discussions is provided below:

- The applicant will revisit the rezoning model (2041 and 2066) and explore viable strategies to minimise head loss and in turn pressure deficiency at 44 Balonne Court.
- The report will be resubmitted based on the modelling outcome.
- A shapefile will be provided to Council's modelling team.
- An updated modelling report and final reticulation layout plan will be submitted to Council.

For clarity, the applicant has provided the updated reporting which was requested.

Following discussions regarding the proposed draft conditions for this application Council's Transport network team provided amended Reserve Road and Rangeview Road intersection condition which changed the obligation to provide the infrastructure from a non-trunk requirement to a trunk (not identified within the LGIP requirement).

The recognition of Reserve Road and Rangeview Road intersection as trunk infrastructure has been reflected in the officer's recommendation. All other non-trunk infrastructure obligations remain unchanged.

4 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 (refer figure 18 above).

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 plan sealing.

Surrounding development

The proposal includes a "land swap" with the adjacent development (Council reference: COM/2024/317) 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:

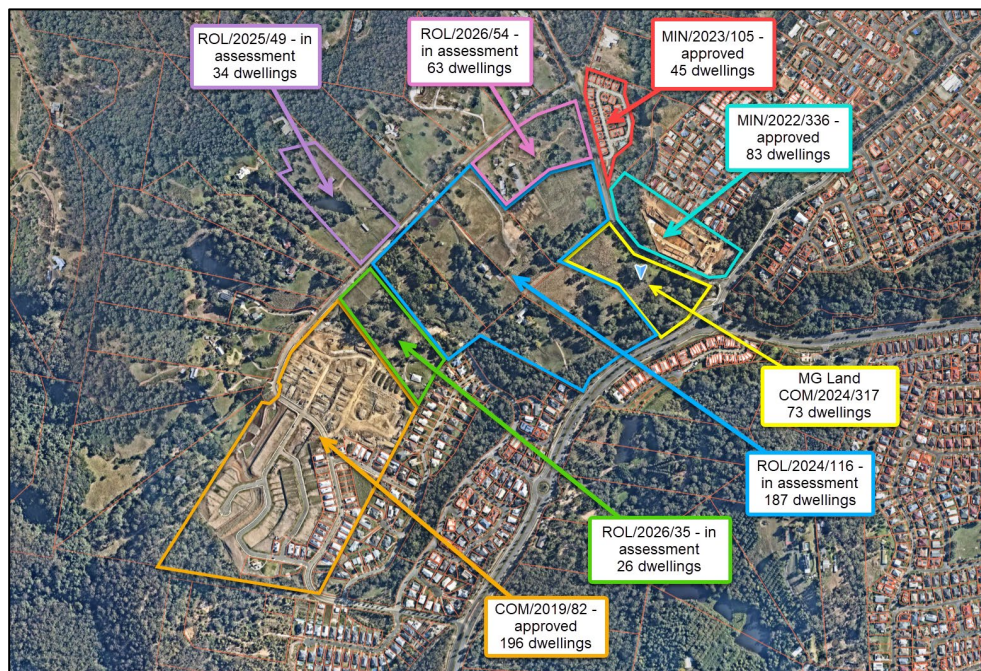


Figure 15: Proposed tree works plan (Source: S5 Environmental)

Staging and delivery of infrastructure

Officers have ensured the delivery of key development infrastructure occurs in an orderly sequence, not only as necessary to service each specific stage of the development; but also, to ensure the development delivers recognised key trunk infrastructure which services the greater Courtney Drive catchment in a manner which does not fetter the continued development on third party allotments. Specifically, and not excluding other considerations, this includes the delivery of sewer infrastructure through the premises as part of the first stage, land dedications for necessary trunk and non-trunk works, pedestrian and public road connections/upgrades.

Courtney Drive Emerging Communities Precent intent

The Courtney Drive Emerging Community precinct is a genuine greenfield expansion area and is characterised as a 'new community' within the Strategic Framework of the City Plan. The development involves a residential density of 24.9 dwellings per net hectare, slightly over the contemplated maximum density of 23 dwellings per net hectare. City officers have concluded that the proposed development achieves development footprint responsive to the natural constraints of the site and can be supported with all the necessary infrastructure, subject to the recommended conditions, and provision of the above-mentioned road infrastructure.

5 SITE CONTEXT

5.1 Subject site and immediate context

The subject site is located at 41-53 Courtney Drive, and 202 Baileys Mountain Road, Upper Coomera. The sites have a total land area of 213,910m² and frontages to Baileys Mountain Road, Courtney Drive, Wright Court, Richardson Crescent and Reserve Road.

The subject site is encumbered by the following easements:

- EMT A SP205585 – sewer main line
- EMT B SP205586 – sewer main line
- EMT C SP214374 – sewer main line

The land is characterised by undulating topography ranging from 26mAHD and 48mAHD. Steep land varies in height surrounding pockets of vegetation and a waterway (Yaun Creek). Existing mature vegetation is established on site.



Figure 22: Site analysis (Source: Saunders Havill)



Figure 23: Courtney Drive and Baileys Mountain Road



Figure 24: Courtney Drive

Surrounding land uses include:

- North of the site is a grouping of large rural residential allotments, predominantly containing detached dwelling houses and associated outbuildings. The land along Courtney Drive is split zoned of Emerging Community and Rural where the line of vegetation traverses each lot.
- To the East and South of the site are small lot housing estates, with a mix of townhouses, dual occupancies and dwelling houses.
- Located west of the development site is an under construction residential housing estate. The development was approved in 2023 for 196 residential lots and environmental and drainage lots.

5.2 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 nearby 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 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, Upper Coomera precinct - Courtney Drive South-East sub precinct and Green space network (public open space) precinct.

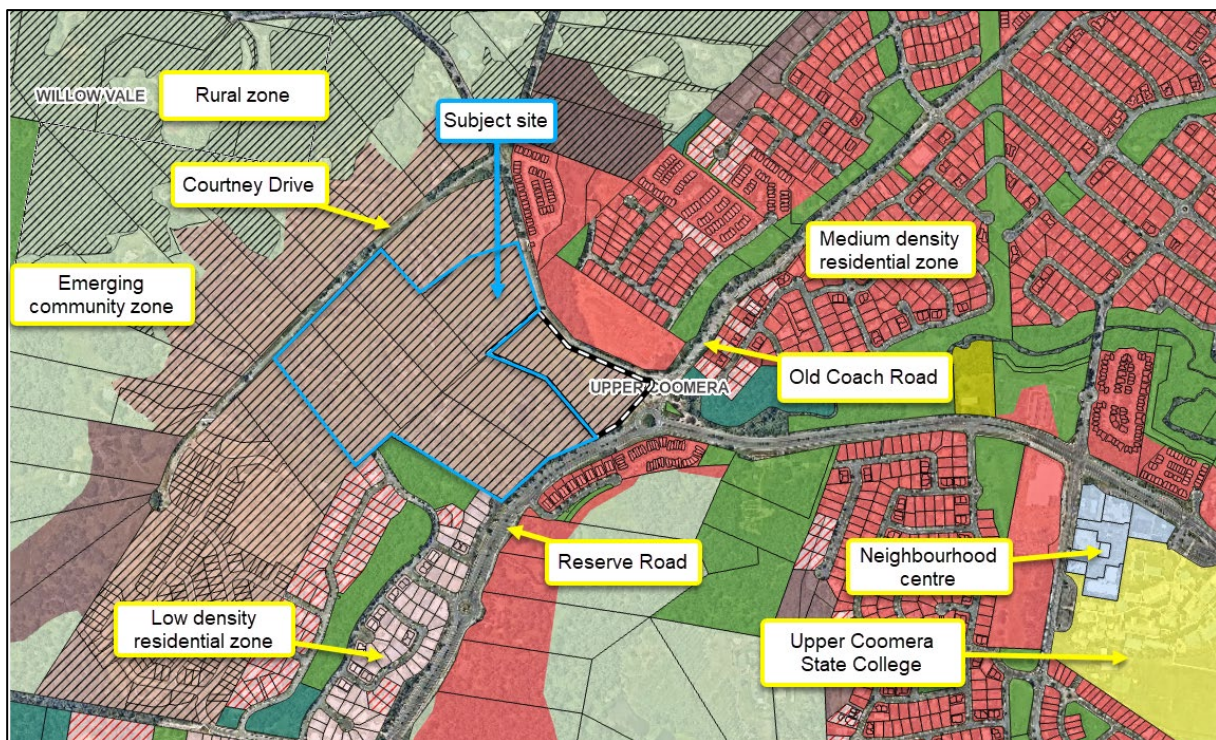


Figure 25: Local context map (Source: City Plan Interactive Mapping)

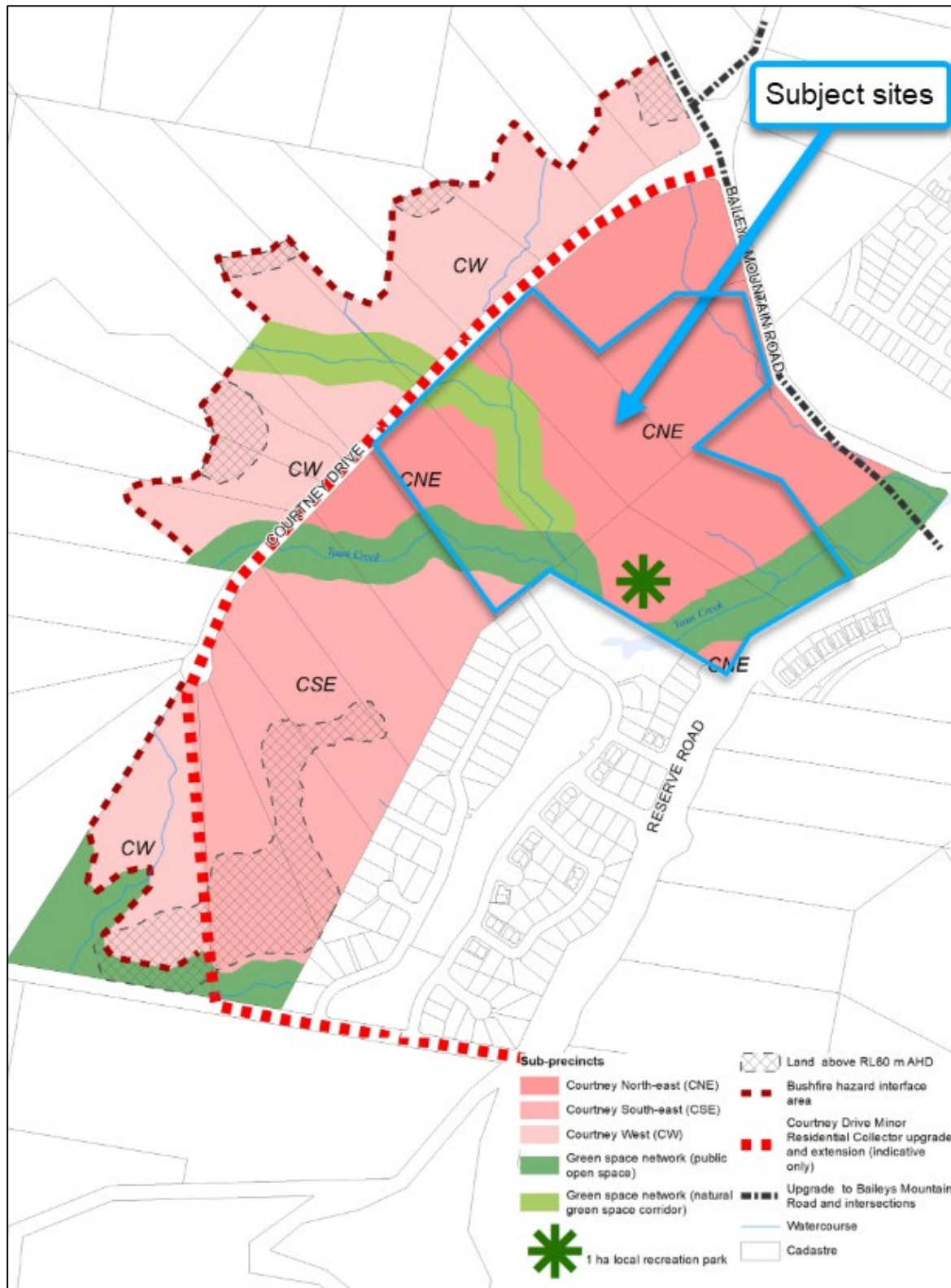


Figure 26: Upper Coomera (Courtney Drive) precinct plan (Source: City Plan)

6 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.

6.1 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> . Notwithstanding, Officers have provided assessment against the provisions of Schedule 12A Assessment Benchmarks for particular reconfiguring a lot of the <i>Planning Regulation 2017</i> in accordance with: • Assessable development under s21 Schedule 10, Part 14, Division 2, Table 1 This is discussed in Section 6.2 within this planning report

6.2 Assessment against the *Planning Regulation 2017*

The development has been assessed against the provisions of Schedule 12A of the *Planning Regulation 2017* in accordance with Schedule 10, Part 14, Division 2, Table 1 of the Regulation. The site is identified in the Emerging community zone and is therefore relevant to the assessment of this application.

As outlined in the table below, the proposed development is considered to achieve compliance with the relevant Assessment benchmarks 4-8 of the Schedule 12A of the *Planning Regulation 2017* - Walkable Neighbourhoods in ensuring the reconfiguration supports convenient and comfortable walking for transport, recreation, leisure and exercise in the locality of the lot.

Schedule 12A Assessment benchmarks for particular reconfiguring a lot – Part 2 Assessment benchmarks	Officer's comments
4 Connectivity The reconfiguration provides connectivity for pedestrians by— (a) ensuring that any roads constructed or extended in association with the reconfiguration are connected in a grid-like pattern that is responsive to topography and other physical constraints; and (b) ensuring that, to the extent topography and other physical constraints reasonably permit, any roads constructed or extended in association with the reconfiguration, or footpaths provided in relation to the reconfiguration— (i) connect to roads and footpaths in surrounding areas; or (ii) allow for connection to future roads and footpaths in surrounding areas.	The proposed road connections within the subject site are responsive to the topography. 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 alignment of proposed Road 9 allows for connection through to the adjoining north site should a future development be proposed. On this basis the proposed development complies with Assessment benchmark 4.
5 Maximum length of particular blocks (1) The reconfiguration provides for convenient pedestrian movement by ensuring the length of each boundary of a block for the reconfiguration does not exceed the lesser of— (a) a maximum length for a boundary of a block stated in a local assessment benchmark for the reconfiguration; or (b) 250m. (2) Subsection (1) does not apply in relation to a block for the reconfiguration that the development application for the reconfiguration states will be subdivided as part of a future stage of development.	The proposed development layout provides boundary lengths consistent with the categorising instrument. No block length exceeds 250 metres. On this basis the proposed development complies with Assessment benchmark 5(1)(a).
6 Street trees The reconfiguration provides shade for comfortable walking by— (a) if a local assessment benchmark for the reconfiguration requires the planting of more than 1 tree per 15m on each side of a new	The proposed development can comply with the requirement for 1 street tree per 15 metres. This will be included as a condition of approval in the officer's recommendation; as well as controlled as per subsequent Operational Works for landscaping application as necessary by the conditions included in the officer's recommendation.

road—complying with the local assessment benchmark; or (b) otherwise—ensuring at least 1 tree is planted per 15m on each side of a new road.	On this basis the proposed development complies with Assessment benchmark 6.
7 Footpaths The reconfiguration provides for convenient and comfortable pedestrian movement by ensuring— (a) for a new road used mainly for providing direct access to a created lot—a footpath is constructed— (i) if a local assessment benchmark for the reconfiguration requires the construction of a footpath on both sides of the new road—on both sides of the road; or (ii) otherwise—on at least 1 side of the new road; or (b) for another new road—a footpath is constructed on both sides of the road.	All proposed new roads are for the main purpose of providing direct access to proposed allotments. Conditions have been recommended, requiring: • Where public roads are identified as a Residential Collector Street in the “New Road” condition, provide a 2m wide footpath on both sides. • Where public roads are identified as a Residential Access Steet in the “New Road” condition, provide a 2m wide footpath on one side. • A 1.5m wide footpath must be designed and installed within the 4.5m wide verge of Road 5 (Short Access Lane). • Provide a 2m wide footpath along Baileys Mountain Road (from the Courtney Drive intersection) to Reserve Road, ensuring connection is provided to the external footpath network. • Provide a 2m wide footpath connection from either Baileys Mountain Road or Reserve Road to the recreational linkage (REC_LR_0021). On this basis the proposed development complies with Assessment benchmark 7.
8 Parks and other areas of open space (1) The reconfiguration ensures access to areas for recreation, leisure or exercise by ensuring that, to the extent topography and other physical constraints reasonably permit, a part of each block for the reconfiguration is within 400m of a park or another area of open space that is accessible to the public. (2) In this section— park includes— (a) an existing park; and (b) a park, to be provided under a development approval, if development of the park has started; and	The proposed development provides a 1 ha park for public open space. The applicant has provided a structure plan, identifying all lots are within 400m of either the existing park (in nearby development) or the proposed park. 

(c) land identified as a park in a local planning instrument; and (d) land identified in an LGIP for public park infrastructure.	On this basis the proposed development complies with Assessment benchmark 8.
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6.3 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 6.4 below. <u>Local Government Infrastructure Plan</u> The proposal triggers requirement for trunk infrastructure to service the development. This is discussed in Section 6.3.1 within this planning report.

6.3.1 Assessment against the Local Government Infrastructure Plan

LGIP identified trunk infrastructure:

- 1 hectare park and 15m recreational linkage:

LGIP infrastructure item identified	Desired Standard of Service	Drawing Title & Drawing No	Author	Date	Ver
REC_LR_0022 – Local recreation park	City Plan Part 4 LGIP Desired Standards of Service for public parks and land for community facility	Statement of landscape intent - Local Park Concept Plan, drawing 09	Saunders Havill	November 2025	D
REC_LR_0021 – Local recreation linkage	City Plan Part 4 LGIP Desired Standards of Service for public parks and land for community facility	Statement of landscape intent - Local Park Concept Plan, drawing 09	Saunders Havill	November 2025	D

- 744m of DN150 trunk water mains and associated fittings/connections as identified below.

LGIP infrastructure item identified	Desired Standard of Service	Drawing Title & Drawing No	Author	Date	Ver
150mm water main (153m) – PI_P1_PIPE_WSSIP_025	City Plan 4.4.1	Pimpama Water Supply	Water and	11 Nov 2019	1

**DELEGATED AUTHORITY REPORT FOR RECONFIGURING A LOT (IMPACT ASSESSMENT)
FOR A 7 INTO 195 LOT SUBDIVISION (INCLUDING 187 RESIDENTIAL LOTS, 5 DRAINAGE
LOTS, 2 OPEN SPACE LOTS, 1 ENVIRONMENTAL LOT, AND NEW PUBLIC ROADS) AT 176 &
202 BAILEYS MOUNTAIN ROAD, 31, 41 & 53 COURTNEY DRIVE, AND 288 & LOT 57 RESERVE
ROAD, UPPER COOMERA
ROL/2024/116**

DIVISION NO. 3

		Catchment Map Sheet D1-3– Drawing #12.001	Waste (City of Gold Coast)		
150mm water main (591m) - PI_P1_PIPE_WSSIP_026	City Plan 4.4.1	Pimpama Water Supply Catchment Map Sheet D1-3– Drawing #12.001	Water and Waste (City of Gold Coast)	11 Nov 2019	1

- 400m of 150mm diameter sewer main and associated infrastructure

LGIP infrastructure item identified	Desired Standard of Service	Drawing Title & Drawing No	Author	Date	Ver
150mm gravity sewer infrastructure (400m) – GPI08A	City Plan 4.4.2	Pimpama sewerage catchment- Drawing #12.001	Water & Waste (City of Gold Coast)	15 Nov 2019	1

- 315m² of land for TRN_INT_30 - Old Coach Road / Reserve Road.

LGIP infrastructure item identified	Desired Standard of Service	Drawing Title & Drawing No.	Author	Date	Ver
Land	TRN_INT_30	Arterial Road – Baileys Mountain Road, Upper Coomera, Preliminary Design, Land Acquisition Plan, Lot 183 RP156422 drawing number: 27144.P305	City of Gold Coast	11/06/2020	A

- 4,998m² of land identified as Parcel A identified below for TRN_INT_0030.

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

Extra payment condition:

Extra payment condition – Sewer

- a Pay to Council extra trunk infrastructure costs in the amount of \$101,276.52, prior to a request is made for Council to approve the plan of subdivision for Stage 5.

- b This condition has been imposed as the development will require 7.8kL of additional emergency storage at sewer pump station SPS PA01 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 Extra trunk infrastructure costs = base unit rate cost x adjustment factor x $((1+i)^n)$, where:
Base unit rate cost = 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)
 $i = 3.25\%$ - indexation (10 year average of ABS 6247 roads and bridges index 3101 Queensland Table 17)
 $n = 14$, i.e. the number of years the cost is being brought forward, from the beginning of the planning horizon year in which the additional storage is needed 2032, 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 7.8 kL at SPS PA01 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 PA01.
- e 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.

Road intersection (trunk infrastructure not identified in LGIP)

The following 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.

6.4 City Plan

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

6.4.1 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:
- Creating liveable places;
 - Making modern centres;
 - Strengthening and diversifying the economy;
 - Improving transport outcomes;
 - Living with nature; and
 - 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
Creating liveable places	Element 3.3.4 – New communities	Strategic framework map 1 – designated urban area
Improving transport outcomes	Element 3.6.3 – Enhanced access and mobility Element 3.6.4 – Transport system efficiency	- Urban area Strategic framework map 2 – settlement pattern - New communities

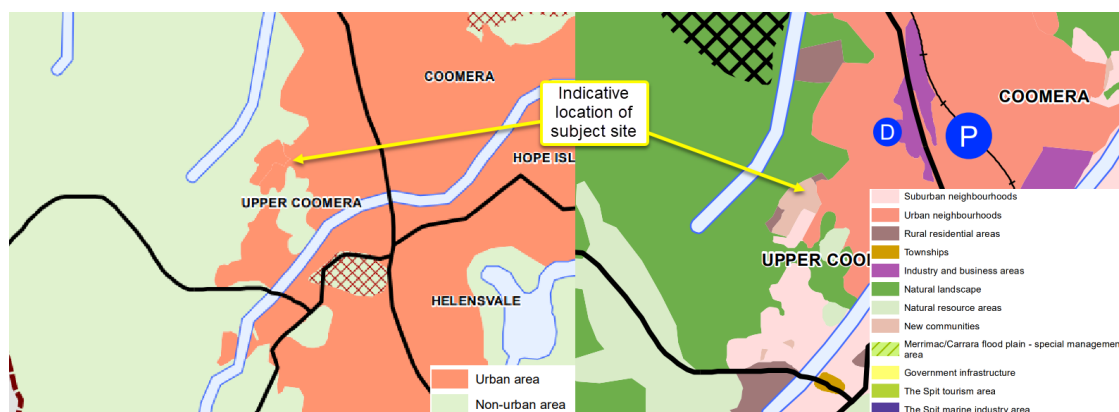


Figure 27: Strategic framework maps 1 & 2 (Source: City Plan)

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 public notification was undertaken between 14 November 2025 and 5 December 2025. Four (4) properly made submissions were received, comprising 3 objections and 1 support. The matters raised included:

- Traffic and infrastructure capacity
- Stormwater and flood
- Ecology
- Bushfire
- Planning scheme compliance

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:

(a) 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:

- i 19 to 23 dwellings per net hectare, where located in **sub-precinct Courtney North-east**;*
- ii 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**.*

(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 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 24.9 dwellings per net hectare and 10.2 dwellings per

gross hectare. This is only marginally over the prescribed density for the precinct. Approximately 82,369m² of land is to be dedicated or transferred to Council, including future road, conservation, and a recreational linkage.

The proposed density has been supported by water and sewer capacity assessments which have demonstrated the network has sufficient capacity to support the proposed development (in conjunction with recommended conditions).

The proposed developable footprint results in a technical non-compliance with the prescribed density for the Courtney Drive west and south-east sub-precincts. Notwithstanding, Officers consider the prescribed density appropriate for the Courtney Drive west and south-east sub-precincts of the Emerging community zone for the following reasons:

- The proposal enhances the diversity of housing choice through the provision of a mix of lot sizes;
- The proposal appropriately manages the transition of emerging community residential land to urban purposes through the provision of:
 - Essential urban infrastructure to all new residential lots;
 - A lot layout that is responsive to site constraints;
 - Sufficient public open space to cater for the demand generated by the proposed development;
 - A connected and legible public road layout that links Courtney Drive and Baileys Mountain Road with the existing road network; and
 - A subdivision layout that ensures matters of environmental significance present on the site are protected and enhanced.

The Courtney Drive precinct is a genuine greenfield expansion area, as identified by its characterisation as a new community. It is therefore critical that efficient residential densities, such as that currently proposed, be achieved within the precinct to support the sustainable development of the city's remaining greenfield areas and foster the delivery of a variety of housing products and types to enhance housing affordability, choice and general community liveability. The delivery of 187 residential lots helps to achieve the City's identified target of approximately 730 dwellings within the Courtney Drive precincts. Please refer below for a summary of the proposed developments and their potential / approved yields:

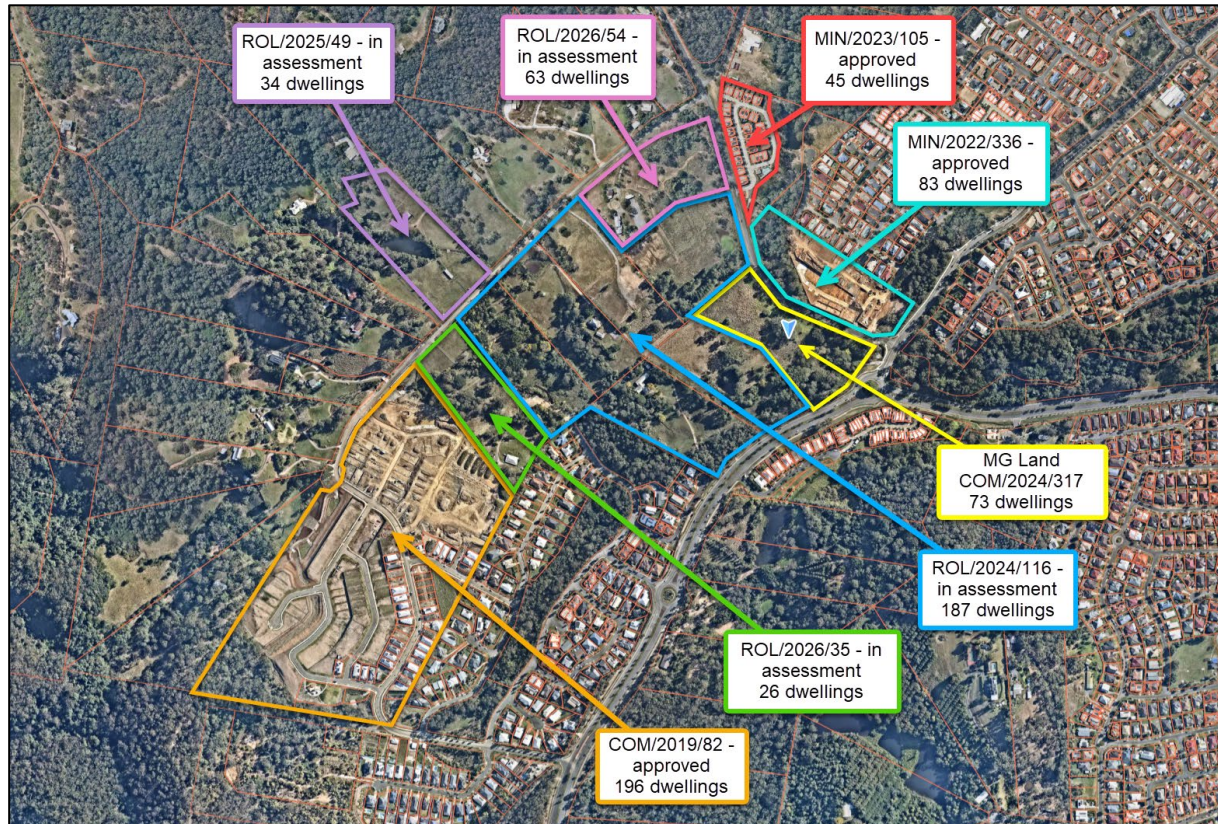


Figure 28: Surrounding development

- (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.
- (f) Where located within sub-precinct Courtney South-east and sub-precinct Courtney West, development restores and enhances watercourses, their buffers and other matters of environmental significance on the southern boundary through dedication and public open space.

Officer's comment:

A Rehabilitation Management Plan has been provided demonstrating rehabilitation to Yaun Creek and its tributaries is to be undertaken in accordance with the requirements of the Environmental significance overlay code. This will be dedicated to Council as open space (conservation).

(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 187 residential lots supported by all necessary infrastructure, as detailed above. The proposal incorporates a 1-hectare local recreation park (Lot 905), a recreation linkage (Lot 907), extensive conservation open space (Lot 906), and an interconnected pedestrian network throughout the development. All residential lots are located within 400 metres of publicly accessible open space, providing opportunities for recreation, exercise and social interaction. The development also provides active transport connections, shared pathways and street tree planting, which contribute to community wellbeing and encourage social engagement.

The proposed subdivision establishes an interconnected road network comprising nine new public roads, together with pedestrian infrastructure and open space corridors. The road layout has been designed to facilitate connectivity through the neighbourhood and provide future connections to adjoining land. Footpaths are proposed throughout the development and conditions require the delivery of a 2 metre wide footpath to Baileys Mountain Road.

The proposed layout has been specifically designed around the site's environmental and physical constraints. Development is concentrated on suitable developable land while retaining significant ecological corridors associated with Yaun Creek and its tributaries. Approximately 52,888m² of land is dedicated for conservation purposes, with rehabilitation works proposed to restore ecological values. Waterway buffers, stormwater management infrastructure, bio-retention basins and detention facilities are incorporated to maintain hydrological function and ensure post-development flows do not exceed pre-development conditions. The design also responds to the site's undulating topography, landslide hazard constraints and bushfire considerations through appropriate engineering, rehabilitation and management measures.

The subdivision establishes a conventional urban street pattern that complies with the City Plan and Schedule 12A of the *Planning Regulation 2017*. Significant trunk and non-trunk infrastructure is delivered as part of the development, including a local park, recreation linkage, sewer infrastructure, water infrastructure, road upgrades, drainage infrastructure and active transport facilities. The proposal therefore contributes to, rather than shifts, the cost of infrastructure necessary to support further development within the locality.

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:

External road network:

The majority of lots (Stages 1-5) will be accessed via a proposed new intersection in Baileys Mountain Road (Baileys Mountain Road / 'Road 1'). An 'open space' corridor, dividing the subject site, has resulted in lots located west of the corridor requiring access via a new intersection in Courtney Drive Stage 6). Additionally, a small number of lots are proposed to take direct access from Courtney Drive (Stage 6), or via extensions to existing roads (Wright Court and Richardson Crescent).

The proposed access arrangements are discussed below, with the referenced intersection / access locations identified in Figure 29 (overpage).

Baileys Mountain Road / 'Road 1' Intersection

A proposed new intersection - Baileys Mountain Road / 'Road 1' – will facilitate access to the majority of lots. The intersection location is consistent with that advised by Council's Asset custodian as part of pre-lodgement discussions (Council reference: PLO/2023/32) for development on the adjoining site.

Of note, the proposed intersection location is also consistent with that proposed as part of the current development application over the adjoining site (Council reference: COM/2024/317).

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.

Note: the upgrade of the Reserve Road / Old Coach Road and Old Coach Road / Baileys Mountain Road intersection (including realignment of Baileys Mountain Road), will not form a condition of approval for the subject development proposal; Council has committed to undertaking these works (as 'trunk' works), with a nominal timeframe of 2030-2031.



Figure 29: Road network context

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 / 'Road 1' intersection. The 'interim' arrangement (proposed by Colliers) comprises a 3-way, priority-controlled, channelised intersection, with a restriction (ban) on right turn movements into 'Road 1' - 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 / 'Road 1' intersection, with comments on the design provided below:

- Right turns INTO 'Road 1' 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.
- Of note, compliant sight distance for right turns OUT of 'Road 1' 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 'interim' intersection arrangement at Baileys Mountain Road / 'Road 1', to be delivered with Stage 1 of the subdivision (as Stage 1 relies on access via this intersection). 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 / 'Road 1' 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).

Transport Assessment has also recommended the following change (via an amendment) to the 'Proposal Plan' (ROL drawing):

- Notation identifying that 'land dedication' is also required from Lot 58 SP191940, consistent with the intersection 'functional layout drawing', to facilitate construction of the intersection (the 'Proposal Plan' only appears to identify the land required from the north-west corner, not the south-west corner, of the proposed intersection). It's likely this detail has not been shown as Lot 58 SP191940 is subject to a separate development application (Council reference: COM/2024/317), which will dedicate the land – however, Lot 58 SP191940 forms part of the subject application, and land requirements should be identified, for clarity.

Intersection capacity (Baileys Mountain Road / 'Road 1')

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.

Courtney Drive / Site Access ('Road 6') roundabout

Intersection configuration

The applicant proposed a channelised intersection in Courtney Drive, with 'Basic Right' and 'Basic Left' turn treatments (as per an Austroads turning warrants assessment), to facilitate access to 'Stage

6' of the subdivision; however, Colliers' Traffic Engineering report identified the following non-compliances with respect to intersection design:

- Sight distance: non-compliant Safe Intersection Sight Distance (SISD) to the west of the proposed intersection (123m required / 106m proposed), due to the crest in Courtney Drive. The report identified that the intersection could not be moved further east (to achieve compliant SISD) due to *'flooding risk at the sag of the road (Courtney Drive)'*.
- Intersection design: non-compliant width for the proposed 'Basic Right' turn treatment; a 'Basic Right' turn treatment requires a width of 6m to facilitate passing of turning vehicles (per Austroads); the proposed width of 4.25m is insufficient to facilitate passing (note - providing a compliant right turn lane would result in a non-compliant verge width on the northern side of Courtney Drive).

Colliers' report provided insufficient justification for the non-compliances (citing low traffic volumes and referencing alternative sight distance requirements, neither of which demonstrate compliance with Austroads requirements). Officers further note that opportunities to relocate the proposed Courtney Drive access are constrained due to the following:

- The subject site has limited road frontage to Courtney Drive.
- The 'open space' corridor (required within the site) further limits the site's frontage to Courtney Drive.
- Existing topographical constraints of Courtney Drive (crest in the road) cannot be easily resolved - re-grading of Courtney Drive, to remove the crest, is deemed unreasonable as upgrades to Courtney Drive (terminating 100m west of the subject site) were only recently completed in relation to the nearby 'Calli' estate.
- Access requirements for other development proposals along Courtney Drive.

Application number ROL/2025/49 (under assessment) also currently proposes a signalised intersection to Courtney Drive. However, due to proximity of the two sites, compliant 'separation' distances between the proposed intersections cannot be achieved. In addition, restriction of movements to left-in / left-out for each subdivision (as proposed by the applicants), is not supported - this arrangement represents a sub-standard outcome for a greenfield site and may have safety and operational implications for the wider road network.

Given the constraints identified, access to the two sites need to be aligned. Given that four-way, uncontrolled intersections are not supported, officers identified that construction of a roundabout in Courtney Drive (as 'non-trunk' works) would be the only viable option to facilitate access to the proposed developments. A 'functional layout drawing' (prepared by Oska Consulting Group) has been submitted with the subject development proposal showing a design for the roundabout.

Comments on the proposed roundabout design are provided below:

- The central island will have a radius of 8m, and a circulating carriageway width of 6.7m, compliant with Austroads *Guide to Road Design Part 4B: Roundabouts*.
- Per Table 4.3 of Austroads (Part 4B), the geometric design is suitable for a 12.5m Heavy Rigid Vehicle to circulate (which meets design requirements for a residential subdivision, where buses and waste collection vehicles represent the largest vehicles requiring access).
- Compliant sight distance is achieved for a roundabout at this location. While a priority-controlled intersection at this location does not achieve compliant sight distance, Austroads (Part 4B) identifies that roundabouts must achieve compliant 'Approach Sight Distance' (ASD) (rather than 'Safe Intersection Sight Distance'). Per Table 3.1 of Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*, an ASD of 73m is required for a roundabout at this location (with an ASD of approx. 120m achieved, complying with Austroads requirements).
- Compliant verge widths (4.5m) are achieved.

Land dedication requirements / timing - roundabout construction

Timing requirements for land dedication and construction of the roundabout are discussed below:

- The 'functional layout drawing' ('*External Roundabout Plan*') prepared by Oska Consulting Group shows that construction of the roundabout will rely (to some extent) on land that is not controlled by the applicant – the NW leg of the roundabout, in addition to the 'eastbound' circulating carriageway, will require land to be dedicated from lot 11 SP341124 (in order that the roundabout is wholly located within the public road reserve).
- Conditions have been recommended, identifying timing for construction of the roundabout to be commensurate with Stage 6 of the subject subdivision - the expectation is that this will enable the applicant time to arrange (with the respective landowner) dedication of the land from lot 11 SP341124 to facilitate construction of the roundabout, in full.
- Conditions have also been recommended requiring land from the subject site required to facilitate construction of the roundabout, shall be dedicated (to Council) as part of Stage 1 of the subject development proposal; this is to ensure that the public road reserve will be available to construct a roundabout (in full), should the landowner on the NW side of Courtney Drive proceed with development (prior to the subject development proposal proceeding).

Transport Assessment has recommended the following changes (via amendments) to the 'functional layout drawing' for the Courtney Drive / Site Access roundabout:

- Identification of the extent of land required, from the subject site (Lot 186 RP173728), to facilitate construction of the roundabout (to facilitate the ability to construct a roundabout, should the landowner of Lot 11 SP341124 proceed with development, prior to the subject development proposal). This land is to be dedicated to Council as part of Stage 1 of the subject development proposal.
- Removal of all references to 'roundabout construction' being delivered by others / when NW leg of roundabout is constructed (the subject application will be conditioned to construct the roundabout, in full, commensurate with 'Stage 6' of the subject development proposal).
- Notations identifying the provision of 2m wide footpaths on both sides of Courtney Drive (not one side, as indicated), and kerb ramps, on both Courtney Drive approaches of the roundabout
- Notations identifying the provision of 2m wide footpaths on both 'Road 6' (not 1.5m wide paths, as indicated).

Note – the above footpath requirements are consistent with conditions recommended by Subdivision Engineering.

Intersection capacity (Courtney Drive / Site Access roundabout)

Colliers' Traffic Engineering report includes a SIDRA Intersection assessment identifying that a channelised intersection would be expected to provide sufficient capacity for the number of vehicles expected at the site access location (through and turning movements), both at year-of-opening and 10 years beyond development opening in 2037. As a roundabout provides increased capacity (compared to a channelised intersection), the proposed roundabout is appropriate, from a capacity perspective.

Courtney Drive - Direct lot access

A number of lots seek direct access from Courtney Drive. Transport Assessment's review of this arrangement is limited to assessing sight distance for the proposed lots.

Lots are proposed to the east and west of the proposed Courtney Drive roundabout, placing these lots in proximity to crests in Courtney Drive (both east and west of the site); however, reduced sight distance requirements are applicable for direct lot access (AS2890.1), compared to intersections (Austroads). Colliers' Traffic Engineering report identifies that all proposed lots, with direct access to

Courtney Drive, are able to achieve compliant sight distance, in accordance with AS2890.1 requirements.

Courtney Drive – realignment and upgrade

The existing intersections of Courtney Drive and Jenkins Court with Baileys Mountain Road provide minimal separation to each other (<10m), effectively operating as a four-way, uncontrolled intersection. Additionally, sight lines are very poor on exit from Courtney Drive, looking south along Baileys Mountain Road.

Overall outcome OO(3)(a)(xvi) of the Emerging community zone code requires the '*Courtney Drive and Jenkins Court intersections onto Baileys Mountain Road (to be) realigned to further separate (the) intersections and improve safe access.*' This outcome is also reflected in the '*Upper Coomera (Courtney Drive) precinct plan*' of the Zone code, which shows realignment of Courtney Drive, to the south, to provide increased separation to Jenkins Court.

To meet Overall outcome OO(3)(a)(xvi) of the zone code, a condition has been recommended requiring the realignment of Courtney Drive, so that it meets Baileys Mountain Road further south of the current intersection location. Of note, this realignment can occur within the existing road reserve (i.e. no land requirements from private property). The condition also requires vegetation clearing (within the road reserve) to achieve compliant sight lines, looking south (from Courtney Drive) at the intersection.

Conditions have been recommended requiring the upgrade of Courtney Drive to a 'Residential Collector Street' for the full length (extending to Baileys Mountain Road (in the east)). This will also extend west of the site (approx. 100m), to the termination point of the existing upgraded profile of Courtney Drive. Conditions have been recommended requiring the realignment and upgrade of Courtney Drive to be delivered in Stage 3.

Intersection capacity (Baileys Mountain Road / Courtney Drive)

Colliers' Traffic Engineering report includes an Austroads 'turning warrants assessment' which identifies that the existing intersection configurations (priority-controlled T-junctions) would remain appropriate with the addition of traffic, relating to both background traffic growth and the subject development proposal, over a 10-year forecast, to 2037 (i.e. priority-controlled intersection formation remains appropriate). The recommended realignment of Courtney Drive will improve safety outcomes for the intersection.

Colliers' report also includes a SIDRA Intersection assessment which identifies that the intersection would be expected to maintain sufficient capacity, for background growth and the subject development, to 2037.

Internal road network:

Reduction of verge width for proposed public road adjacent to proposed Park lots

Proposed public roads locate adjacent to proposed park lots which propose to reduce verge width from (minimum) 4.5m width requirement to 3.5m width. Reduced verge widths are supported due to topographic constraints and major water way through the site, only where adjoining open space and where it can be demonstrated that all infrastructure typically in the verge is accommodated. In this instance, officers have no objection for proposed 3.5m wide verge subject to provide (minimum) 3m wide flat area to achieve safety objective for potential errant vehicles.

If (minimum) 3m wide flat area is not available in the subject verges, then the applicant is required to design and construct appropriate road barrier in accordance with Austroads (Guide to Road Design

Part 6 Roadside Design, Safety and Barriers 2022). Conditions to this effect have been recommended.

The submitted infrastructure plan reflects the alignment of services within the future public road reserves in a manner that preserves space behind the kerb for street tree planting. Officers consider this arrangement acceptable and confirm that it will allow for street trees to be incorporated within the road reserves.

Summary of the Strategic framework

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

- The proposal supports the strategic intent of the Upper Coomera (Courtney Drive) new community by facilitating the transition of vacant land to a serviced urban residential neighbourhood.
- The development delivers 187 residential lots, contributing towards the City's housing supply targets and the planned residential yield for the Courtney Drive precinct.
- Although the proposed density marginally exceeds the nominated density range for the Courtney North-East precinct, it remains consistent with the broader intent of achieving efficient land utilisation within a designated growth area.
- Essential infrastructure, including water, sewer, drainage, roads and public open space, is provided to support the development and future residents.
- The road network establishes a connected and legible subdivision pattern that integrates with the surrounding transport network and accommodates future connections to adjoining land.
- The subdivision responds appropriately to site constraints, including waterways, topography, bushfire risk, landslide hazards and stormwater management requirements.
- A 1-hectare local park, recreation linkage and extensive pedestrian network are provided. All residential lots are located within walking distance of publicly accessible open space.
- Significant trunk and non-trunk infrastructure upgrades are delivered as part of the development, ensuring growth occurs in an orderly and efficient manner without shifting unreasonable infrastructure costs to adjoining landowners.

6.4.2 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	• Reconfiguring a lot code • General development provisions code • Healthy waters code • On-site sewerage facilities code

Zone code	Overlay / Overlay codes	Development codes
	Road widening requirement overlay 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	Ecological site assessment
	Performance outcome PO5	Wetland and waterway
	Performance outcome PO11	Vegetation management
	Performance outcome PO26	Rehabilitation
	Performance outcome PO23/PO24	Tenure, ownership and management arrangements
Landslide hazard overlay code	Performance outcome PO3	Cut and fill work
	Performance outcome PO5	Slope constraints and stability
Bushfire hazard overlay code	Performance outcome PO1	Bushfire hazard
Reconfiguring a lot code	Performance outcome PO11/PO12/PO13	Housing diversity
	Performance outcome PO14	Creation of small lots
	Performance outcome PO15 / PO16	Circulation and street access design
	Performance outcome PO18/PO19	Driveways and vehicle crossings
	Performance outcome PO20	Neighbourhood design, character and integration
	Performance outcome PO25	Open space provision
	Performance outcome PO27	Open space, safety and design
Healthy waters code	All applicable Performance outcomes	Healthy waters code

Code	Acceptable / Performance Outcome	Subject matter
General development provisions code	Performance outcome PO12	Amenity protection
	Performance outcome PO9	Earthworks and treatment of retaining walls

6.4.2.1 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 and structure plan (see below):

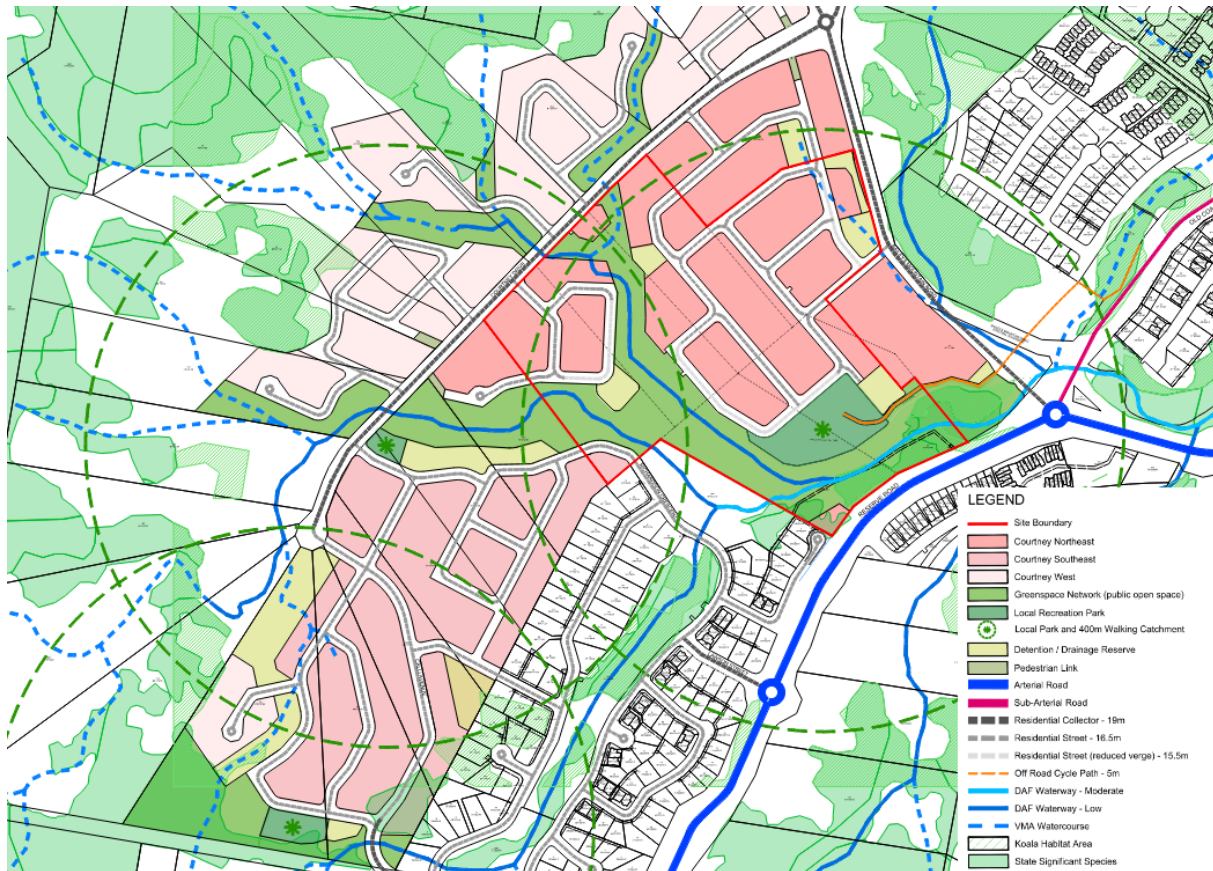


Figure 30: Structure plan (Source: Saunders Havill)

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:

This development application is for the subdivision of land and therefore built form outcomes are not directly being sought. Any future applications for buildings (such as Dwelling houses) will need to generally meet the applicable built form benchmarks of the Emerging community zone code or otherwise seek separate Council approval for the non-compliance.

Where located within sub-precinct Courtney North-east:

- a. to meet the recreational needs of the new community, essential infrastructure in the form of a one hectare local recreation park is located in a central location, on flat land and is co-located with other open space;

Note: Residential development within sub-precinct Courtney North-east must include planning for a one hectare local recreation park within the sub-precinct as part of a comprehensive plan of development (in accordance with SC6.6 City Plan policy – Comprehensive plans of development).

Officer's comment:

A 1-hectare recreational park (specifically, 11,027m²) is proposed within Lot 905. This lot is surrounded by the 'environmental open space' lot which encompasses Yuan Creek and its environmental buffers. The applicant has provided a structure plan, identifying all lots are within 400m of either the existing part (in nearby development) or the proposed park. A condition requiring that a playground and play equipment be designed and constructed is recommended to ensure the functionality of the park meets the anticipated needs of the locality.

- 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:

Conditions of approval have been recommended requiring the upgrade of Courtney Drive and realignment of the Courtney Drive / Jenkins Road intersection. On this basis, compliance is achieved these Overall outcomes.

- 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.

5.3.3.2 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.	AO1 Proposed works do not impact on:

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.	(a) areas identified on Environmental significance – vegetation management overlay map; (b) buffers to wetlands and waterways being: 100m from the mapped boundary of a State significant aquatic area, as identified on Environmental significance – wetlands and waterways overlay map; 100m from the outer landward boundary of a State significant wetland, as identified on Environmental significance – wetlands and waterways overlay map; 100m from the outer landward boundary of a Local significant wetland, as identified on Environmental significance – wetlands and waterways overlay map; 60m from the outer bank of a Major Waterway identified on Environmental significance – wetlands and waterways overlay map; or 30m from the outer bank of a Waterway identified on Environmental significance – wetlands and waterways overlay map; and (c) individual trees within areas mapped on the Environmental significance – priority species overlay map.
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Officer's comment:

The proposed development removes approximately 25% of mapped General priority vegetation (1,200m²) and impacts on buffers to a tributary of Yaun Creek. The proposed development does not comply with Acceptable outcome AO1(a), AO1(b)(v) and Performance outcome PO1 of the Environmental significance overlay.

The proposed development protects 95% of mapped vegetation and appropriately buffers and restores the Yaun Creek riparian corridor. A geomorphological report has been provided to address reduced buffers to a tributary of Yaun Creek.

The proposed development complies with the Purpose and Overall outcomes of the Environmental significance overlay code.

Wetland and waterway - Environmental significance overlay code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO5 Buffers are provided to wetlands and waterways identified on the Environmental significance – wetlands and waterways overlay map to ensure the:	AO5.1 Buffers at least 100m wide are provided between the development and the mapped boundary of a State significant aquatic area, as identified on Environmental significance – wetlands and waterways overlay map. AO5.2 Buffers at least 100m wide are provided between the development and the outer landward boundary of a State significant wetland, as identified on Environmental significance – wetlands and waterways overlay map.

(a) protection of matters of environmental significance mapped onsite or identified through an ecological site assessment; (b) unimpeded movement of fauna along the waterway; (c) water quality is maintained; (d) bank stability; and (e) protection of property and infrastructure. Note: The buffer width for wetlands is measured from the outer, landward boundary of the mapped wetland, as shown on Environmental significance – wetlands and waterways overlay map. Note: Recommendations provided in an ecological site assessment (prepared in accordance with SC6.7 City Plan policy – Ecological site assessments) is Council's preferred method for determining alternative buffer widths. Note: Artificial waterways are to be addressed through the Coastal erosion hazard overlay code and map. Where a waterbody contains both natural and artificial banks, the natural banks are to be assessed in accordance with this performance outcome.	AO5.3 Buffers at least 100m wide are provided between the development and the outer landward boundary of a Local significant wetland as identified on the Environmental significance – wetlands and waterways overlay map. AO5.4 Buffers at least 60m wide are provided between the development and the outer bank of a Major Waterway as identified on the Environmental significance – wetlands and waterways overlay map. AO5.5 Buffers at least 30m wide are provided between the development and the outer bank of a waterway as identified on the Environmental significance – wetlands and waterways overlay map.
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Officer's comment:

Yaun Creek is the larger main waterways which includes conservation buffers equal to or greater than 30m width for 90% of the site, transversing south-west to north-east across the site. A secondary waterway connects with Yaun Creek flowing through the northern part of the site with narrower corridors of 25m to 40m width. As compliance with Acceptable outcome AO5.5 cannot be achieved, the application was considered against Performance outcome PO5.



A Geomorphic Bank Stability Report has been submitted to address concerns with bank stability for both Yaun Creek and its tributary and demonstrate compliance with Performance outcome PO5. As the waterways will be dedicated to Council for conservation purposes, officers recommend imposing conditions for an Operational work – Landscape (Public) application to be lodged for the associated rehabilitation work.

Based on the above assessment, the development meets Performance outcome 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
PO11 Disturbance to vegetation is minimised when it is: (a) identified as General priority vegetation on the Environmental significance – vegetation management overlay map ; and (b) located outside the Environmental significance – biodiversity areas overlay map .	AO11 Development avoids impacts on general priority vegetation. Any damage is minimised to the greatest extent possible.

Officer's comment:

There is approximately 5,100m² of General priority vegetation (GPV) located in the south-east boundary area of the site. Approximately 1,200m² of GPV (including conditioned 3m wide maintenance track) is removed to facilitate the development. Approximately 75% of GPV is being retained and protected under conservation area dedication.

Based on the above assessment it is considered the development complies with Performance outcome PO11 of the Environmental significance overlay code

Rehabilitation – Environmental significance overlay code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO26 Disturbed, cleared or modified areas are rehabilitated where they form part of: (b) an ecological corridor; or (c) matters of environmental significance and associated buffers; or (d) areas identified within an Ecological Site Assessment as requiring rehabilitation. Note: A Rehabilitation Management Plan prepared in accordance with the South East Queensland Ecological Restoration Framework and SC6.8 City Plan policy – Environmental management plans is Council's preferred method for addressing this outcome.	AO26 No acceptable outcome provided.

Officer's comment:

No Acceptable outcome is provided. The site is primarily mapped as RE12.11.24 on the slightly elevated sections with RE12.3.11 (Open Eucalypt Forest) along the waterway corridors. A site inspection and ecological survey have also revealed the presence of some species consistent with RE12.3.1(a) Notophyll vine forest (Gallery rainforest) on alluvial plains.

The Rehabilitation Management Plan (RMP) is primarily focussed on restoring the waterway corridors without creating a bushfire hazard to existing properties to the south-east of the site. This is a necessary consideration in rehabilitating cleared areas adjoining existing residential areas. Therefore, the RMP is biased towards the planting of RE12.3.1(a) at the expense of RE12.3.11. RE12.3.1(a) is an endangered vegetation community

Koala's have been identified along the waterway corridor, the occurrence of the primary koala feed tree Eucalyptus tereticornis is found within RE12.3.11 and is an important tree for their food source.

The RMP is providing 90% RE12.3.1(a) and 10% RE12.3.11 which will restore an endangered vegetation community and also increase the number of primary koala feed trees across the site.

It is noted that the submitted RMP contain errors in species lists and conditions have been recommended to correct these errors.

Based on the above assessment it is considered the development complies with Performance outcome PO26 of the Environmental significance overlay code.

Tenure, ownership and management arrangements – Environmental significance overlay code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO23 Matters of environmental significance and associated buffers, mapped areas as identified on the Environmental significance – vegetation management overlay map proposed for retention and areas requiring rehabilitation are suitably protected in perpetuity and will: - enable necessary fire management in accordance with an approved fire management plan and any adopted bushfire management plan; - allow unimpeded movement of native fauna through matters of environmental significance and associated buffers; - enable maintenance access and regular management; - enable auditing and reporting of maintenance and management activities; - provide for public access along major waterways, where such access is consistent with the ecological functions; - allow for linkages and buffers to adjacent areas of ecological significance; and - allow for a coordinated approach to the management of adjacent areas of conservation estate.	AO23 Matters of environmental significance and associated buffers, mapped areas as identified on the Environmental significance – vegetation management overlay map proposed for retention and areas requiring rehabilitation are transferred to Council ownership as Public Open Space. OR Where not required for public access, matters of environmental significance and associated buffers, and mapped areas as identified on the Environmental significance – vegetation management overlay map proposed for retention and areas requiring rehabilitation are retained in private ownership and protected under a statutory covenant (under the <i>Land Title Act 1994</i>). Note: Where the area is adjacent to existing public open space, or is a buffer to a major waterway, Council's preference is for the land to be dedicated as Public Open Space.
PO24 An Open Space Management Plan prepared in accordance with SC6.13 City Plan policy – Landscape work is prepared for areas to be dedicated to Council as Public Open Space.	AO24 No acceptable outcome provided.

Officer's comment:

The proposal generally satisfies the intent of Performance outcome PO23 which seeks to mitigate impacts on areas of waterways of environmental significance.

The submitted plans nominate Yaun Creek and its associated riparian buffers (proposed Lot 906) for dedication to Council as conservation land, consistent with the Upper Coomera (Courtney Drive) Precinct Plan requirements for establishing green space networks. The precinct plan identifies the Yaun Creek corridor as a key element of the green space network, intended to provide ecological connectivity and protect natural values.

While the dedication of Lot 906 aligns with the Strategic framework under Specific outcome 3.7.3.1(5) and demonstrates compliance with Acceptable outcome AO23, officers note that the design includes retaining works and associated treatments along the conservation boundary, which may impact the integrity of the green space network. Conditions have been recommended requiring all retaining structures and associated works are appropriately managed and do not compromise the conservation function.

As no Acceptable outcome AO24 is provided, assessment is required against Performance outcome PO24. The application does not include a formal Open Space Management Plan (OSMP), however, a Rehabilitation Management Plan (RMP) has been submitted, which outlines the vegetation rehabilitation works to be facilitated within the future conservation lot (Lot 906). The RMP details measures for restoring riparian vegetation and managing ecological values consistent with the intent of the Upper Coomera (Courtney Drive) Precinct Plan, which identifies the Yaun Creek corridor as part of the green space network.

Environmental Assessment officers have reviewed the submitted RMP and provided recommendations, which have been incorporated into the conditions of approval to ensure appropriate management of the conservation area. Following approval of the RMP, a future Operational works (OPW) – Landscape (public) application will be required to deliver the rehabilitation works within Lot 906 in accordance with the endorsed plan.

Based on the above assessment, the development meets Performance outcomes PO23 and PO4 of the Environmental significance overlay code.

Cut and fill work - Landslide hazard overlay code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO3 Cut and fill work must not adversely affect slope stability or create erosion potential.	AO3.1 Cuts and fills should be minimised. The height of cut and/or fill, whether retained or not, does not exceed: 900mm adjoining a public area (e.g. roads, public open space areas); a. 1200mm adjoining a residential site; b. 2500mm adjoining a non-residential site.
	OR Cuts greater than 900mm height are separated by terraces with a minimum width of 1.2m or equal to the height of the cut, whichever is greater, that incorporates drainage provisions in accordance with Council's SC6.12 City Plan policy – Land development guidelines, Section 3 – Change to ground level standards and Section 4 – Stormwater drainage and water sensitive urban design standards .
	AO3.2 No crest of any cut or toe of any fill, or any part of any retaining wall or structure, is located closer than 600mm to any boundary of the lot, unless the prior approval of both landowners and the Council, or its delegate, has been obtained.
	AO3.3 Cut and/or fill on slopes steeper than 1V:2H (26°) are retained at the time of earthworks by retaining structures or other stabilisation methods, in accordance with SC6.12

	City Plan policy – Land development guidelines, Section 3 – Change to ground level standards.
	AO3.4 All retaining walls on lots identified on the Landslide hazard overlay map are designed and certified by an RPEQ as not adversely affecting the site's overall stability. Boulder walls must not be used as retaining walls on sites steeper than 20%.
	AO3.5 Non-retained cut and/or fill on slopes are stabilised and protected against scour and erosion by suitable measures, such as grassing, dense landscaping or other protective measures, in accordance with SC6.12 City Plan policy – Land development guidelines, Section 3 – Change to ground level standards.

Officer's comment:

The submitted Geotechnical Report confirms the proposed cut and fill work does not adversely affect the slope stability or create erosion potential.

As such, the development meets Performance outcome PO3 of the Landslide hazard overlay code.

Slope constraints and stability - Landslide hazard overlay code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO5 Development on any lot partially or completely mapped as moderate, high or very high landslide hazard, as identified on the Landslide hazard overlay map , is supported by an RPEQ certified geotechnical report, which adequately assesses and documents the site's geotechnical stability and constraints, and incorporates necessary mitigation measures so that the level of landslide risk to property and persons is low. Note: A geotechnical stability assessment report prepared in accordance with SC6.10 City Plan policy – Geotechnical stability assessment guidelines is Council's preferred method for addressing this performance outcome.	AO5 A geotechnical stability assessment report, which is prepared and certified by an RPEQ, includes: a) the following information: i. boundary dimensions; ii. location of easements; iii. existing and proposed services, such as sewer, stormwater, gas, electricity, telephone, and other utility services; iv. contour lines to AHD (500mm vertical intervals); v. street front kerb locations, crossovers, side gully pit locations, driveway locations and slope; vi. off-street parking locations, building locations and setback dimensions; vii. earthwork details and building pad levels; viii. retaining wall locations, type, extent, height, and offset from boundaries; ix. existing and proposed onsite drainage systems; x. identification of trees to be removed or retained; xi. fencing extent, location, height and depth; xii. swimming pool location, level and depth; xiii. ancillary structures, such as pergolas and sheds; xiv. landscaping, lawn areas, paved areas, mass planting areas and trees; xv. slope angles; xvi. slope shape and features;

	xvii. parent rock type/soil type; - xviii. engineering properties of sub-surface materials; xix. concentration of surface water; xx. concentration of ground water; xxi. evidence of instability on the site and adjoining areas; xxii. history of instability on the site and adjoining areas; and - xxiii. geotechnical model of the site. b) a site-specific landslip susceptibility frequency analysis, including analysis of each proposed lot; c) if the outcome of the landslip susceptibility frequency analysis is moderate or higher, a risk assessment in accordance with the <i>AGS Landslide Risk Management 2007 Guidelines</i>; d) an assessment of the suitability of the site for the proposed development having regard to (a) – (c); e) a foundation investigation report that determines the site classification for the lot/each proposed lot in accordance with <i>AS 2870-2011 Residential slabs and footings</i> and provides recommendations for foundation design; f) identification of any areas on the lot/within proposed lots where development must not occur; g) certification from the RPEQ confirming that the site (and for subdivisions, each proposed lot) achieves a landslide risk rating of 'low' or better and the site/lot is suitable for its intended use; and h) recommendations for any necessary mitigation measures, construction measures and design changes to be implemented to ensure the stability of the site and adjoining areas is not adversely affected and to ensure long-term stability of the site.
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Officer's comment:

The subject site is mapped as moderate landslide hazard on the Landslide hazard overlay map. The applicant submitted a Geotechnical Report certified by an RPEQ which addresses the sites geological stability. The report incorporates the necessary mitigation measures to reduce the landslide risk to property and person to low.

As such, the development meets Performance outcome PO5 of the Landslide hazard overlay code.

Bushfire hazard – Bushfire hazard overlay

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;	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.

(f) ecological restoration, including forest succession; (g) ongoing maintenance; (h) climate change; and (i) on site and off-site 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.	OR The development complies with an existing approved Bushfire management plan as referenced within the approved reconfiguration of a lot.
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Officer's comment:

The applicant has submitted a Bushfire Management Plan and Rehabilitation Management Plan (focussed on low flammable plantings) for conservation areas. These reports demonstrate that the site is designated as low-threat vegetation.

There is approximately 95% perimeter road frontage to the Yaun Creek corridor with only two proposed lots not separated by either perimeter road or managed park frontage.

The riparian corridor in the north of the site has significantly less perimeter road frontage. However, the restored vegetation is low threat and is a narrower band of 30m to 35m width.

The BMP is conditioned to be approved with an amendment in red – this is not specifically for bushfire but a combination of a maintenance track providing access for vegetation management.

Based on the above assessment it is considered the development complies with Performance outcome PO1 of the Bushfire hazard overlay code.

5.3.3.3 Assessment against development codes

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

Housing diversity – Reconfiguring a lot code

The Acceptable outcome and corresponding Performance outcome are provided below:

Performance outcome	Acceptable outcome
PO11 Residential subdivisions creating 10 or more lots vary lot sizes to accommodate potential multiple dwelling development where the zone allows.	AO11 No acceptable outcome provided.
PO12 Small lots in residential subdivisions are distributed amongst larger lots to facilitate variation in dwelling form and to meet the purpose of the zone.	AO12 No acceptable outcome provided
PO13 Narrow lots are distributed amongst wider lots to provide: (a) variation in dwelling form; (b) space for public utilities and street trees; and (c) on-street parking. Note: Rear lane layout is required for a series of lots with frontages less than 10m.	AO13 No acceptable outcome provided.

Officer's comment:

No Acceptable outcome is provided. As such, assessment is required against Performance outcomes PO11, PO12 and PO13 as follows:

PO11:

The development does not provide a lot capable of accommodating a Multiple dwelling. Notwithstanding, a Multiple dwelling is not strictly anticipated by the Emerging community zone code. The adjoining site (202 Baileys Mountain Road) provides a 72 townhouse product.

PO12 & PO13:

Small lots are distributed amongst larger lots to facilitate variation in dwelling form.

The proposed subdivision plan shows that proposed lots will have less than 12m wide road frontage. In particular, less than 12m wide road frontage lots located side by side. Preliminary Roadworks Layout Plans show indicative vehicle crossovers for all proposed narrow lots. Compliance can be achieved through recommended conditions requiring vehicle crossings for narrow lots to be provided prior to plan sealing.

Based on the above assessment, the development meets Performance outcomes PO11, PO12 and PO13 of the Reconfiguring a lot code.

Creation of small lots – Reconfiguring a lot code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO14 Reconfiguring a lot where creating small lots demonstrates a Dwelling house can be accommodated, where it meets the relevant zone code and the Small lot housing (infill focus) code, through: (a) a site plan for all lots with an area 250m² to 400m²; and (b) site, floor plans, and elevations for all lots with an area less than 250m². Notes: (a) PO14 does not apply to the creation of small lots where associated with an existing residential building. (b) House plans provided as part of a Reconfiguring a lot application will not be conditioned as part of an approval.	AO14 No acceptable outcome provided.

Officer's comment:

The proposal must be assessed against Performance outcome PO14 as the Reconfiguring a lot code does not provide acceptable outcomes in relation to demonstrating built form on small lots. The proposal includes small lots, which are defined in Table SC1.2.2 (Administrative definitions) as: "A lot that has an area less than 400m²." The applicant has lodged a concurrent Referral Agency Assessment application, which includes the following site plan showing indicative building envelopes for future Dwelling houses on a typical lot:



	Ground (up to 4.5m)	First (4.5m and above)
Dwelling Setbacks		
Front (Building)	4.0m (3.0m to Portico)	
Front (Garage)	5.5m	N/A
Rear	1.5m	2.0m
Side (Built to Boundary where nominated on plan)	Optional - one side only up to 9m long	2.0m
Side (Non Built to Boundary)	1.0m	2.0m
Corner Allotment Setbacks		
Secondary Frontage	2.0m	
Site Coverage (Maximum)		
Courtyard Lots (Less than 600m ²)	55%	
Traditional Lots (600m ² and greater)	50%	
Private Open Space		
Minimum Area	16m ²	
Minimum Dimension	4.0m	

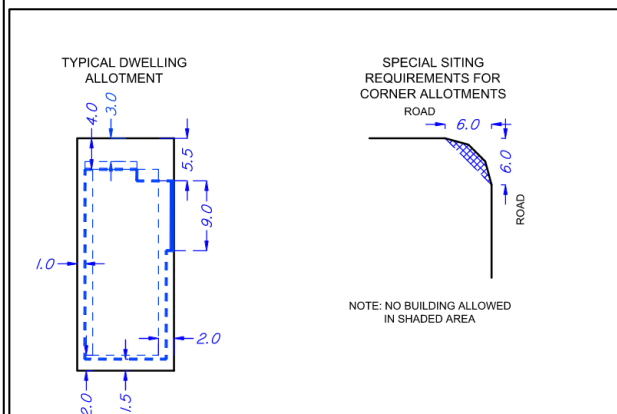


Figure 31: RAA plan (Source: Saunders Havill)

Given the intent is for individual future owners to choose individual house designs, officers are not recommending that the above site plans are included within conditions or the final stamped approved drawings of this reconfiguring a lot application.

Based on the above assessment it is considered the development complies with Performance outcome PO14 of the Reconfiguring a lot code.

Note: The applicant has lodged a concurrent Referral Agency Assessment seeking endorsement of reduced setbacks/site cover for individual allotments to accommodate future single Dwelling house product. Officers are supportive of this mechanism to further guide and facilitate appropriate Dwelling house product from being established within this residential estate.

Circulation and street access design – Reconfiguring a lot code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO15 An overall street network is provided which: (a) prioritises pedestrians and cycling over motor vehicles; (b) establishes a connected and legible street network; (c) provides a high level of accessibility by way of inter-connected streets and external connections for all users of the road network (pedestrians, cyclists and vehicles); (d) creates safe conditions for pedestrians, cyclists and vehicles for both day and night-time usage; (e) caters for the extension of existing or future public transport routes to provide services that are convenient and accessible for all the community; (f) facilitates connections for future development, minimising travel distances; (g) are designed to be responsive to the natural contours of the land; (h) facilitates safe and efficient access for service vehicles including refuse collection; and (i) does not compromise future development to achieve the same outcomes listed above.	AO15 Streets are designed to: (a) comply with design standards in SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards; (b) establish a safe walkable and permeable street network that provides clear pedestrian and cycle access to commercial, public transport, parks and community service areas; (c) provide street trees in accordance with SC6.13 City Plan policy – Landscape work; (d) allow for efficient, safe and unimpeded movement of buses alongside pedestrians, cyclists and other motorists; (e) incorporate signals, pedestrian refuge and splitter islands for the safe crossing of pedestrians and cyclists for intersections and long roads; (f) accommodate service vehicle requirements; (g) have footpaths that link to existing footpaths, road crossings, parks and public transport facilities, and designed in accordance with SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards; (h) provide street lighting in accordance with SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards; and (i) provide for future extensions to the street network.
PO16 The function and capacity of the road network is maintained and does not compromise or impact on the safety and operation of the existing and planned road network. Note: A Traffic Impact Assessment is Council's preferred method of addressing the above outcome, particularly for the following instances: (a) site access is from a road identified on the Functional road hierarchy (indicated by the Zone maps in Schedule 2); or (b) site access is from a road identified on the Pacific motorway service road types overlay map; or (c) site access is within 100m of a signalised intersection; or (d) site access is within 50m of a roundabout; or (e) a new intersection is proposed; (f) density outcomes in a Zone code are exceeded; or	AO16 No acceptable outcome is provided.

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

No Acceptable outcome is provided. As such, assessment is required against Performance outcome PO16 of the Reconfiguring a lot code.

External road network

Refer assessment against the Transport theme of the Strategic framework previously in this report. The development is not anticipated to compromise the function or capacity of the road network.

Internal road network

Reduction of verge width for proposed public road adjacent to proposed Park lots

Proposed public roads locate adjacent to proposed park lots which propose to reduce verge width from (minimum) 4.5m width requirement to 3.5m width, therefore not meeting Acceptable outcome AO15.

Reduced verge widths are supported due to topographic constraints and major water way through the site, only where adjoining open space and where it can be demonstrated that all infrastructure typically in the verge is accommodated. In this instance, officers have no objection for proposed 3.5m wide verge subject to provide (minimum) 3m wide flat area to achieve safety objective for potential errant vehicles.

If (minimum) 3m wide flat area is not available in the subject verges, then the applicant is required to design and construct appropriate road barrier in accordance with Austroads (Guide to Road Design Part 6 Roadside Design, Safety and Barriers 2022). Conditions to this effect have been recommended.

Acceptable outcome AO15(c) seeks to ensure that the subdivision layout provides street trees in accordance with SC6.13 City Plan policy – Landscape work. The submitted infrastructure plan reflects the alignment of services within the future public road reserves in a manner that preserves space behind the kerb for street tree planting. Officers consider this arrangement acceptable and confirm that it will allow for street trees to be incorporated within the road reserves. This outcome supports compliance with Acceptable outcome AO15 by ensuring that street tree planting can be delivered without conflict with essential services, contributing to a shaded, walkable street network and enhancing the visual quality of the subdivision.

Based on the above assessment it is considered the development complies with Acceptable outcome AO15 and Performance outcome PO16 of the Reconfiguring a lot code.

Neighbourhood design, character and integration – Reconfiguring a lot code

The Acceptable outcome and corresponding Performance outcome are provided below:

Performance outcome	Acceptable outcome
PO20 Development provides a neighbourhood with a strong and positive identity, through:	AO20 No acceptable outcome provided.

(a) clearly readable streets and useable open space networks; (b) an appropriate response to site characteristics and settings (including landmarks and views); (c) development of a scale consistent with the surrounding urban area, with open space and roads interconnecting to adjoining networks; (d) allowing for increased densities in close proximity to public transport and local services; (e) location of community, retail and commercial facilities at walkable focal points; and (f) providing for a safer community by maximising opportunities for casual surveillance, minimising opportunities for crime and vandalism. Note: a Comprehensive Plan of Development submitted as part of a material change of use application, prepared in accordance with SC6.6 City Plan policy – Comprehensive plans of development, is Council's preferred method of addressing the above outcomes.	
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Officer's comment:

No Acceptable outcome is provided. In accordance with Performance outcome PO20, all proposed public roads are designed to allow future road connections to neighbouring lots to demonstrate clearly readable road network in the surrounding area.

Based on the above assessment it is considered the development complies with Performance outcome PO20 of the Reconfiguring a lot code.

Open space provision – Reconfiguring a lot code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO25 A public open space network is provided which: (a) has a range of recreation settings and adequate facilities to meet the needs of the community; (b) offers opportunities for residents to conveniently participate in passive recreational activities; (c) delivers well distributed public open space that contributes to the legibility, accessibility, safety, and character of the development; (d) creates safe and attractive settings and focal points; (e) facilitates casual surveillance from adjacent streets and land uses and provides for open space areas with public road frontages; (f) delivers stormwater and flood management and care of valuable environmental resources; and (g) is cost effective to maintain.	AO25.1 Land intended for public open space is of a physical standard and condition in accordance with the SC6.12 City Plan policy – Land development guidelines, Section 5 – Public open space standards.
	AO25.2 For trunk recreational open space Recreation and sporting parklands and land for community facilities are designed and provided in accordance with the Local government infrastructure plan and approved Council master plans. OR Public open space is provided in accordance with an already approved open space strategy, relevant approved material change of use, adopted concept plan, master plan or structure plan.
	AO25.3 For non-trunk recreational open space

	Residential subdivisions creating more than 100 lots provide a minimum of 20m ² of land per dwelling, for open space that is: (a) within 400m walking distance of all residential lots; and (b) designed to adequately meet the recreational needs of users.
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Officer's comment:

The submitted plans nominate a trunk local park (proposed Lot 905 - REC_LR_0022) and a recreational linkage (proposed Lot 907 - REC_LR_0021), which have been assessed by Council's Recreational Planning team. Officers note that commentary and recommendations from Recreational Planning have been incorporated into the conditions of approval to ensure the park meets City Plan's Desired standards of service (DSS) and LGIP requirements.

Overall, the proposal is considered to satisfy Performance outcome PO25 through the provision of a trunk park, linkage, and associated embellishments, subject to conditions requiring delivery in accordance with endorsed plans and compliance with the relevant standards.

Open space, safety and design - Reconfiguring a lot code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO27 Open space areas are designed and managed to promote user safety.	AO27.1 Areas intended for use during times of darkness are lit in accordance with SC6.12 City Plan policy – Land development guidelines, Section 5 – Public open space standards. AO27.2 Casual surveillance is achieved by parks and open space being overlooked by housing, commercial or other development, as well as passing pedestrian and vehicle traffic. AO27.3 Fencing greater than 1.2m in height adjoining a park is to be at least 50% transparent (i.e. swimming pool style or timber picket fencing) and any landscaping adjacent to the fence is to be designed to maximise the opportunity for casual surveillance.

Officer's comment:

The proposal includes a trunk local recreational park (Lot 905) and a recreational linkage (Lot 907), both intended to provide accessible and functional open space that supports passive recreation and connectivity. Council's Recreational Planning team has reviewed these elements and provided recommendations to ensure compliance with City Plan's Desired standards of service (DSS). Conditions will secure delivery of the park and linkage in accordance with endorsed plans and LGIP requirements.

In addition, conditions will require any fencing adjoining public open space (including conservation areas, drainage reserves, or parks) to be a maximum of 1.8 metres in height and constructed with at least 50% transparency, in accordance with City Plan policy SC6.12.5 – Land development guidelines. This approach ensures the development satisfies Performance outcome PO27.

Healthy waters code

Assessment against the applicable benchmarks of the Healthy waters code is provided below:

Subject matter	Benchmark		Comment
	PO	AO	
Erosion and sediment control	PO1	AO1	Compliance with Performance outcome PO1 will be achieved via the conditioning of standard Council erosion and sediment control requirements in accordance with the Land Development Guidelines and Best Practice Erosion and Sediment Control
	PO2	AO2.1	Compliance with Performance outcome PO2 will be achieved via the conditioning of standard Council erosion and sediment control requirements in accordance with the Land Development Guidelines and Best Practice Erosion and Sediment Control
Stormwater quality	PO3	AO3.1	The site has four internal catchments (A, B, C and D). <i>Catchment A</i> runoff will be conveyed as sheet/overland flow towards the existing waterway through the site (LPOD A) within the western part of the site. <i>Catchment B</i> runoff is conveyed as sheet/overland flow towards the existing waterway through the site (LPOD B) within the south-eastern part of the site. <i>Catchment C</i> runoff is conveyed as sheet/overland flow towards the existing swale along Baileys Mountain Road (LPOD C) along the site's eastern boundary. <i>Catchment D</i> runoff is conveyed as sheet/overland flow towards the existing waterway through the site (LPOD D) within the western part of the site - No issue or concern. <i>External Catchment A</i> will discharge via a swale along the northern and eastern boundaries. All captured flows within the swale are to be discharged into the existing swale along Baileys Mountain Road along the eastern site boundary (LPOD C) MUSIC modelling demonstrates pollutant reductions for catchment A,B, C & D. Based on the above, the development meets Performance outcome PO3.
		AO3.2	
		AO3.3	
Water stability	PO4	AO4	Complies. The development proposes detention basins to ensure post development flow rates are mitigated to pre-development rates for the 63.2% AEP event.
Stormwater quantity control	PO5	AO5.1	Complies. The development proposed on site bio and detention basins to manage catchments A, B, C and D.
Lawful point of discharge	PO6	AO6	Complies. - Pre A: Runoff is conveyed as sheet/overland flow towards the existing waterway through the site (LPOD A) within the western part of the site. - Pre B: Runoff is conveyed as sheet/overland flow towards the existing waterway through the site (LPOD B) within the south-eastern part of the site. - Pre C: Runoff is conveyed as sheet/overland flow towards the existing swale along Baileys Mountain Road (LPOD C) along the site's eastern boundary - Pre D: Runoff is conveyed as sheet/overland flow towards the existing waterway through the site (LPOD D) within the western part of the site.

Subject matter	Benchmark		Comment
	PO	AO	
			Post development LPOD – In the post-development scenario, LPD will be same as pre-development scenario.
Overland flow paths	PO7	AO7	Complies. The site has an overland flow path and includes one external catchment (A) to the north of the subject site. The site also includes a mapped waterway. A Hydraulic Impact Assessment (HIA) has been submitted.
Whole life costs	PO8	AO8	Complies. The proposed stormwater infrastructure doesn't cause structural damage to existing/proposed stormwater infrastructure.
Landscape integration	PO9	AO9.2	Complies.
		AO9.3	
Public safety	PO10	AO10	Complies. No impact to public safety is anticipated as a result of the proposed stormwater infrastructure.
Maintenance access	PO11	AO11.1	Complies. Maintenance access is achievable to bio retention basins.
		AO11.2	
		AO11.3	

Amenity – General development provisions code

The Acceptable outcome and corresponding Performance outcome is provided below:

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

(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; and (l) safety.	
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Officer's comment:

The proposed development involves a residential subdivision. Future building works will be undertaken in accordance with future development applications and/or buildings approvals. On this basis, officers consider that hours of operation, signage, wind effects, contaminated substances, hazardous chemicals, and odour and emissions are not relevant to this application.

Noise

The proposed development will provide 187 additional residential lots. Residential development is unlikely to result in any significant noise impacts. The surrounding uses are also unlikely to result in any significant impacts on the proposed development. Further comments regarding construction noise are provided in the vibration section below.

Traffic

The proposed development is supported by a specialist reporting demonstrating the development will not result in an unreasonable amenity impact with regard to transport. Officers have provided commentary in relation to the proposed external and internal road network in response to the Strategic framework and Reconfiguring a lot code above. The new roads incorporate street lighting to ensure safety.

Visual amenity

Visual amenity impacts from the proposed development to Courtney Drive and Baileys Mountain Road will be addressed through landscaped retaining walls and landscaping buffers. To ensure a high quality visual amenity outcome of all retaining walls, officers have included specific conditions within their recommendation. The specific requirements include that all retaining walls must be of concrete sleeper construction, be dark grey in colour (standard concrete colour is not acceptable) and that retaining walls exceeding 1.6 metres must be tiered and have a minimum bench width of 1 metre to support landscaping.

Privacy

No privacy impacts are anticipated as a result of the proposed development.

Vibration

This application involves the construction of new roads and retaining walls, but basement works are not proposed. Vibration matters are typically only considered where basements or significant underground works are required. Notwithstanding, conditions have been recommended requiring the submission of:

- A Construction management plan, including in particular:
 - Provide hours of construction.
 - Provide details on vehicle access (including responsibility for maintenance of the defined cartage route) during construction hours.
 - Provide details on traffic management (including loading, unloading and cartage routes).
 - Parking of vehicles (including on site employees and delivery vehicles).
 - Maintenance of safe pedestrian movement across the site's frontage/s (including people with disabilities).
 - Provide details for the collection and control of Building waste and refuse disposal.
 - Details on the presentation of hoarding to the street.
 - Provide details for tree management.
 - Demonstrate how the general public will be protected from construction activities.
 - Provide details on how the building site will be kept clean and tidy to maintain public safety and amenity.
- A Dust management plan, including in particular:
 - Provide details of sources of dust and particulate emissions.
 - Identify the measures and work practices to be implemented ensuring the release of dust and particulate matter from construction activities does not cause an 'environmental nuisance' (within the meaning of that term set out in the Environmental Protection Act 1994) at any sensitive receptor stated in schedule 1 of the Environmental Protection (Noise) Policy 2019.
 - Identify the procedures to be adopted for monitoring and reporting air emissions.
 - Provide details of complaint response procedures that will be adopted.
 - Identify the procedures to be adopted for revision and review of the dust management plan.
- Noise management plan, including in particular:
 - Identify the measures and work practices to be implemented to ensure noise from construction activities does not cause an 'environmental nuisance' (within the meaning of the term set out in the Environmental Protection Act 1994) at any sensitive receptor stated in schedule 1 of the Environmental Protection (Noise) Policy 2019.
 - Identify the measures and work procedures to monitor noise emissions.
 - Provide details of complaint response procedures.
 - Identify procedures to monitor and review the noise management plan.

Safety

Pedestrian safety has been considered throughout the assessment of the application. Officers have included conditions to ensure a comprehensive pedestrian linkage is facilitated within the subject site and along Courtney Drive and Baileys Mountain Road. Lighting to ensure public safety has been conditioned.

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

Earthworks and treatment of retaining walls – General development provisions code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO9 Earthworks and retaining walls associated with the development do not create a negative visual impact upon neighbouring properties or the streetscape.	AO9 Retaining walls and batters comply with the requirements of SC6.12 City Plan policy – Land development guidelines, Section 3 – Change to ground level standards.

Officer’s comment:

As retaining works and batters are nominated which do not achieve compliance with SC6.12 City Plan policy – Land development guidelines (LDGs), compliance with Acceptable outcome AO9 cannot be achieved. Accordingly, officers have considered the development against Performance outcome PO9.

The preliminary earthworks plans nominate single-tier retaining walls up to 2 metres in height and retaining walls between 2–3 metres as double-tiered. The proposal includes retaining works fronting new public road reserves, which are considered to negatively impact the future amenity of the area. The LDGs allow for retaining walls associated with residential activities up to 1.5 metres in height to a road verge interface. The applicant has nominated retaining works up to 1.6 metres in height along the boundary, with walls above 1.6 metres and up to 2 metres setback 600mm to allow for screening shrub landscaping, and walls above 2 metres and below 3 metres incorporating benching.

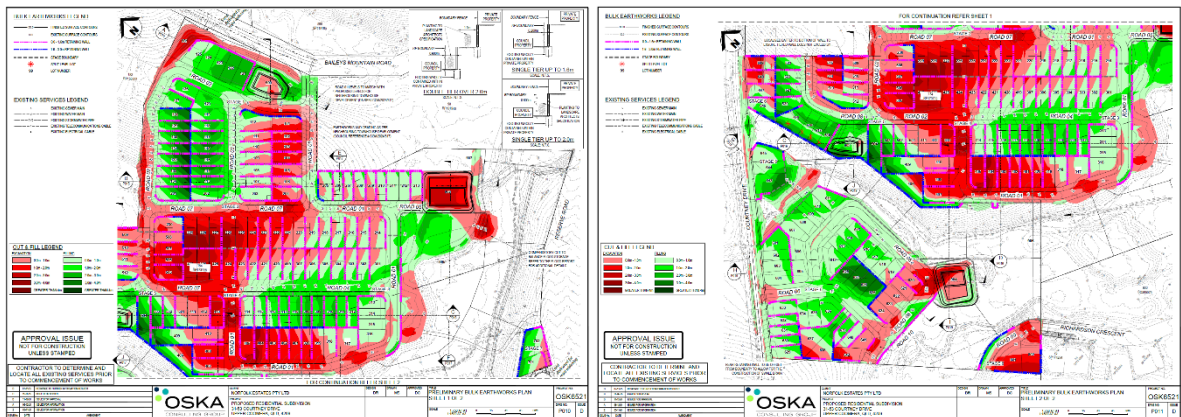


Figure 1: Bulk earthworks drawings (Source: OSKA)

Officers consider allowances for a single-tiered wall to be acceptable at 2 metres instead of benching at 1.5 metres, provided screening shrub planting is incorporated. In addition, retaining works fronting a public road reserve are recommended to be constructed of concrete sleepers to minimise footing impacts to adjacent planting, and sleepers must be charcoal coloured with a textured finish (e.g. split-face or wood pattern etc.).

Outside residential areas, retaining walls are nominated adjoining future drainage reserves (Lots 900, 901, 902, 903 and 904) and the conservation lot (Lot 906). Where retaining walls abut private land, officers recommend conditions requiring walls to be wholly located within private land and a minimum 200mm setback from the interface with future public land.

Conditions will be imposed to ensure retaining walls are designed and located to maintain visual amenity and integrate with public spaces, with appropriate setbacks, design treatments, and

screening. Based on the above, the development is able to meet Performance outcome PO9 of the General development provisions 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 2023					
	Qty			Rate	Gross Charge Amount
Reconfiguring a lot	149	Lots	@	\$ 35,583.91	\$ 5,302,002.59
					\$ 5,302,002.59
Net Charge Summary					
Gross Charge Amount		Applied Credit Amount		Net Charge Amount	
\$ 5,302,002.59		\$ 122,657.73		\$ 5,179,344.86	
Applied credit details	<i>Lot 183 RP156422 standard Lot less sewer & water network, Lot 185 RP173727 standard Lot less sewer & water network. Lot 186 RP13728 standard Lot less sewer & water network, Lot 56 RP162858 standard Lot Less water, Lot 57 RP214370 standard Lot Less water and Lot 58 SP19140 existing lot credits currently reside on MCU/2018/58. This credit can be transferred to this 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 2023. Correspondence in this regard should be directed to Council's Developer Contribution Group via email at dcg@goldcoast.qld.gov.au .</i>				

7 REFERRALS

7.1 Technical advisors

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

Technical advisor area	Conditions/Comments (if not included within report)
Transport Assessment	General - Amended drawings Property - Land dedication – Baileys Mountain Road / Courtney Drive Engineering - New intersection – Baileys Mountain Road / 'Road 1' intersection - New intersection – Courtney Drive / 'Road 6' intersection (roundabout) - Existing roads – Courtney Drive (non-trunk)
Subdivision Engineering	Property Land dedication – Wrights Road

	Engineering • New roads (non-trunk) • Driveways • Footpaths • Street lighting • Electrical reticulation • Telecommunications network • Connection to Permanent survey marks Vehicle access • Vehicle access • Maintenance and finishing of shared vehicle crossing – Lot 519 and 520 Construction Management • Certification of works - Subdivision Engineering • Road names to be submitted
Open Space and Landscape Assessment	General • Amended drawings Trunk Development Infrastructure • Necessary trunk infrastructure (LGIP identified) – Recreation Property • Land transfer Environmental and Landscaping • Landscaping works on private land • Landscaping works within public open spaces • Retaining structures • Boundary fences • Playground and playground equipment • Boundary markers • Works/access within public open space land Engineering • Existing structures and services
Hydraulics and Water Quality	General • Timing • Approved Plans – Civil Engineering Property • Private infrastructure • Requirement to register Council easement/s – “drainage” • Restrictions regarding Council easements and stormwater infrastructure Stormwater Drainage • Stormwater Infrastructure Construction • Overland flow paths and hydraulic alterations Construction Management • Certification of works - Civil Engineering

	Erosion and sediment control plan
Water and Waste	General - Timing - Amended drawings - Amended Plans – Swept Paths Trunk Development Infrastructure - Necessary trunk infrastructure (LGIP identified) – Water - Necessary trunk infrastructure (not identified in the LGIP) – Sewer - Extra payment condition – Sewer Property - Requirement to register Council easement/s – “Sewerage” - Restrictions regarding Council easements and sewer and water supply infrastructure - Requirement to register Council easement/s – “Drainage” - Restrictions regarding Council easements and stormwater infrastructure Sewer and Water Works - Sewer reticulation - Water reticulation - Fire loading – per approved lot Solid Waste Management - Temporary turn around at dead ends - Bin pads Construction Management - Pre-start inspection
Geotechnical Engineering	General - Approved Plans – Geotechnical Construction Management - Certification of works - Geotechnical Engineering - Supervision of works
Environmental and Bushfire Assessment	General - Approved Plans – Bushfire Assessment - General - Approved Plans – Environmental Assessment - Amended Plans – Environmental Assessment Environmental and Landscaping - Vegetation clearing - Koala safe road design
Transport Network	Trunk Transport Infrastructure Necessary trunk infrastructure land (LGIP identified) Necessary trunk infrastructure (non-LGIP identified)

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:

- Four properly made submission/s were received, consisting of three objections and one in support.
- One of the submissions attached a not properly made e-petition consisting of 696 names.

Note: The petition is not properly made as it does not include the addresses of the signatories.

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 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 The current road network is inadequate to accommodate the proposal without substantial upgrades. The development will result in increased traffic impacts which will result in additional congestion and road safety concerns. The development will place pressure on public utilities and community services. The proposed new road(s) may not achieve the necessary safety standards. <i>Note: The preamble to the not properly made 696 signatory petition referenced traffic concerns.</i>	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). The City is also conditioning non-trunk (developer funded) road upgrades to ensure that the development is adequately serviced by the surrounding road network. This includes the upgrade and realignment of Courtney Drive in accordance with the Overall outcomes of the Emerging communities zone. Additional conditions requiring the dedication of land for the purpose of future road upgrades have been imposed. The development application has been supported by a Traffic Engineering Report prepared by Colliers which concludes that the development, subject to conditions, will not result in an unacceptable impact to the surrounding road network. A review of the development's impacts on the surrounding infrastructure networks concluded that the additional demand anticipated from the development can be accommodated, subject to delivery of both non-trunk and trunk infrastructure. A new local park is proposed to accommodate the open space recreational needs of the locality. All new roads must be constructed to meet the necessary design and safety standards. Delivery of trunk sewer infrastructure through the premises, necessary to service the greater Courtney Drive catchment, is required to be delivered in the first stage of the development The development delivers recognised key trunk infrastructure which services the greater Courtney Drive catchment in a manner which does not fetter the continued development on third party allotments in the same Emerging Community catchment.
Stormwater and flooding Stormwater management is a critical concern but the development does not provide adequate technical reporting.	The development must be carried out in accordance with the approved Conceptual Stormwater Management Plan prepared by OSKA Consulting Group and the Hydraulic Impact Assessment prepared by Biome Water and Environmental Consulting which has been assessed and endorsed by officers.

• Ecology – Protection of native species. There is remnant vegetation and Koala habitat which should be protected, or impacts addressed. <i>Note: The preamble to the not properly made 696 signatory petition predominately included concerns regarding environmental matters.</i>	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. The 5.3 hectare 'environmental open space' lot will be rehabilitated to increase the number of koala feed trees across the site 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 The development is located in a bushfire-prone area but does not provide adequate technical reporting.	Consideration of bushfire impacts has been included in assessment and endorsement of the necessary rehabilitation requirements. Bushfire Mitigation Report prepared by Eldon Bottcher Architect Pty Ltd. The development provides appropriate buffers/separations to areas identified as being within a Bushfire hazard area and the development will not exacerbate Bushfire hazard risk to external properties.
• Planning scheme compliance The development must provide adequate technical reporting to support the development. The 'draft plan for future development of 'Courtney Drive West Precinct' covers land not part of this application.	The development application has been supported by a number of technical reports. Additional reporting and detailed design will be undertaken within the operational works phases of the development. City officers understand the reference to 'draft plan for future development of 'Courtney Drive West Precinct'' as identified in the submission to refer to the proposed 'Structure Plan' provided by the Applicant. The Structure Plan assists conceptualising the intended development of the locality and assists in determining a development layout and infrastructure planning. The Structure Plan has not been included within the conditioned drawings / plans for this development.

9 CONCLUSION

Council is in receipt of an application for a Development permit for Reconfiguring a lot for a 7 into 195 lot subdivision (including 187 residential lots, 5 drainage lots, 2 open space lots, 1 environmental lot, and new public roads) at 176 & 202 Baileys Mountain Road, 31, 41 & 53 Courtney Drive, and 288 & Lot 57 Reserve Road, Upper Coomera.

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:

Vehicle crossing location

Vehicle access to the development site (proposed lots 519 and 520) must be from a shared (single) vehicle crossing. Separate accesses are not permitted.

The shared (single) vehicle crossing to proposed lots 519 and 520 must be in the location identified in the conditions of the ROL Development Permit (ROL/2024/116). A copy of Council's Decision Notice is available for viewing on Council's website www.goldcoastcity.com.au/pdonline

Vehicle crossing maintenance

Owners and intended purchasers are advised the property uses a shared (single) vehicle crossing with the neighbouring property for vehicle access.

Under the obligations of *Local Law No. 11 (Roads and Malls) 2008*, the owners of each property are, at all times, responsible for the maintenance of the shared (single) vehicle crossing ensuring it is in a sound and safe state of repair.

Refer to Council of the City of Gold Coast's Decision Notice ROL/2024/116. for conditions relating to the shared (single) vehicle crossing.

A copy of Council's Decision Notice is available for viewing on Council's website www.goldcoastcity.com.au/pdonline

Fire loading

There are development approval conditions applicable in relation to fire loading on this lot / subsequent lots. Fire loading for this lot / subsequent lots must not exceed 15L/s for 4 hours. All property owner(s) must ensure compliance with these conditions. Refer to Council of the City of Gold Coast's Decision Notice (ROL/2024/116). A copy of Council's Decision Notice is available for viewing on Council's website www.goldcoastcity.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 ROL/2024/116. 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 ROL/2024/116. 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 approves (with conditions) the issue of a Development permit for Reconfiguring a lot for a 7 into 195 lot subdivision (including 187 residential lots, 5 drainage lots, 2 open space lots, 1 environmental lot, and new public roads) at 176 & 202 Baileys Mountain Road, 31, 41 & 53 Courtney Drive, and 288 & Lot 57 Reserve Road, Upper Coomera in accordance with the Attachment entitled: Decision notice – Approval.

Author:

Kyra Reid & Alexa Brown

A/ Senior Planner

August 2026

Authorised by:

Roger Sharpe

Manager Planning Assessment