



Town Planning Report

Residential subdivision

17 Courtney Drive, Upper Coomera

Prepared for Courtney Upper Coomera Developments Pty Ltd

Our Reference: 13087

6 May 2026



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Havill**

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Document Issue

Issue	Date	Prepared By	Checked By
Draft (for QA)	30 March 2026	AH	AM
Draft (for client review)	30 March 2026	AH	HW/BC
Final (for lodgement)	6 May 2026	AH	AH



Executive Summary

This report is written on behalf of Courtney Upper Coomera Developments Pty Ltd who seek to develop land situated at 17 Courtney Drive (Corner of Baileys Mountain Road), Upper Coomera for the purposes of a residential subdivision. In particular, the proposal will involve 63 low density residential lots, new road and drainage reserve, delivered in three (3) stages.

The subject site is included in the Emerging Community (Upper Coomera Precinct) Zone and is impacted by a number of State and Local overlays, notably Environmental significance and Bushfire hazard. It is also impacted by the proposed Baileys Mountain Road and Courtney Drive intersection upgrade.

To facilitate the intended development across the site, this application seeks approval for the following aspects of development:

- Reconfiguring a Lot (Development Permit)

The proposed development is assessable development requiring Impact assessment. In accordance with the requirements of the Planning Act the application will be required to be publicly notified.

The State Assessment and Referral Agency (SARA) is a Referral Agency for development interfering with koala habitat in koala habitat areas outside koala priority areas. There are no non-SARA Referrals for the application.

Relevantly, the subject site is adjoined at its western and southern boundaries by the proposed residential subdivision by Norfolk Estates Pty Ltd ATF The Solander Investments Unit Trust (Council reference: ROL/2024/116). Part of this land is included in the application as it facilitates access, stormwater discharge and sewerage connection.

This application is supported by a number of technical reports/plans, including:

- Appendix A - Property searches
- Appendix B - Contour and detail survey and Identification survey
- Appendix C - Ecological Assessment Report & SDAP Code 25 Response
- Appendix D - Bushfire Mitigation Report
- Appendix E - Geotechnical & Landslide Risk Report
- Appendix F - Subdivision proposal plan
- Appendix G - Engineering Infrastructure Report
- Appendix H - Stormwater Management Plan
- Appendix I - Traffic Impact Assessment
- Appendix J - Noise Impact Assessment
- Appendix K - Landscape Concept Plan
- Appendix L - Codes



Having regard to the subject site and surrounds, the proposed development and the relevant planning framework, the following key considerations have been identified:

- Ecological impacts
- Residential density
- Stormwater management
- Earthworks
- Transport and traffic

This Town Planning Report, and supporting documents, have assessed the proposed development against the provisions of the Planning Scheme and other relevant legislation. We believe the development is consistent with the Planning Scheme and is appropriate for the locality. It is therefore recommended that the development application be approved, subject to relevant and reasonable conditions.



Project Summary

Property Summary

Site Address	17 Courtney Drive (Corner of Baileys Mountain Road), Upper Coomera Queensland 4209 and including 176 Baileys Mountain Road, Upper Coomera (for the purposes of drainage discharge)
Real Property Description	Lot 182 RP156422 and including Lot 183 RP156422 (only for the purposes of drainage discharge)
Site Area and Frontage	3.3410ha (Lot 182) frontage to Baileys Mountain Road and Courtney Drive
Easements / Encumbrances	Nil (Lot 182)
CLR / EMR	N/A
Land Owners	Ying Yuan and Mo Chen Norfolk Estates Pty Ltd
Local Government	Gold Coast City

Planning Framework Summary

State Interests (SPP)	Biodiversity - MSES - Regulated vegetation (intersecting a watercourse) - MSES - Regulated vegetation (essential habitat) - MSES - Wildlife habitat (koala habitat areas - core) - MSES - Wildlife habitat (endangered or vulnerable) - MSES - Wildlife habitat (special least concern animal) Natural Hazards Risk and Resilience - Flood hazard area - local government flood mapping area - Bushfire prone area
Regional Plan and Land Use Category	SEQ Regional Plan – Urban Footprint
Planning Scheme	Gold Coast City Plan v12
Zone	Emerging community, Upper Coomera Precinct
Neighbourhood/Local Plan	N/A
Draft Planning Instruments	Draft New Planning Scheme
Applicable Overlays	Airport environs – Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces Bushfire hazard area – Potential Impact Buffer Dwelling house overlay area Environmental significance – MSES – priority species – Koala habitat areas



	Environmental significance – wetlands and waterways – MSES – wetlands and waterways Environmental significance – wetlands and waterways – Buffer area Environmental significance – wetlands and waterways – MLES – wetlands and waterways – Watercourse 30m buffer area Landslide hazard – Landslide hazard moderate
TLPIs	N/A
Other	LGIP – future trunk sewerage gravity mains Mountain Baileys Road/Courtney Dve upgrade Adjoining ROL/2024/116

Application Summary

Description	Residential subdivision in three (3) stages
Type of Approval Sought	Reconfiguration of a lot (Development Permit)
Assessment Manager	Gold Coast City Council
Category of Assessment	Impact (Public notification period 15 days)
Referral Details	State Assessment and Referral Agency (SARA) Schedule 10, Part 10, Subdivision 1 - development interfering with koala habitat in koala habitat areas outside koala priority areas

Applicant Details

Applicant	Courtney Upper Coomera Developments Pty Ltd c/- Saunders Havill Group 9 Thompson Street Bowen Hills QLD 4006
Contact	Anna Havill Telephone: (07) 3251 9423 Email: annahavill@saundershavill.com

Project Team

Applicant / Developer	Courtney Upper Coomera Developments Pty Ltd
Town Planning	Saunders Havill
Urban Design	Saunders Havill
Surveyor	Saunders Havill
Ecologist	Saunders Havill
Landscape Architect	Saunders Havill
Civil Engineer	OSKA Consulting Group
Traffic Engineer	Modus
Acoustic Consultant	ATP Consulting
Bushfire Consultant	EBA Bushfire Mitigation Planner



Supporting Information

This application is supported by the following plans/documents:

Report / Plan	Scope	Location
Property searches	Registered Plan and Titles	Appendix A
Contour and detail and Identification survey Prepared by Saunders Havill	Contour and detail survey of site and Identification Survey, confirming site boundaries	Appendix B
Ecological Assessment Report and SDAP Code 25 Response Prepared by Saunders Havill Group	The purpose of this report is to present the outcomes of field surveys, identify environmental site constraints, assess the potential of the project to impact on ecological features and respond to relevant planning scheme environmental performance objectives. It includes a full site Tree Plot/schedule and waterway assessment. A State Code 25 assessment and Koala Management Plan is included.	Appendix C
Bushfire Mitigation Report Prepared by EBA Bushfire Mitigation Report	This Report provides a site specific bushfire risk assessment of the site for the proposed development and includes a risk management plan.	Appendix D
Subdivision Proposal Plan Prepared by Saunders Havill	Concept layout of proposed development.	Appendix E
Landscape Concept Plan Prepared by Saunders Havill	Concept proposal of landscaping elements.	Appendix F
Engineering Infrastructure Report Prepared by Oska	The purpose of this report is to demonstrate that the proposed development can be connected to Council's existing stormwater drainage, sewerage, water systems and other utility services and also considers earthworks, sediment & erosion controls, roadworks. It includes a Preliminary Bulk Earthworks Plan & sections, Preliminary Roadworks Plan & sections and Preliminary services plan.	Appendix G
Stormwater Management Plan Prepared by Oska	This report is a Conceptual Stormwater Management Plan and sets out the conceptual planning, layout and design of stormwater management (quantity and quality) infrastructure for both the construction and operational phases of the proposed development.	Appendix H



Geotechnical Investigation and Landslide Risk Assessment Prepared by Qualtest Geotechnical & Laboratory	This report sets out a broadscale geotechnical investigation and landslide risk assessment for the site and includes recommendations in relation to earthworks and landslide risk mitigation strategies.	Appendix I
Traffic Impact Assessment Prepared by Modus	This report assesses the traffic and transport engineering components of the proposed development, including but not limited to the existing road network, planned upgrades, access, internal road layout, servicing and external traffic impacts.	Appendix J
Noise Impact Assessment Prepared by ATP	This report sets out the findings of a road traffic noise assessment for the site/proposed development and identifies appropriate mitigation measures.	Appendix K
Code assessments	Strategic framework elements, Reconfiguring a Lot code and Landslide Overlay code	Appendix L



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1. Introduction

Saunders Havill Group has been engaged by Courtney Upper Coomera Developments Pty Ltd (the Applicant) to prepare this development application. The development application seeks approval for the following aspects of development:

- Reconfiguring a lot (Development Permit)

The application is made over land located at 17 Courtney Drive, Upper Coomera Queensland 4209, formally described as Lot 182 RP156422 (the 'subject site'). Land at 176 Baileys Mountain Road (Lot 183 RP156422) is also included in the application for the purposes of stormwater discharge, road access and sewerage connection.

The application is subject to Impact assessment and a referral to the State Assessment and Referral Agency (SARA) for development interfering with koala habitat in koala habitat areas outside koala priority areas.

This Town Planning Report assesses the proposal against the relevant provisions of the Gold Coast City Plan v12 (the Planning Scheme), the *Planning Act 2016* (the Planning Act) and other relevant legislation.

This report is accompanied by the following specialist reports/plans:

- Appendix A - Property searches
- Appendix B - Contour and detail survey and Identification survey
- Appendix C - Ecological Assessment Report & SDAP Code 25 Response
- Appendix D - Bushfire Mitigation Report
- Appendix E - Geotechnical & Landslide Risk Report
- Appendix F - Subdivision proposal plan
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2. Site Analysis

2.1. Site Location

The subject site is located at 17 Courtney Drive (Corner of Baileys Mountain Road), Upper Coomera Queensland 4209. The site is more formally described as Lot 182 RP156422. The site has a total area of 3.341ha and has a frontage of approximately 280m to Courtney Drive and approximately 140m to Baileys Mountain Road.

Adjoining land at 176 Baileys Mountain Road and 31 Courtney Drive (properly described as Lot 183 RP156422 and Lot 184 RP173727) is also included in the application only on account of stormwater discharge, road access and sewerage connection and as required by Gold coast City Council.

The following aerial photo extract shows the location of the subject site:



Figure 1: Site location plan (Source: Qld Globe)

Property searches, including the Registered Plans and Current Titles Searches are included within **Appendix A.**

2.2. Development Approval History

2.2.1 Subject Site

The following development application/approval history is relevant to the subject site:

- ROL/2023/1 – 1 into 2 lot subdivision , approved 18 April 2023 and subsequently changed via MIN/2024/60 as per the following proposal plan extract:

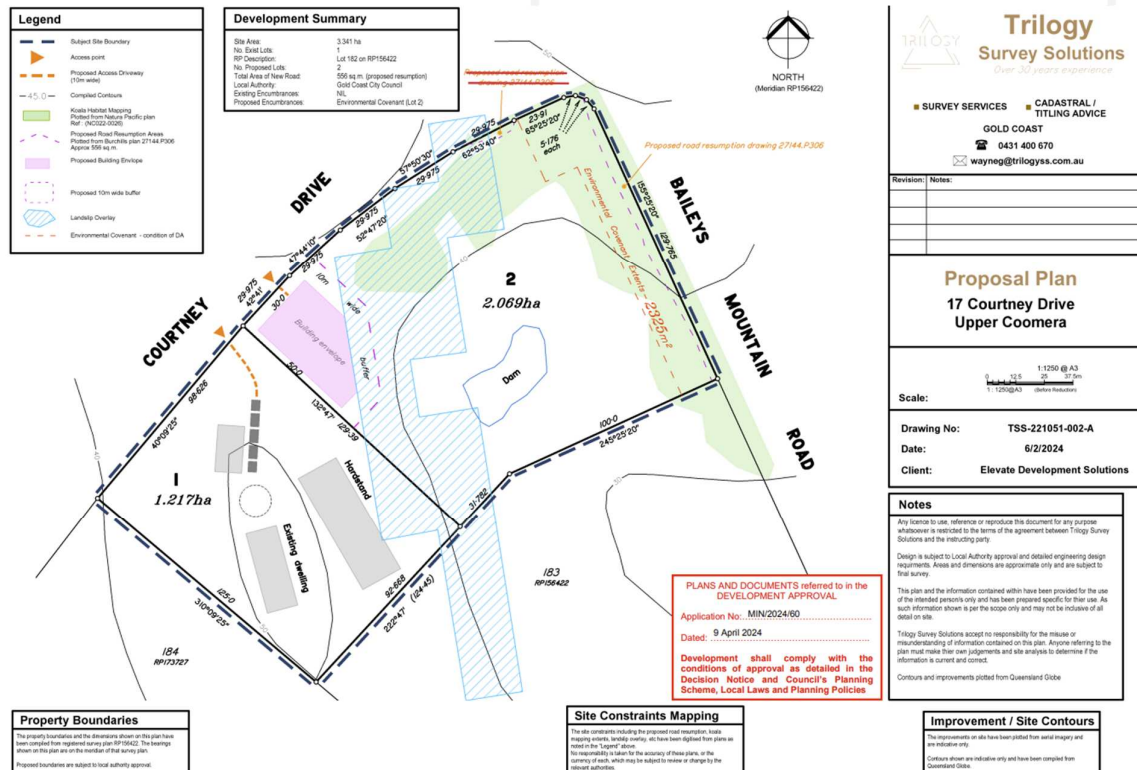


Figure 2 - Approved 1 into 2 lot ROL plan (ROL/2023/1)

2.2.2 Surrounding Sites

The following development application/approval history for adjoining sites is of particular note:

- ROL/2024/116 (Norfolk Estates Pty Ltd) – 41-53 Courtney Drive - made in relation to adjoining land and sharing boundaries with the subject site as per the following proposal plan extract:



Figure 3 - Proposal Plan for adjoining land (Gold Coast PD Online)

This application proposes 187 residential lots, new road, open space (environmental), a local park (trunk) and drainage reserve in stages. Importantly, it provides for road linkages to 17 Courtney Drive and facilitates road access to the Stage 2 lots for 17 Courtney Drive.

This application is within the Public Notification stage of the development assessment process.

- COM/2019/82 (HB Qld Pty Ltd) on land at 79 Courtney Drive, Upper Coomera –

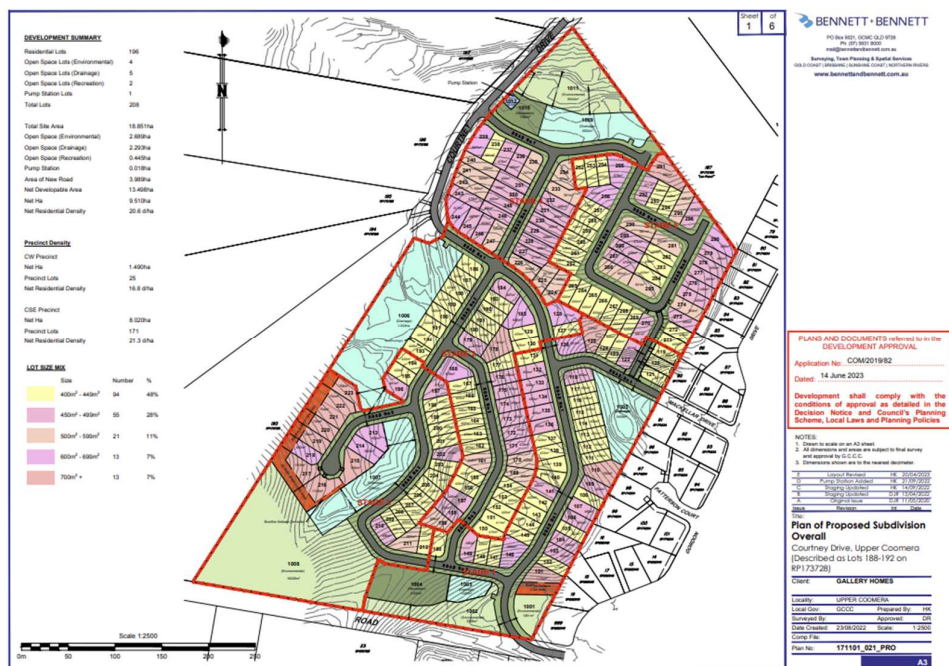


Figure 4 - Approved plan extract - 79 Courtney Dve, Upper Coomera (Gold Coast PD Online)

This development is under construction, with Stage 1 complete and Stage 2 under construction, as evidenced by the following aerial image extract:



Figure 5 - HB Qld Stage 1 complete (Source: Qld Globe)



- COM/2024/317 (MG Land Pty Ltd) – proposed Multiple dwelling (73 townhouses), boundary realignment, earthworks and tree works on land at 202 Baileys Mountain Road as per the following site plan extract:



Figure 6 - Proposed site plan extract (Gold Coast PD Online)

This application is currently subject to a Further Advice Notice.

2.3. General Site Observations

A site inspection has been carried out and the following observations, as relevant to the proposal, are made:

Characteristic	Observation
Existing land uses	Dwelling house and associated outbuildings constructed dam - acreage
Adjoining land uses	176 Baileys Mountain Road – vacant 31 Courtney Drive – dwelling house and associated outbuildings - acreage
Surrounding land uses	Emerging residential – mix of Dwelling houses and Multiple dwellings (townhouses)
Topography	Part of the site falls towards the western corner at Courtney Drive, with the majority falling towards the drainage channel and constructed dam towards the south – see contour and detail survey at Appendix B and plan extract below at Figure 7 .
Vegetation	Predominantly towards the Courtney Drive/Baileys Mountain Road frontage of the site – see tree plot included in the Ecological Assessment Report at Appendix C .
Access	Existing access from Courtney Drive





Figure 7 - Contour and detail survey (see full copy at Appendix B)

2.4. Geotechnical Investigation & Landslide Risk Assessment

A Geotechnical Investigation and Landslide Risk Assessment Report, prepared by Qualtest Geotechnical & Laboratory accompanies this application at **Appendix I**. The assessment considers subsurface conditions, includes a landslide risk assessment, considers geotechnical issues or constraints for development; and include drainage recommendations. Notably, the report concludes:

- The regional geological maps indicate that the site lies within the Neranleigh-Fernvale beds (DCf) geological unit. The boreholes drilled onsite encountered topsoil and slopewash overlying residual soils that grade into weathered sandstone rock at shallow depths. The depth to top of rock varied across the site, ranging from 0.3 to 1.5m bgl.
- The site has been assigned a Class P, given the current slopes, the susceptibility to landslide events, proposed fill heights and the planned removal of trees.
- The clays in the underlying soil profile were established to have a typical potential ground movement of between 10 to 30mm under normal moisture conditions, which corresponds to a Class S to M site in accordance with AS2870-2011.
- The slope stability (landslide) assessment has been conducted, and the site, in its current state, has been assigned a "Low to Moderate" landslide risk category.



2.5. Ecological assessment of site

An Ecological Assessment Report accompanies this application in full at **Appendix C** and provides a comprehensive assessment of the site environmental values as well as the impacts of the proposal development. As part of the assessment a desktop analysis and field assessment was undertaken, including: an observational survey for significant flora & fauna, habitat trees and biodiversity values; ground-truthing of vegetation communities; waterway delineation' scat meander (koala); GPS tree plot; and koala habitat and SAT surveys.

From an ecological perspective, the following general site observations are made:

- The vast majority of the site is mapped as Category X (non-remnant) vegetation with a small portion of Category C (high-value regrowth) vegetation along the eastern boundary of the site. Field observations identified this area to be reflective of mapped RE 12.11.24 where characteristics of highly disturbed vegetation were observed. Invasive and regrowth species were identified throughout the tree, shrub and ground layer.
- Connectivity value in all directions is considered highly limited due to surrounding Baileys Mountain road and Courtney Drive in the east and north respectively, and similar sized cleared lots to the south and west limiting fauna movement off site.
- One CoGC local mapped 'minor' waterway is present across the site. This waterway lacks any definable waterway features and at best reflects a low-lying drainage channel which reflects the Water Act 2014 drainage feature mapping. This waterway is proposed to be removed due to lack of any discernible waterway features as well as the likely removal of downstream features for a neighbouring development.
- The site is situated outside of a Koala Priority Area however Koala habitat is mapped on-site along the eastern boundary. Potential Koala habitat was confirmed in the east, though NJKHTs were sparse with the area dominated by Acacia regrowth. At present, impacts to Koala Habitat require referral to SARA where a report addressing SDAP Code 25: Development in Southeast Queensland Koala Habitat Areas will be provided within the development application.
- A total of ninety seven (97) species of flora were detected on-site during surveys, inclusive of forty-nine (49) native species and forty-eight (48) exotic/weed species.
- Thirty-seven (37) fauna species were observed on-site or as fly-over species; thirty-five (35) birds and one (1) amphibian. All species recorded are considered species common to the local area.
- No EPBC or NCA threatened flora or fauna species were observed on-site.
- Whilst some vegetation with Koala habitat values was confirmed to occur on site, no direct (sightings) or indirect (scats) evidence of Koala presence was recorded during site surveys.



2.6. Bushfire assessment of site and surrounds

The subject site and surrounds is impacted by Bushfire mapping as shown on the following Gold Coast City Plan Bushfire hazard area overlay map extract:



Figure 8 - Bushfire mapping (Gold Coast interactive mapping)

Existing vegetation in the eastern part of the site is mapped as 'medium potential bushfire hazard' and most of the balance of the site is within a 'potential impact buffer'. Vegetation on land north of Courtney Drive is mapped as 'high potential bushfire hazard' and 'very high potential bushfire hazard'.

A Bushfire Mitigation Report accompanies this application at **Appendix D**. It describes the predominant vegetation as 'moist to dry eucalypt woodland on coastal lowlands and ranges' however as it is proposed to be removed it poses no bushfire threat. Assessment of surrounding mapped bushfire risk areas also confirms it is either 'no threat' or 'threat vegetation is more than 100m from the subject site'.

2.7. Existing and/or planned civil infrastructure

The existing infrastructure arrangements are summarised below (see also the Engineering Infrastructure Report and Stormwater Management Plan Report at **Appendix G** and **Appendix H**):

Network	Comments
Stormwater	Planned stormwater infrastructure as part of ROL/2024/116 and as part of proposed development at 17 Courtney Drive
Water	In accordance with Council's "WSSIP Planned Water Supply Infrastructure" a trunk watermain extension along Baileys Mountain Road and along Courtney Drive will be constructed
Sewer	There is an existing Ø225mm PVC sewer main within Baileys Mountain Road that runs to the south towards Old Coach Road.
Gas	Available within vicinity of the site – transmission pressure line in Baileys Mountain Road
Electrical	Available along Courtney Drive
Telecommunications	Available along Courtney Drive and Baileys Mountain Road

2.8. Planned road infrastructure

The upgrade of the Baileys Mountain Road and Reserve Road intersection identified in the LGIP (TRN_INT_0030) is scheduled for the 2036 estimated timing cohort and given that it is outside the 10 year design horizon, there is no requirement for it to be delivered as part of the development, however preliminary show earthworks batters into the subject site as per the following plan extracts:

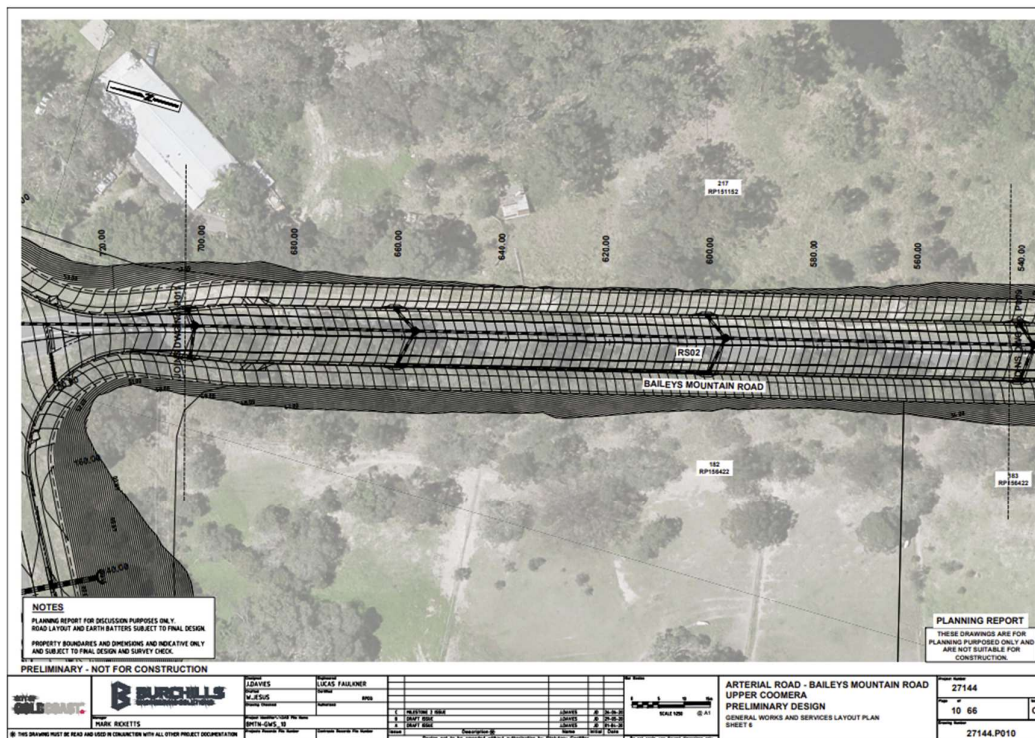


Figure 9 - Extract from Preliminary Design for Baileys Mountain Road upgrade adjoining subject site



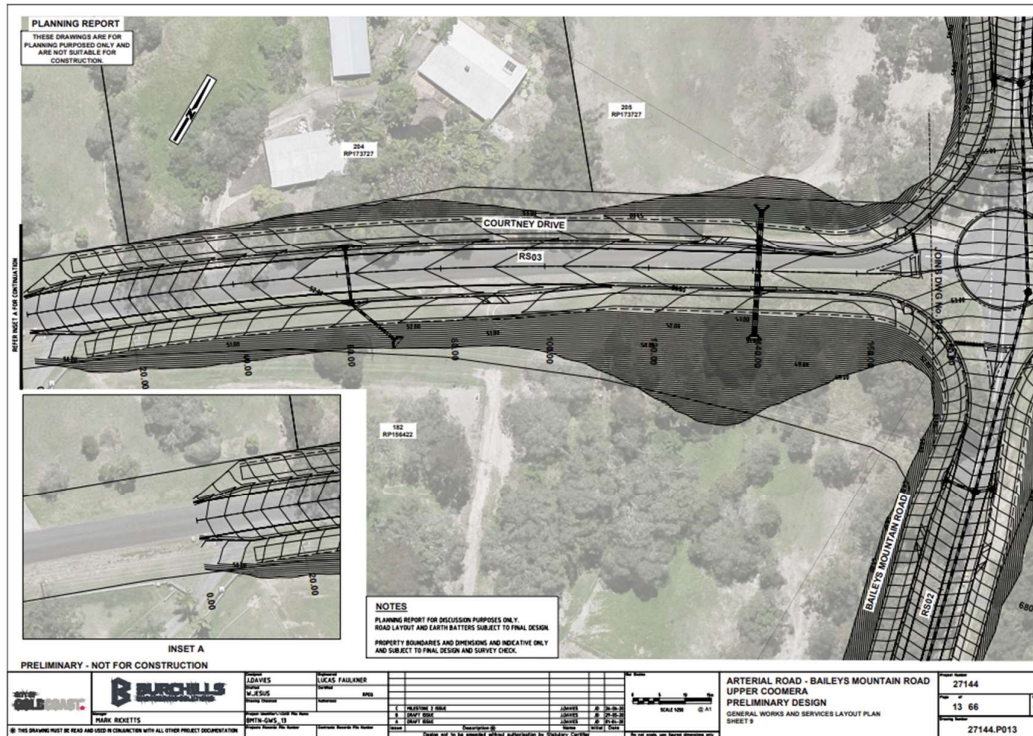


Figure 10 - Extract from Preliminary Design for Baileys Mountain Road upgrade adjoining the subject site

In addition, the following 'land acquisition plan' extract shows the extent of land impacted by the proposed batters -

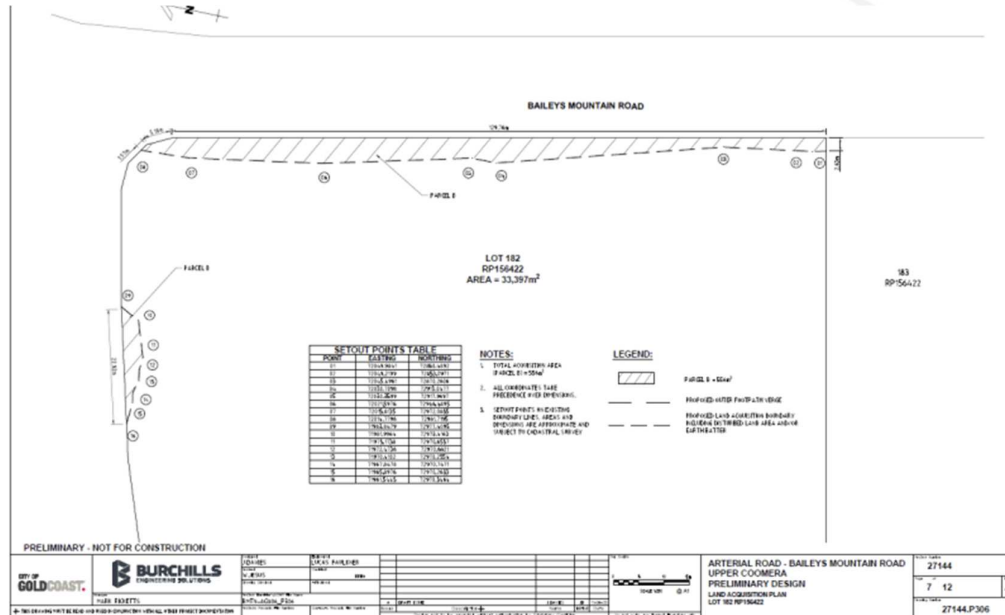


Figure 11 - Land acquisition plan extract (Prelodgement minutes from Council)

It is also relevant to note that the proposed works will result in removal of the majority, if not all, of the existing vegetation in the road reserve at the site's Courtney Drive and Baileys Mountain Road frontages.



2.9. Site Photos

The following photographs are of the site and surrounds:



Figure 12 - Courtney Rd frontage - view to south-west



Figure 13 - Site's Courtney Dve frontage - view towards Baileys Mountain Road intersection



Figure 14 - Baileys Mountain Road - subject site to right of image (view to south)



Figure 15 - subject site - view to west towards constructed dam



Figure 16 - Subject site - view to west towards existing dwelling



Figure 17 - Subject site



Figure 18 - Existing house on subject site



Figure 19 - Constructed dam on subject site



Figure 20 - Subject site - view towards constructed dam in 176 Mountain Baileys Road



Figure 21 - view to Baileys Mountain Road

3. Prelodgement discussions

A formal pre-lodgement meeting was carried out with Council on 14 October 2025. The key matters discussed at the pre-lodgement discussions and the proposal's response to these matters is provided in the table below.

Matter for discussion	Response
The proposed layout – generally and including only the pedestrian connection to the south, with reliance on road connection to the west	Council were generally supportive of the layout, however in response to items discussed, and as a result of further engineering design, a number of changes have been made, including: ▪ Incorporation of 5m pedestrian link to Courtney Drive ▪ The detention/bioretenion basin has been relocated ▪ Area of new road has been slightly reduced
Proposed density – being 25 dwellings per hectare	The proposal maintains a dwelling density of approximately 25 dwellings per hectare, which whilst slight higher than the Acceptable Outcome of maximum 23 dwellings per hectare, still results in an efficient layout and use of infrastructure. It is understood that Council's current practice is to accept Plan of Developments through the Referral Agency assessment process towards the end of the Reconfiguring a Lot process and once lot layouts are finalised.
The proposed Courtney Drive/Baileys Mountain Road upgrade to the extent it impacts the site and timing for planned works;	Preliminary plans for the proposed Courtney Drive/Baileys Mountain Road upgrade have been provided and show earthworks batters into the subject site. Council indicated they were open to considering retaining at boundary in lieu of a land dedication and details have been provided as part of this application for further discussion with Council. All retaining structures are within the site's boundaries and will maintain an appropriate interface with Baileys Mountain Road.
Trunk vs non-trunk infrastructure impacting the site / proposed Development.	As noted above, the Applicant is proposing to retaining at the site's Baileys Mountain Road frontage in lieu of dedicating land for the future earthworks batters associated with the Baileys Mountain Road upgrade. The Applicant does not support the non-trunk external roadworks conditions proposed by Council as being reasonable or relevant to the proposed 63 lot subdivision.
Civil servicing	Lots 54-63 are included in a separated stage which will be delivered only after roadworks and civil services have been constructed in 176 Baileys Mountain Road.
Technical supporting information	Reports/plans requested by Council form part of this application.



4. Development Proposal

4.1. Proposal Intent

To make a positive contribution to housing supply via the logical expansion of urban development within the Emerging Community (Upper Coomera Precinct) and via an efficient & integrated layout that appropriately balances site constraints and has proper regard to the proposed Courtney Drive/Baileys Mountain Road upgrade as well as adjacent development.

4.2. Proposal Summary

The proposal will deliver 63 residential lots, new road (16.5m reserve width), pedestrian links to Courtney Road and to the adjacent development to the south, as well as a lot for drainage purposes. The proposal will be delivered in two stages, with stage 2 proceeding only once road/services within adjoining 176 Courtney Drive has been delivered (as part of ROL/2024/116) and Stage 1b dependent on sewerage infrastructure to be delivered as part of Norfolk Estate's Stage 6. The proposed subdivision involves residential lots ranging in size from approximately 300m² to 1,040m² and a resultant residential density net of approximately 25 dwellings per hectare.

A full copy of the subdivision proposal plan is shown in the below extract and a full copy is included at **Appendix E**:

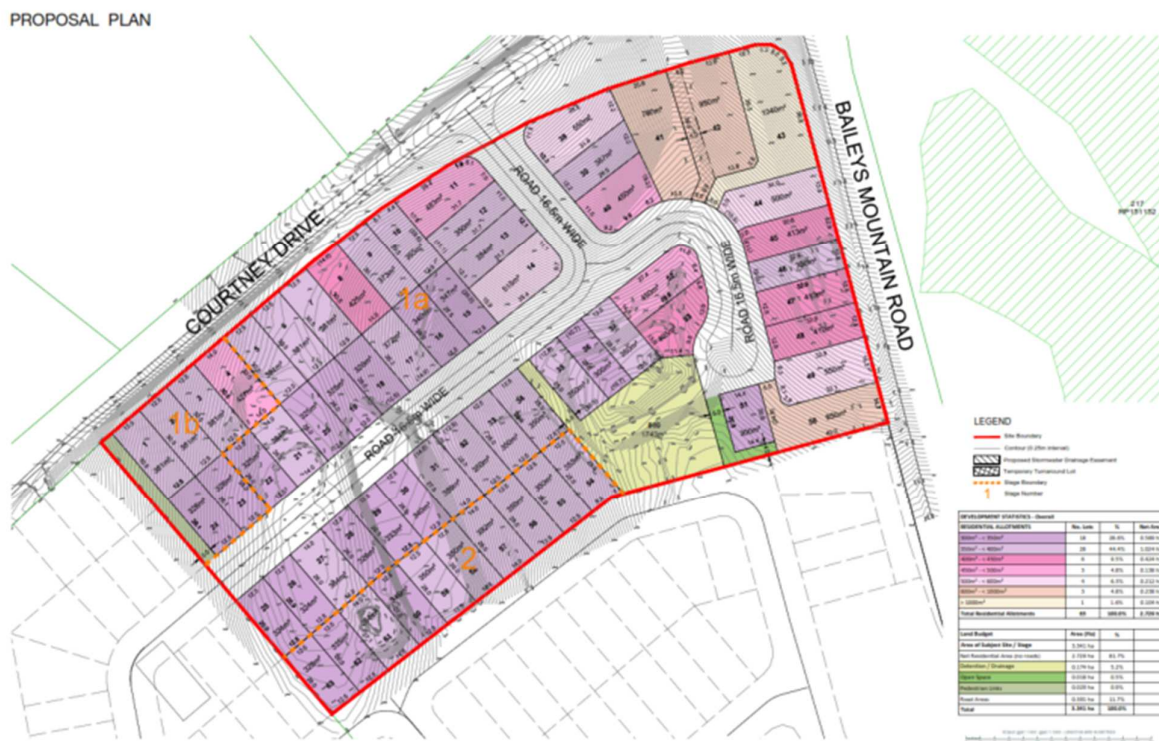


Figure 22 - Subdivision Proposal Concept Plan extract

4.3. Proposal Details

The specific details of the proposal are included below:

Stage	Area	Description	No. of Lots	Area of Road	Area of Park	Area of Drainage Reserve
1a	2.736ha	Residential lots, new road, pedestrian link (to the south) and drainage reserve	47 – ranging in size from 324m ² – 1040m ²	0.391ha	n/a	1,743m ²
1b	0.251ha	Residential lots, pedestrian link (to Courtney Drive)	6 – ranging in size from 326m ² to 427m ²	nil	n/a	n/a
2	0.354ha	Residential lots fronting road to be delivered as part of ROL/2024/116	10 – ranging in size from 328m ² to 384m ²	n/a	n/a	n/a
TOTAL	3.341ha	Residential lots, new road, pedestrian links and drainage reserve	63	0.391ha	n/a	0.174ha

Whilst the majority of lots adopt a frontage of 12.5m, the layout incorporates 3 rear lots and 6 lots that have narrower frontages. 14m frontages are dispersed such that there are no more than 3 x 12.5m wide lots in a row.

4.4. Proposed transport and traffic arrangements

The application is accompanied by a Traffic Impact Assessment, prepared by Modus, included in full at **Appendix J**, however following is a summary of the key transport and traffic considerations relevant to the proposal:

- Access is via a single new road connection from Courtney Drive, located to optimise sight distances, noting compliance to the east, albeit a slight reduction to the west (with recommended signage to encourage reduced speeds);
- the proposed new road is a 16.5m wide residential access street that connects to the west to new road to be delivered under ROL/2024/116 and terminates as a cul-de-sac (18m radius) towards the site's southern boundary;
- Rear lots are minimised and the majority of proposed lots have a frontage of 12.5m or more such that on-street car parking can be readily accommodated between crossovers;
- The internal road network adequately accommodates the largest design vehicle as demonstrated by the swept path assessment;
- It is understood that Courtney Drive will be required to be upgraded to a Residential collector street standard for the full length of the site frontage; and
- A Basic Right (BAR) and Basic Left (BAL) turn treatment is proposed.



4.5. Proposed servicing arrangements

An Engineering Infrastructure Report and Stormwater Management Plan accompanies this application (see **Appendix G** and **Appendix H**), however following is a summary of the proposed servicing arrangements for the proposed development:

Network	Proposal
Stormwater	The majority of the captured stormwater from the proposed subdivision is to be directed to a bioretention-detention basin within proposed Lot 800.
Sewer	▪ The majority of the proposed lots (5-22 and 25-53) will connect to the 225mm dia. PVC sewer main within Baileys Mountain Road. ▪ Lots 1-4 and 23-24 will connect to a proposed sewer main within Courtney Drive to be constructed with ROL/2024/116. ▪ Lots 54-63 will connect to proposed sewer main also delivered as part of ROL2024/116.
Water	A trunk watermain extension is to be constructed along Baileys Mountain Road and along Courtney Road, creating a closed loop water network.
Electrical, Telstra and Gas	Electrical services are available along Courtney Drive. Telecommunication services are available along Courtney Drive and Baileys Mountain Road. Gas services are available along Baileys Mountain Road.

4.6. Earthworks - preliminary

A combination of cut and fill is proposed to construct the roadways, allotment pads and to direct overland flow to the proposed bioretention-detention basin. In addition, retaining walls will be required to minimise slopes across the proposed lots. Where retaining walls are generally higher than 1.6m, they will be tiered. Preliminary bulk earthworks plan and sections are included in full within the Engineering Infrastructure Report at **Appendix G** and an extract of the Preliminary bulk earthworks plan is included at **Figure 23**.

Importantly, in lieu of a road dedication along the site's Baileys Mountain Road frontage, to facilitate earthworks batters associated with the planned Baileys Mountain Road upgrade, it is proposed to retain at this boundary. The Preliminary bulk earthworks plan nominates a 2-3m double tier retaining wall at the site's Baileys Mountain Road frontage.

In addition, the Geotechnical Report, prepared by Qualtest (**Appendix I**) includes recommendations to mitigate landslide risk including but limited to recommendations in relation to fill, fill placement, cut & fill batter support and retaining walls. Further details will be resolved at the detail design/Operational Works stage of development.



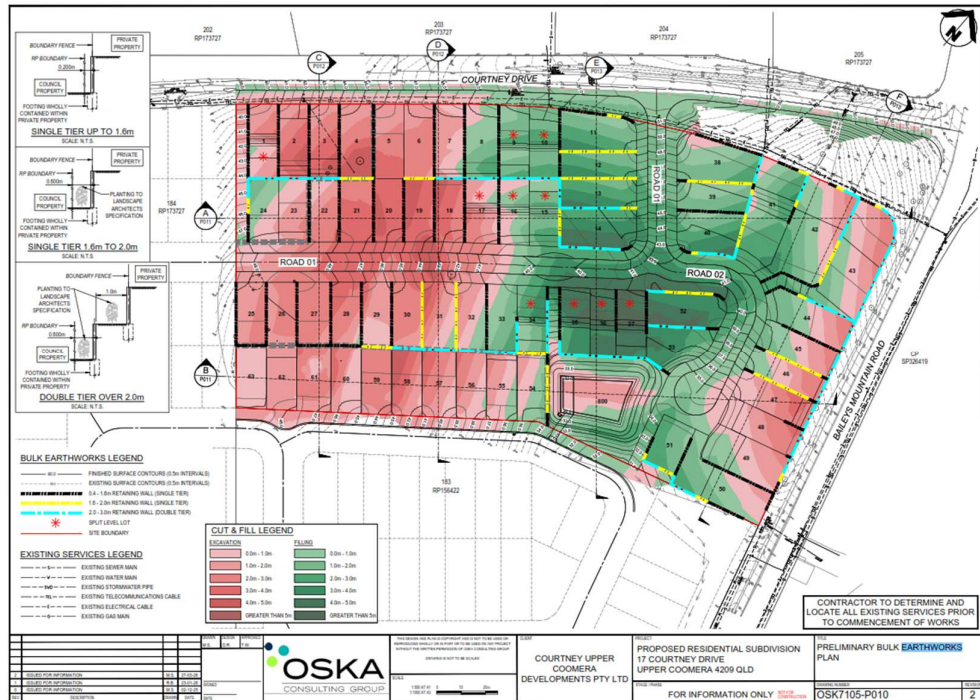


Figure 23 - Preliminary Bulk Earthworks Plan extract (Source: Engineering Infrastructure Report Ap)

4.7. Landscape Concept

This application is supported by a Landscape Concept at Appendix F, which provides conceptual information for proposed street trees, the bio-retention basin and includes an indicative plant palette. An extract of the Masterplan is included below:



Figure 24 - Landscape Masterplan (See Appendix F for full package)

4.8. Acoustic Mitigation

This application is supported by a Noise Impact Assessment that considered road traffic noise impacts on the proposed development, included in full at **Appendix K**. The results of the assessment indicate that the future dwellings on proposed lots 43-50 will be impacted by road traffic noise, as per the traffic flows predicted within a 10 year planning horizon to 2037. The following mitigation measures are proposed:

- A 1.8m high noise barrier fence (acoustic fence) along the eastern boundaries of lots 43-50, with a 5m return along the southern boundary of lot 50; and
- Implementation of the 'acceptable forms of construction' specified in QDC MP4.4 (Buildings in a Transport Noise Corridor); or
- Floor plan specific acoustic design, in accordance with AS3671-1989, to ensure compliance with the internal noise criteria.

The following plan extract shows the location of the proposed acoustic barrier:

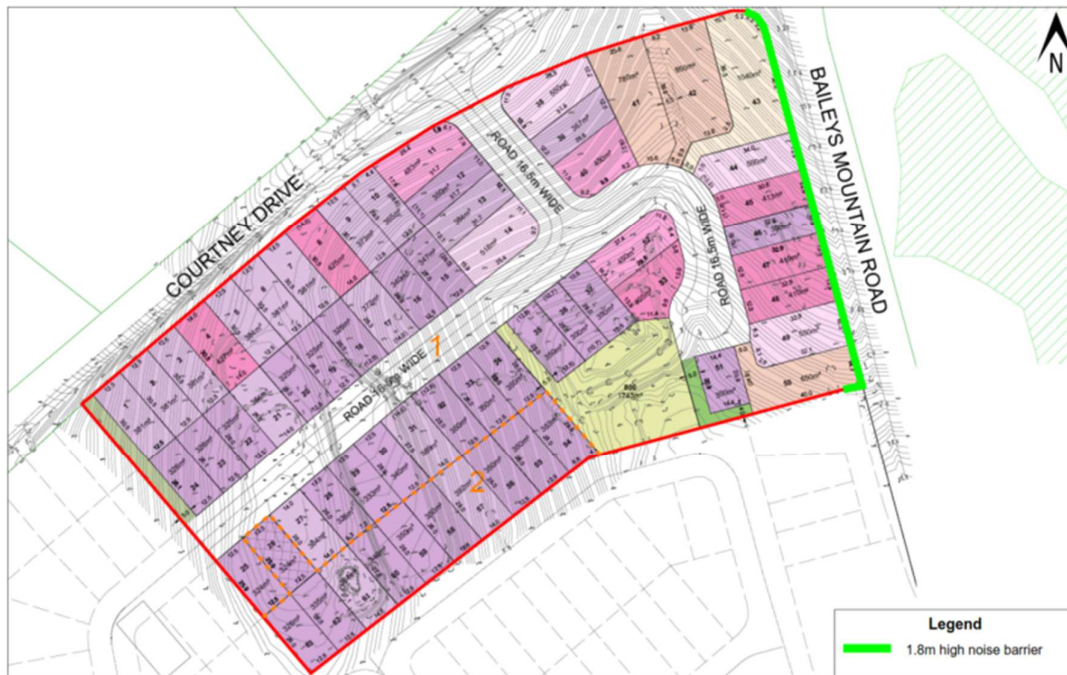


Figure 25 - Location of proposed acoustic barrier (Source: Noise Impact Assessment - Appendix K)

5. State Framework and Assessment

5.1. Planning Act 2016

The proposed development is assessable and subject to Impact assessment and pursuant to s45(5) of the Planning Act:

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 regulations for this subparagraph; and*
- (b) May be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.*

5.2. Regulated Requirements Prescribed in the Planning Regulation 2017

The regulated requirements prescribed in the Planning Regulation are not appropriately reflected in full in the Planning Scheme.

5.2.1 Walkable Neighbourhoods Assessment

The application requires assessment under Schedule 12A of the *Planning Regulation 2017*. The purpose of this assessment is to ensure the reconfiguration supports convenient and comfortable walking for transport, recreation, leisure and exercise in the locality of the lot.

Assessment Benchmarks	Assessment
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 proposal integrates with proposed development to the west via a road connection and to the south via a pedestrian link. In addition, the proposal incorporates a pedestrian link to Courtney Drive to support pedestrian connectivity.
Maximum length of particular blocks	The proposal provides for convenient pedestrian



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.	movement via a pedestrian link at its south-west boundary to Courtney Drive and also from the end of the cul-de-sac through to new road within 176 Baileys Mountain Road.
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 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.	See the landscape concept plan that provides for street trees to enhance pedestrian comfort. Trees are planted at a rate of approx. 1 tree every 15m on both sides of the proposed road.
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.	A footpath is delivered as part of the new road – see also Landscape Concept Plan at Appendix F.
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— <i>park</i> includes— (a) an existing park; and (b) a park, to be provided under a development approval, if development of the park has started; and (c) land identified as a park in a local planning instrument; and (d) land identified in an LGIP for public park infrastructure.	The proposal does not involve a new park, however it is relevant to note that a new Local Park (trunk) will be delivered as part of adjoining ROL/2023/116 by Norfolk Estates Pty Ltd. Access to this park will be available to the residents of the proposed development via a road connection to the west and also via a pedestrian link to the south. The proposed development will also have ready access to the



	environmental open space corridor the links Courtney Drive to Reserve Road as part of the adjoining development.
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5.3. State Planning Policy

The following State interests, as identified in the State Planning Policy (SPP), are relevant to the subject site and proposed development:

- Biodiversity
 - MSES - Regulated vegetation (intersecting a watercourse)
 - MSES - Regulated vegetation (essential habitat)
 - MSES - Wildlife habitat (koala habitat areas - core)
 - MSES - Wildlife habitat (endangered or vulnerable)
 - MSES - Wildlife habitat (special least concern animal)
- Natural Hazards Risk and Resilience
 - Flood hazard area - local government flood mapping area
 - Bushfire prone area

We understand the Planning Scheme integrates these State interests as follows:

State Interest	Version of the SPP integrated into the Planning Scheme	Assessment against SPP required
Biodiversity	Biodiversity – Policy (2) is not integrated into the Planning Scheme	Yes
Natural hazards risk and resilience	Flood and bushfire are integrated into the Planning Scheme	no

Based on the above, we have carried out an assessment against the SPP as follows:

State Interest	Assessment
Biodiversity	See Ecological Assessment Report that accompanies this application at Appendix C .

5.4. Regional Plan

The subject site is identified within the Urban Footprint under the SEQ Regional Plan. Furthermore, the site is not identified within a SEQ Development Area. The Planning Scheme appropriately advances the SEQ Regional Plan as it applies to the City Plan area.

5.5. Designated Premises

The subject site is not a designated premises.

5.6. Temporary Local Planning Instrument

The subject site/proposed development is not impacted by a Temporary Local Planning Instrument.



5.7. Referrals

An assessment of Schedules 9 and 10 of the Planning Regulation confirms that Choose an item.

5.7.1 Matters Requiring Referral to the Chief Executive of the Planning Regulation 2017

The State Assessment and Referral Agency (SARA) acts as the referral agency for all matters that require referral to the Chief Executive of the Planning Regulation. The following provides a summary of the matters requiring referral to SARA.

Referral requirement	Referral agency and role	Assessment benchmarks	Location of Response
Schedule 10, Part 10, Subdivision 1 - development interfering with koala habitat in koala habitat areas outside koala priority areas	SARA – Concurrence	The State development assessment provisions (SDAP) – State Code 25: Development in South East Queensland koala habitat areas	Appendix C

The following SARA Map extract shows the mapping layers for Matters of Interest:



Figure 26 - SARA Mapping layers for Matters of Interest (DAMS mapping)

5.7.2 Matters Requiring Referral to Other Agencies

There are no non-SARA related Referrals for the application.

6. Local Framework and Assessment

6.1. Planning Scheme

The proposed development has been lodged pursuant to and assessed against the relevant provisions of the Gold Coast City Plan v12 (Planning Scheme) as detailed in the following sections.

6.2. Use Definition

For the purposes of the Planning Scheme, the proposal involves the following development:

- Reconfiguring a Lot

6.3. Category of Development and Assessment

The proposal is assessable development and triggers Impact assessment. Public notification of the application for a period of 15 business days is required.

6.4. Applicable Assessment Benchmarks

As the application is subject to Impact assessment it is assessable against the whole of the City Plan, including the following:

- Strategic framework
- Emerging Community Zone code
- Overlay codes
 - Bushfire hazard overlay code
 - Environmental significance overlay code
 - Landslide hazard overlay code
- Other development codes
 - Change to ground level and creation of new waterways code
 - General development provisions code
 - Healthy waters code
 - Landscape work code
 - Reconfiguring a lot code
 - Solid waste management code
 - Transport code
 - Vegetation management code
 - Works for infrastructure code



6.5. Strategic Framework

The strategic framework sets the policy direction for the City Plan and has a planning horizon of 2031. As the major element of the City Plan, it will help to protect and enhance the Gold Coast's outstanding lifestyle by ensuring appropriate and sustainable development occurs within the City Plan area for the life of the City Plan. It contains six city shaping themes as follows:

- Creating liveable places;
- Making modern centres;
- Strengthening and diversifying the economy;
- Improving transport outcomes;
- Living with nature; and
- A safe, well designed city.

In particular, the urban area includes 'new communities'. The subject site is identified as 'new communities' land on Strategic framework map 2 and within an 'Expansion area' on Strategic framework map 9. New communities will be well designed and planned to meet housing, lifestyle and sustainability aspirations while making an orderly and efficient use of this finite and infrastructure intensive resource. The delivery of new communities will be sequenced with provision of essential infrastructure and services, including neighbourhood centres, public transport stops and local community facilities.

The proposal supports the Strategic Framework, noting in particular the following provisions for 'new communities':

- It represents an orderly and efficient use of land;
- It delivers a range of lot sizes to support housing choice;
- It delivers a minimum dwelling yield of between 15-25 dwelling per hectare net (noting though that it is slightly higher than the 19 to 23 dwellings per net hectare set out for the Courtney north-east sub-precinct for the Upper Coomera Courtney Drive new community);
- Small lots are dispersed
- Natural hazard areas (landslide, bushfire) have been adequately addressed;
- The layout connects appropriately to proposed development to the west and south; and
- Achieves a high standard of urban design and safety, with a minimal number of rear lots, and all other lots designed to allow for dwellings that address road frontages.

See also **Appendix L** for a response to the relevant parts of the Strategic Framework of the City Plan 2016 (v12). Overall, it is considered that the proposal achieves the Strategic framework particularly to the extent it relates to new communities.



6.6. Zone

The subject site is within the Emerging Community (Upper Coomera Precinct) Zone of the Planning Scheme as shown on the extracts below:

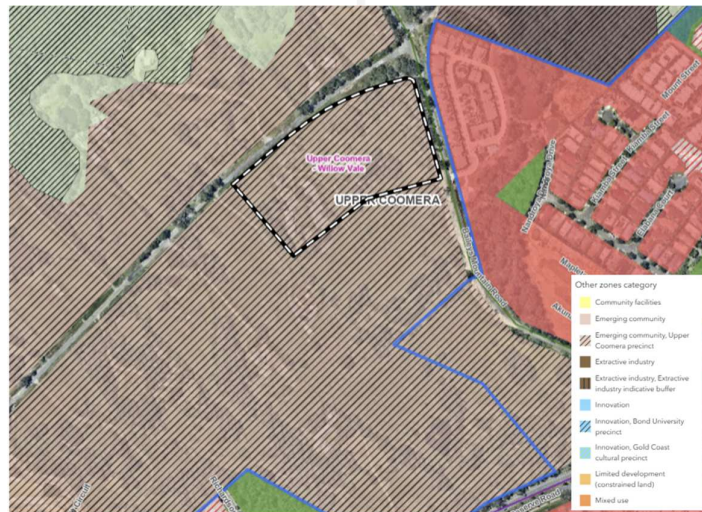


Figure 27: Zone Map extract (Source: Gold Coast Property Report extract)

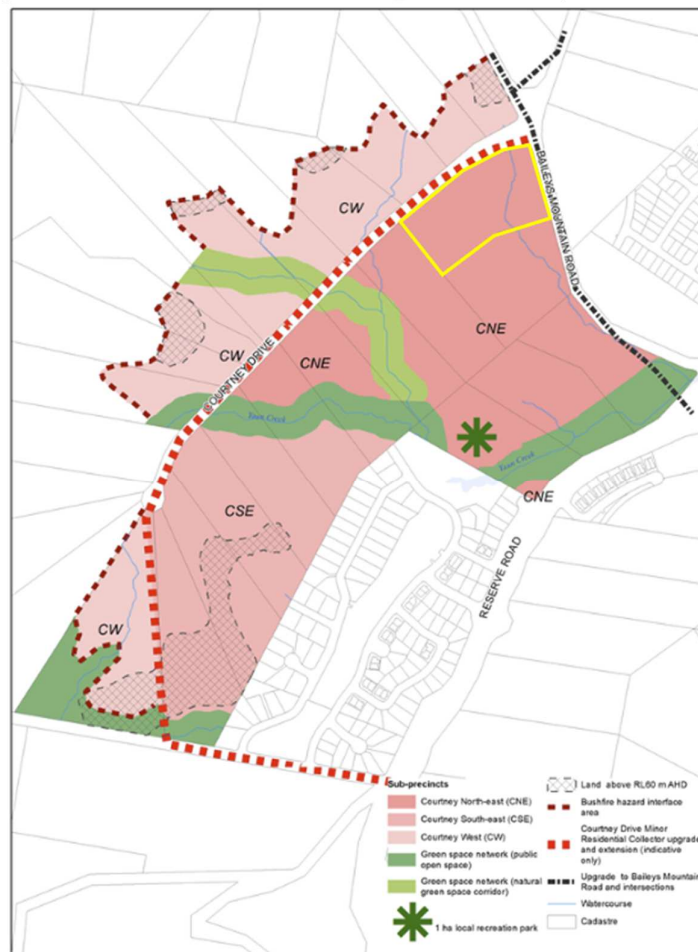


Figure 28 - Upper Coomera (Courtney Drive) precinct plan extract showing subject site (City Plan)

In particular, the site is within the Courtney North-east (CNE) sub-precinct and the drainage feature within the site is identified as 'watercourse' on the Upper Coomera (Courtney Drive) precinct plan. The site is not impacted by green space or recreational parks, however the Precinct Plan recognises the planned upgrades to Courtney Drive and Baileys Mountain Road.

1. *The purpose of the Emerging community zone code is to:*
 - a. *identify land that is suitable for urban purposes and protect land that may be suitable for urban development in the future.*
 - b. *manage the timely conversion of non-urban land to urban purposes.*
 - c. *prevent or discourage development that is likely to compromise appropriate longer term land use.*

The purpose of the Emerging Community zone code will be achieved through corresponding overall outcomes, however it is important to note that there are variations to the Zone for the Upper Coomera (Courtney Drive) precinct and these are set out, to the extent relevant, and together with our response to same in the following table (Note: for assessable development within the Upper Coomera (Courtney Drive) precinct, assessment is only against the overall outcomes and purpose of the code):

Overall outcomes	Saunders Havill response
(a) Land uses: (i) comprise of new communities after detailed land use and infrastructure planning has been completed; and (ii) comprise of low intensity interim activities such as Dwelling houses, Community residences, Home based businesses and Caretakers accommodation which do not compromise the future urban development potential of the land for new communities.	Complies - detailed land use and infrastructure planning underpins the proposed subdivision, having regard also to detailed planning for the adjoining development by Norfolk Estates Pty Ltd.
(b) Character consists of: (i) large expanses of low intensity or undeveloped land that is not properly serviced by infrastructure; and (ii) areas that have recently been developed for urban purposes and are awaiting appropriate rezoning.	The Upper Coomera precinct is characterised by emerging and planned urban development. In particular the subject site is the last remaining lot within Courtney north-east sub-precinct and is bound at its west and south boundaries by the proposed Norfolk Estates subdivision (ROL/2024/116)
(c) Built form (i) is low rise and maintains a very low density consistent with the low intensity character of the zone, until it has been transformed into a new community; (ii) is setback to protect the amenity of adjacent uses and provide an appropriate level of privacy;	N/A – proposal is for subdivision only



(iii) is setback from road frontages to complement the desired streetscape character and provide space for off street car parking; and (iv) site cover: (A) is very low to protect the future urban development potential of the land; or (B) for a Dwelling house on a lot created by a residential subdivision approval, is moderate to provide adequate area for private open space and landscaping.	
(d) Lot design (i) comprises large lots until detailed land use and infrastructure planning has been completed; and (ii) supports the staged development and release of land for new communities	Complies - detailed land use and infrastructure planning underpins the proposed subdivision, having regard also to detailed planning for the adjoining development by Norfolk Estates Pty Ltd. The development has been properly integrated with the proposed development to the west and south.
(e) New communities: (i) will be subject to detailed site based investigations, and guided by the development intent identified in the following conceptual land use maps: including Upper Coomera (ii) involve a staged transition of vacant urban land to new communities to ensure: (A) essential infrastructure and services can be provided in a timely, cost effective and environmentally responsible manner; (B) new communities have timely and easy access to an appropriate range of goods and services, and employment opportunities, public transport and community and recreational facilities; (C) high risk natural hazard areas are not developed, or are sensitively developed; and (D) matters of environmental significance and landscape character are protected. (iii) contribute to the development of a safe, healthy and cohesive environment; (iv) have an interconnected system of streets and open spaces that offer a pleasant and comfortable walking and cycling environment; (v) are designed to encourage an effective and efficient public transport system;	The proposal is underpinned by detailed site investigation – including but not limited to survey, ecological assessment, civil engineering, traffic engineering and geotechnical investigations. The proposal appropriately integrates with adjoining development by Norfolk Estates Pty Ltd (ROL/2025/116).



(vi) have well designed streets and a lot configuration to support energy efficient outcomes; and (vii) achieve a high standard of urban design and safety to encourage liveable communities and promote the city image.	
(f) Variations in the zone are: 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. (ii) Urban development utilises land and infrastructure efficiently and responds to site constraints and opportunities to deliver a mix of Dwelling house (including small lot housing) and Dual occupancy development achieving a residential density of: (A) 19 to 23 dwellings per net hectare, where located in sub-precinct Courtney North-east; (B) 13 to 17 dwellings per net hectare, where located in sub-precinct Courtney South-east; and (C) 11 to 14 dwellings per net hectare, where located in sub-precinct Courtney West.	The proposed development is informed by a full range of detailed site investigations and having regard to adjoining proposed development. A density of 25 dwellings per net hectare is proposed which is slightly higher than the 19-23 dwellings per net hectare intended for the Courtney North-east precinct, however the layout responds appropriately to site constraints and results in a well-integrated layout. Importantly the proposal provides critical housing without giving rise to adverse impacts as a result of a slightly higher density.
(iii) Retirement facility development (A) only occurs in sub-precinct Courtney North-east; (B) is located on flat land (1:15 slope or flatter); and (C) is integrated within the wider new community, including establishing a connected and legible street network maximising opportunities for casual surveillance.	N/A – proposal is not for a Retirement facility development
(iv) Multiple dwelling development in sub-precinct Courtney North-east: (A) is located on flat land (1:15 slope or flatter);	N/A – proposal is not for a Multiple dwelling



(B) is located within 400m walking distance to a local recreation park delivered through a development approval; (C) achieves a maximum residential density of RD2 (up to 33 dwellings per net hectare); and (D) positively contributes to a safe and accessible streetscape and fronts public streets and open space area to maximise opportunities for casual surveillance.	
(v) Multiple dwelling development in sub-precinct Courtney West and sub-precinct Courtney South-east (A) is designed to have the appearance of individual dwellings positioned in a generous landscaped setting; (B) achieves a residential density consistent with that envisaged for the sub-precinct; and (C) positively contributes to a safe and accessible streetscape and fronts public streets and open space areas to maximise opportunities for casual surveillance.	N/A – the site is not within Courtney West or Courtney south-west sub precincts.
(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.	N/A – proposal is for subdivision only.
(vii) 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	N/A – the recreation park, environmental open space corridor and local access road connection to Baileys Mountain Road will be delivered via ROL/2024/116.



comprehensive plan of development (in accordance with SC6.6 City Plan policy – Comprehensive plans of development). The planned location for the local recreation park is on 41 Courtney Drive and 288 Reserve Road (Lots 185 RP173727 and 56 RP162858). (B) a new local access road that connects to Baileys Mountain Road is provided in the southern part of sub-precinct Courtney North-east to provide a high level of road connectivity to the sub-precinct; and (C) development provides a single vehicle crossing of the green space network (natural green space corridor) to facilitate a high level of road connectivity for the new community.	
(viii) Where on slope affected land (1:10 slope or steeper), development mitigates visual amenity impacts through utilising slope sensitive house design.	This application is accompanied by a Preliminary earthworks plan and sections (Appendix G) as well as a Geotechnical Investigation and Landslide Risk Assessment (Appendix I) which adequately demonstrates that earthworks can be designed without giving rise to visual amenity impacts (noting where retaining walls are generally higher than 1.6m, they are tiered) or landslide risk.
(ix) Where earthworks and retaining walls are proposed, development does not create negative visual impacts	See Preliminary bulk earthworks plan and sections (Appendix G) – where retaining walls are generally 1.6m or higher they are tiered.
(x) Development maximises road frontage to the local recreation park and watercourses in public open space.	N/A – the subject site is not impacted by the local recreation park or open space corridor,
(xi) 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 (refer to Figure 6.2.15-3 – Upper Coomera (Courtney Drive) precinct plan). This includes removal of existing dams and exclusion of stormwater detention areas from the corridor.	N/A – the site is not impacted by Yaun Creek.
(xii) The second higher order watercourse (natural green space corridor as shown	N/A – the site is not impacted by the second higher order watercourse.



on Figure 6.2.15-3 – Upper Coomera (Courtney Drive) precinct plan) is rehabilitated with appropriate buffers to provide an ecological connection, improved water quality outcomes and amenity for the new community and is protected through private covenant or public open space dedication.	
(xiii) Where located within sub-precinct Courtney South-east and sub-precinct Courtney West (refer to green space network on Figure 6.2.15-3 – Upper Coomera (Courtney Drive) precinct plan) development restores and enhances watercourses, their buffers and other matters of environmental significance on the southern boundary through dedication as public open space.	N/A – site is within Courtney North-east sub-precinct
(xiv) 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	It is understood that conditions of approval will require that Courtney Drive be upgraded to a Residential collector street standard for the full length of the site frontage.
(xv) Earthworks associated with the Courtney Drive extension results in acceptable visual amenity through use of vegetated batters.	N/A – the site is not directly impacted by the Courtney Drive extension.
(xvi) 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).	The planned Courtney Drive and Baileys Mountain Road upgrade is not within a 10 year design horizon but yet the proposal adequately accounts for the planned upgrade, having regard to preliminary plans. Importantly, in lieu of a road widening to facilitate earthworks batters, the proposal seeks to retain at the boundary such that the future road can tie in to the proposed development.
(xvii) New road crossings over Yaun Creek are avoided.	N/A – site is not impacted by Yaun Creek
(xviii) 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.	N/A – site is not impacted by Yaun Creek.



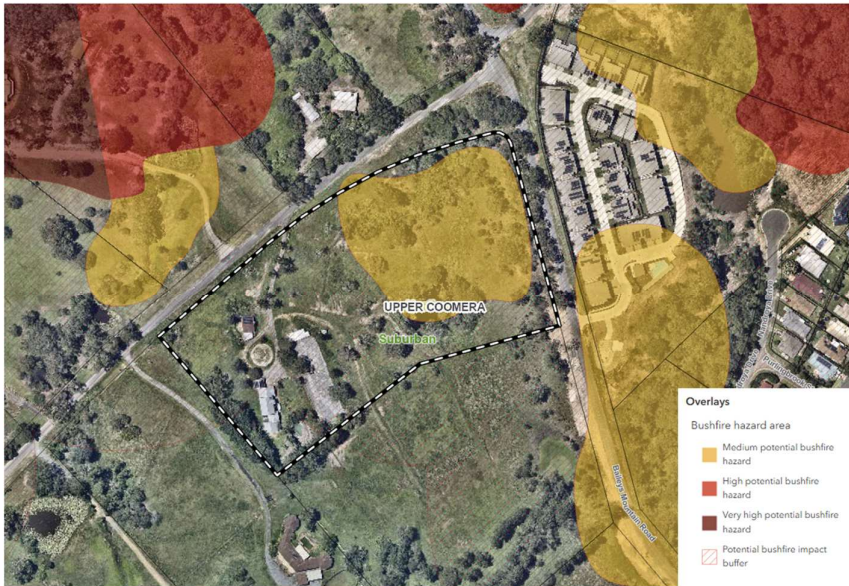
(xix) Where road crossings over the Green space network are required, fauna movement infrastructure is provided.	N/A – proposal does not involve green space.
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6.7. Local Plan

There are no Local Plans in the City Plan.

6.8. Overlays

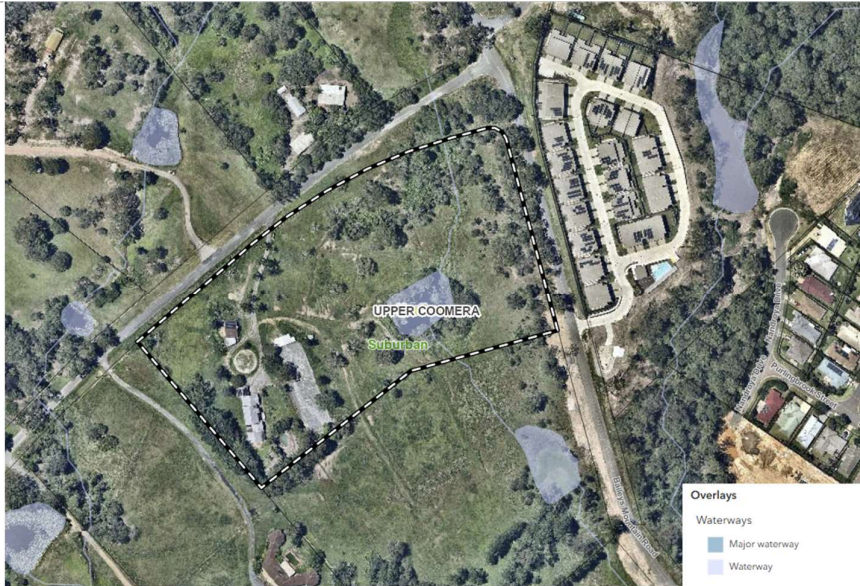
The subject site is affected by the following Planning Scheme overlays:

Overlay	Comment
Bushfire hazard area – Medium potential bushfire intensity and Potential impact buffer 	The existing vegetation on site is to be removed and poses no threat. Other vegetation either poses no threat or is more than 100m from the subject site. See Bushfire Mitigation Report at Appendix D.
Dwelling house overlay area	There is no corresponding code for the Dwelling house overlay.



	
Environmental significance – priority species – MSES – priority species – koala habitat areas 	This application is accompanied by an Ecological Assessment Report (see Appendix C) which includes a State Code 25 assessment for development interfering with koala habitat. It is also relevant to note that mapped koala habitat within the adjacent road reserve will be impacted by the Baileys Mountain Road and Courtney Drive road upgrade.
Environmental significance – wetlands and waterways – MLES – wetlands and waterways	The waterway (drainage feature) and constructed dam on site are not being retained as part of the development as is also the case with adjoining development the subject of ROL/2024/116. An Ecological Assessment Report accompanies this





application at **Appendix C** and provides a comprehensive assessment of the site's ecological values and impacts of development.

Environmental significance – wetlands and waterways – buffer area



The waterway and constructed dam on site are not being retained as part of the development as is also the case with adjoining development the subject of ROL/2024/116 and therefore the buffer area mapping become irrelevant.

Landslide hazard

This application is supported by a Geotechnical Investigation and Landslide Risk Assessment Report, prepared by Qualtest Geotechnical & Laboratory (**Appendix I**). It includes a Landslide Risk Mitigation Strategy





6.9. Draft Planning Instrument

In December 2023, Council resolved to prepare a new Planning Scheme and a supporting Local Growth Management Strategy to guide how the city will plan for and manage growth over the next 20 years.

The Strategy is in its final stages of development and will inform the new Planning Scheme. It provides a long-term, evidence-based framework for planning housing, jobs, transport, infrastructure, and environmental resilience to address future growth challenges and opportunities.

Development of the new Planning Scheme continues to progress, supported by Community, Industry, and State Government reference groups that provide ongoing advice and insights throughout its preparation.

It is expected that the subject site and surrounds will be included in an urban zone under the new Planning Scheme.

6.10. Temporary Local Planning Instruments

N/A



7. Infrastructure Planning

7.1. Local Government Infrastructure Plan

A review of the Local Government Infrastructure Plan (LGIP) in relation to the subject site and proposed development has been undertaken. It is noted that the subject site is outside the boundaries of the Priority Infrastructure Area (PIA) as shown on the following map extract:

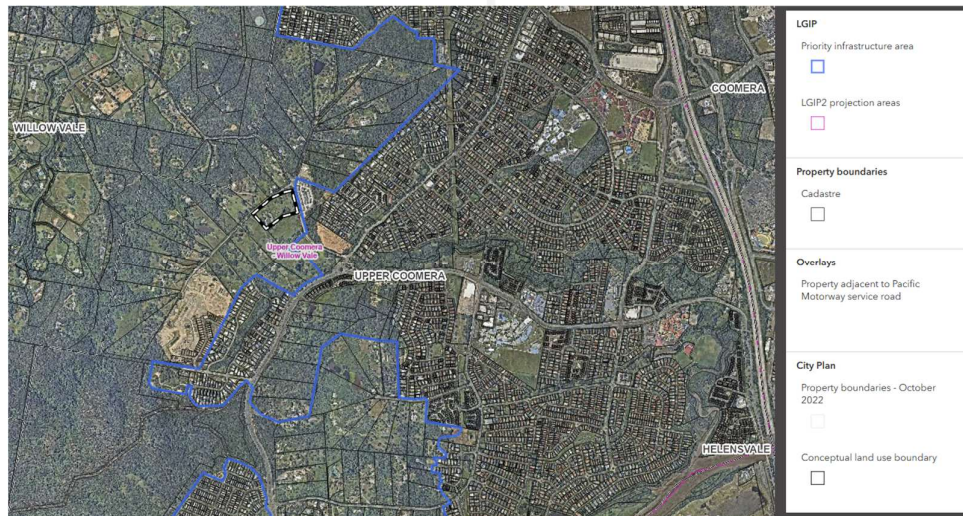


Figure 29 - Site location outside the Priority Infrastructure Area (Gold Coast interactive mapping)

7.1.1 Trunk Infrastructure

The proposed development will not require the construction of any identified or necessary trunk infrastructure, although it is noted that there is a trunk sewer main within 176 Baileys Mountain Road as per the following map extract:

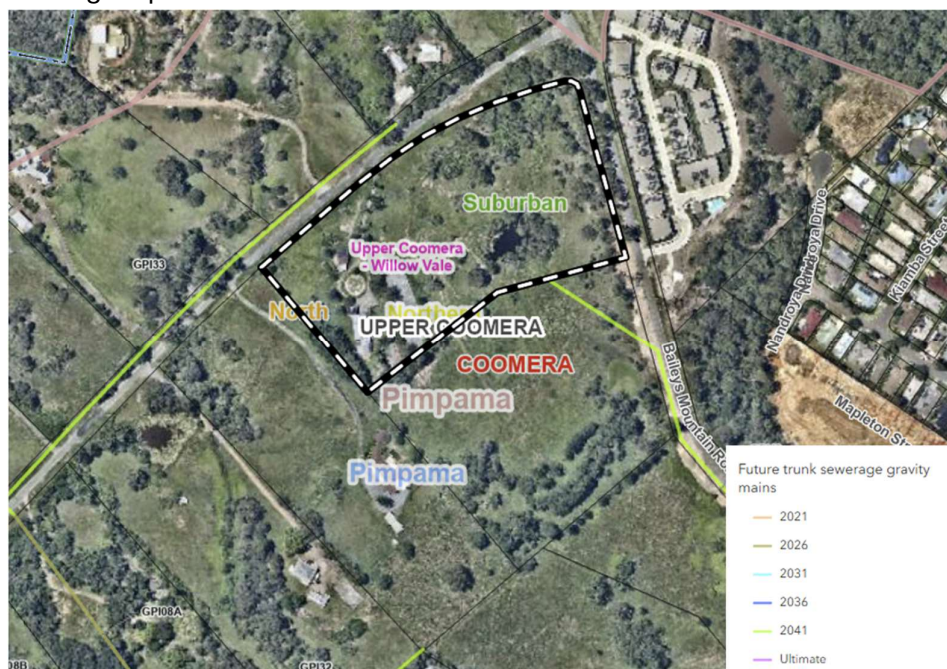


Figure 30 - LGIP map extract showing future trunk sewerage gravity mains (Source: City Plan Mapping)



7.2. Infrastructure Charges and Credits

On 6 June 2025, the Council of the City of Gold Coast resolved to adopt the Council of the City of Gold Coast Charges Resolution (No. 1) of 2025 ("2025 Charges Resolution"). The 2025 Charges Resolution took effect on 1 July 2025. The Resolution is in accordance with the Planning Act and sets out certain requirements for infrastructure charges, including maximum charges that can be applied for different types of development.

An assessment of the Resolution has been undertaken for the development. Under the Resolution, infrastructure charges are capped at the following rates for the proposed development:

- Reconfiguring a lot for a standard format lot, excluding a lot required to be transferred to Council or dedicated as road under a condition of a development permit issued by Council – base charge amount \$34,452.65 per lot.

It is noted that an existing use discount is applicable under the Resolution for the existing uses as detailed below:

- Lawful use credit of \$34,452.65.

Per the City of Gold Coast 'Infrastructure charge proposal summary form' the charge rates applicable from 31 October 2025 are:

- Rate per lot \$37,491.69

The completed 'Infrastructure charge proposal summary form' is submitted as part of this application, together with DA Form 1.



8. Key Considerations

8.1. Summary of Compliance / Merits of Proposal

An assessment of the proposal has been carried out against the relevant assessment benchmarks. The following provides a summary of the key matters relevant to the proposal:

- The proposal aligns generally with the Strategic framework, specifically relating to ‘new communities’;
- The proposal aligns with the Purpose and Overall Outcomes of the Emerging Community Zone (Upper Coomera Precinct/north-east sub-precinct), however seeks a slightly higher residential density of 25 dwellings per hectare;
- The Overlays impacting the site have been adequately addressed as part of this application and/or can be further resolved as part of the subsequent detail design/Operational Works stage of development;
- The proposal has proper regard to the planned upgrade of Courtney Drive/Baileys Mountain Road; and
- The proposal can be adequately serviced.

Importantly, the proposal will deliver 63 much needed housing lots, via well integrated and logical expansion of the adjoining development by Norfolk Estates Pty Ltd, (ROL/2024/116), without giving rise to unacceptable impacts.

Further to the above, the following matters warrant some discussion and are discussed more formally in the following sections:

- Ecological impacts;
- Residential density net; and
- Earthworks vs Mountain Baileys Road upgrade.

8.2. Ecological impacts

The Ecological Assessment Report and State Code 25 Response (**Appendix C**) should be read in full, however in terms of key ecological impacts it is noted:

- Koala habitat: field survey identified NJKHTs within the mapped koala habitat area and whilst it was observed to be extremely low quality and disturbed, clearing of all of it can not be achieved via exemptions. The proposal results in removal of 30 NJKHTs within the mapped KHA, outside of exempt clearing and as such an environmental offset will be required via a financial settlement and/or land-based offsets.



- Minor waterway: field survey determined the mapped waterway is reflective of a drainage feature, which likely only experiences overland flow following heavy rain events. There was a distinct lack of waterway values present on site. The proposed earthworks to facilitate the development of course will impact the drainage feature and it is noted similarly that the proposed development under ROL2024/116 will do the same.

Overall, whilst there is some environmental impact, it can be appropriately offset.

8.3. Residential density net

In the Emergency Community Zone – Courtney Drive precinct, Courtney North-east sub-precinct the stated density is '19 to 23 dwellings per net hectare'. The proposed development achieves a slightly higher density of approximately 25 dwellings per net hectare however does so through the efficient utilisation of land and infrastructure and with proper regard to both the site's constraints as well as the adjoining development proposed under ROL2024/116. When the need for housing is at a critical high and the proposed density of 25 dwellings per net hectare can be achieved without giving rise to additional impacts, it is considered that the slightly higher density is appropriate.

8.4. Earthworks vs Baileys Mountain Road upgrade

As set out in this report it is proposed to retain at the site's Baileys Mountain Road frontage in lieu of providing a road dedication to facilitate batters associated with the proposed road upgrade. Retaining walls at this boundary will be in the order of 2-3m and tiered to minimise their visual impact as shown on the Preliminary bulk earthworks plan included within the Engineering Infrastructure Report at **Appendix G**.



9. Conclusion

This report is written on behalf of Courtney Upper Coomera Developments Pty Ltd who seek to develop land situated at 17 Courtney Drive, Coomera Queensland 4209 for the purposes of a residential subdivision. This Town Planning Report and accompanying specialist reports / plans have assessed the proposed development against the provisions of the *Gold Coast City Plan* and other relevant legislation. Based on this assessment we believe that the proposal meets the relevant Assessment Benchmarks and it is therefore recommended that the proposed development be approved, subject to relevant and reasonable conditions.



10. Appendices

Appendix A

Property searches

Appendix B

Contour & detail and Identification survey

Appendix C

Ecological Assessment Report and SDAP Code 25 Response

Appendix D

Bushfire Mitigation Report

Appendix E

Subdivision Proposal Plan

Appendix F

Landscape Concept

Appendix G

Engineering Infrastructure Report

Appendix H

Stormwater Management Plan

Appendix I

Geotechnical Investigation and Landslide Risk Assessment

Appendix J

Traffic Impact Assessment

Appendix K

Noise Impact Assessment

Appendix L

Code table responses



Appendix A

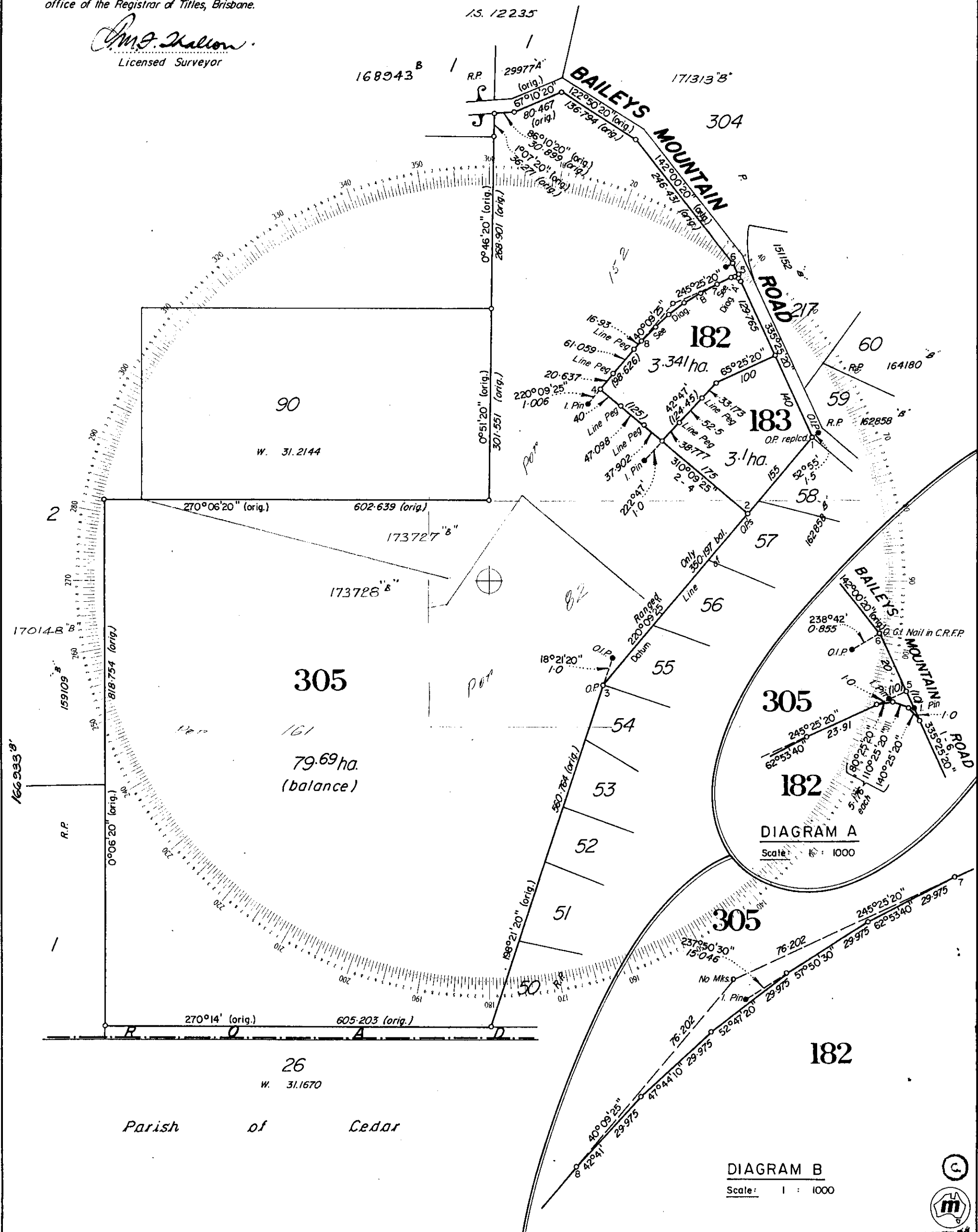
Property searches



Folding or Mutilating may Lead to Refusal

Original information has been copied
 & compiled from R.P. 164187 in the
 office of the Registrar of Titles, Brisbane.

D.M.F. Thallon
 Licensed Surveyor



Lots 182, 183 & 305

Cancelling Lot 302 on R.P. 164187

Surveyed by D.M.F. THALLON 21/2/1979

Donald Thallon (Surveys) Pty. Ltd.

Orig. Portions 161, 82 & 152

Orig. Grants 60353 (R. 161), 40021 (R. 82) & 92834 (R. 152)

County of Ward

Parish of PIMPAMA

SCALE 1:5000

Town of Gisp

REGISTERED PLAN

156422

CROWN COPYRIGHT RESERVED. REGISTRAR OF TITLES, QUEENSLAND

156422

Drawing of Plan must be restricted to the space inside the blue lines

156422

156422

CANCELLATIONS etc

156422

No 38522

156422

FOR TITLES OFFICE USE ONLY

Donald Moreton Forsyth Thallon of Brisbane
 Authorised Surveyor, do hereby solemnly and sincerely declare that I have faithfully and truly surveyed, measured and marked on the ground the parcel of land herein referred to, and that the measurements and boundaries given in this plan are correct, and do not to the best of my belief in any way interfere with the rights or property of any persons, owners or occupiers of the land adjoining the above land, and described in the said plan; and I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the "Oaths Acts, 1867-1960"

[Signature]
 Authorised Surveyor

Made and Signed at Brisbane this 26th day of February 1979 before me.

[Signature]
 Signature of Registrar of Titles or of a Magistrate.

Council of the Shire of Albert certifies that all the requirements of this Council, the Local Government Acts of 1936 to 1978 and all By-Laws have been complied with and approves this Plan of Subdivision subject to

Dated this 11th day of April 1979

[Signature]
 Mayor or Chairman

Town or Shire Clerk

I/We (Names in full) as proprietor/s of this land, agree to this Plan of subdivision, and dedicate the new roads shown hereon to public use.

Signature of Proprietor/s

CITICORP AUSTRALIA LIMITED (Formerly Industrial Acceptance Corporation Limited) exercising power of sale under Bill of Mortgage No. E 893598 as Proprietors of this land, agree to this Plan of Subdivision and dedicate the new roads shown hereon to public use.

CITICORP AUSTRALIA LIMITED (Formerly Industrial Acceptance Corporation Limited) by its duly constituted Attorney GRAHAM BILLINGHURST who hereby certifies that he is the company in Queensland and who acknowledges and declares that at the time of the signing hereof he has had no notice of the revocation of the Power of Attorney in the presence of :

A Justice of the Peace

For Additional Plan & Document Notings Refer to CISP

No Field Notes Lodged *AA Surv. in - charge 3/5/79.*

Lodged by:

CRANSTON M EACHERN & M MILLAN.

New C.T. Ref.

(Ref) Sub-Lot	Vol.	Fol.
182	5888	52
183		54
305		55

Fees Payable

Postal fee and Postage 42-00
 Lodgt. & Exam. 42-00
 Entd. on Docs. 5-00
 New Title 39-00
 Entd. on Deeds 5-00
 Photo Fee 3-50
 Total \$94-50
 Short Fees Paid 21-50 *195282*
\$5.00

Received Registrar of Titles

Journal No. **F803480**

Receipt No. **12505**

APR 30 3 25 PM '79

RECEIVED REGD. OF TITLES

Calc. Bk. No. 316/141
 Examined 3/5/79 *AKS*
 Passed 3/5/79 *AKS*
 Charted 25/5/79 *RN*
 Located 9542-24
9542-24 *GRK*
1-5-79

Particulars entered in Register Book Vol. 5873 Folio 31

22 MAY 1979

[Signature]



REGISTRAR OF TITLES

REGISTERED PLAN **156422**

156422

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference:	15888053	Search Date:	24/11/2025 06:44
Date Title Created:	04/06/1979	Request No:	54201059
Previous Title:	15873031		

ESTATE AND LAND

Estate in Fee Simple

LOT 182 REGISTERED PLAN 156422
Local Government: GOLD COAST

REGISTERED OWNER

Dealing No: 720946819 16/07/2021

YING YUAN
MO CHEN

JOINT TENANTS

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 11062094 (POR 152)
2. MORTGAGE No 723027067 24/01/2024 at 11:06
COMMONWEALTH BANK OF AUSTRALIA A.C.N. 123 123 124
3. CAVEAT No 724458424 31/10/2025 at 14:45
KASA GROUP HOLDINGS PTY LTD A.C.N. 632 440 807

ADMINISTRATIVE ADVICES

NIL

UNREGISTERED DEALINGS

NIL

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference:	15888054	Search Date:	24/11/2025 06:44
Date Title Created:	04/06/1979	Request No:	54201062
Previous Title:	15873031		

ESTATE AND LAND

Estate in Fee Simple

LOT 183 REGISTERED PLAN 156422
Local Government: GOLD COAST

REGISTERED OWNER

Dealing No: 721224850 03/11/2021

NORFOLK ESTATES PTY LTD A.C.N. 010 355 138 TRUSTEE
UNDER INSTRUMENT 721224850

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10362031 (POR 82)
Deed of Grant No. 11062094 (POR 152)

ADMINISTRATIVE ADVICES

NIL

UNREGISTERED DEALINGS

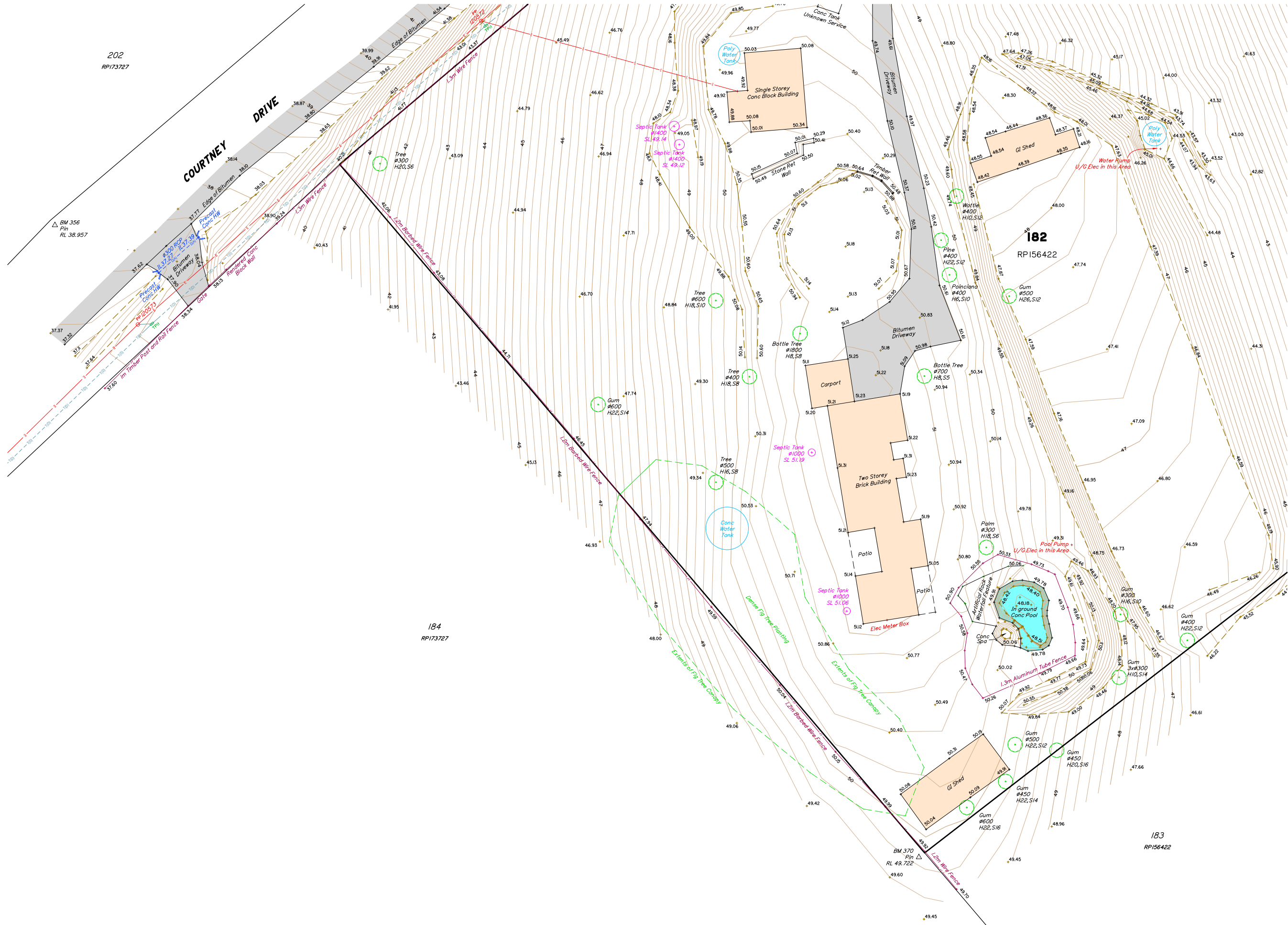
NIL

** End of Current Title Search **

Contour & detail and Identification
survey

Appendix B





LEGEND		
Quality levels are shown on linetypes along with service type eg. -E4- First Letter is the Service (Elec) and the second is Quality Level (A)		
U/G ELECTRICITY	by Survey	by Records
O/H ELECTRICITY	--- E4 --- E8 ---	--- E1C --- E1D ---
O/H TELECOMMUNICATIONS	--- T --- T ---	--- T --- T ---
U/G TELECOMMUNICATIONS	--- T1A --- T1B ---	--- T1C --- T1D ---
U/G DRAINAGE	--- D1A --- D1B ---	--- D1C --- D1D ---
SEWERAGE	--- S1A --- S1B ---	--- S1C --- S1D ---
WATER	--- W1A --- W1B ---	--- W1C --- W1D ---
GAS	--- G1A --- G1B ---	--- G1C --- G1D ---
FENCE	--- F --- F ---	

SYMBOLS		ABBREVIATIONS
Sewer Manhole	○ SMH	MH Manhole
Gully Trap	□ GT	SL Surface Level
Stormwater Manhole	○ SWMH	IL Invert Level
Fire Hydrant	□ FH	BM Bench Mark
Valve	○ V	Ø Diameter
Water Meter	○ WM	Ø Reinforced Concrete Pipe
Electricity Box / Pillar	□ EBA	GI Galvanised Iron
Electric Light Pole	○ ELP	
Power Pole	□ PP	Ø, H, S Trunk diameter, Height, Spread (canopy diameter)
Electricity Manhole	□ EMH	
Electricity Pit	□ EPI	
Traffic Signal Pit	□ TSP	
Traffic Light	○ TL	
Telecommunications Manhole	□ TMH	
Telecommunications Pit	○ TPI	
Tree / Shrub	○	

NOTES

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** This note is an integral part of this plan/data. Reproduction of this plan or any part of it without this note being included in full will render the information shown on such reproduction invalid and not suitable for use.

QUALITY LEVELS

This plan shows Quality classifications of sub surface utility data as per AS5488-2013. The following classifications apply.

Quality Level D - (least accurate level and if used on its own has a high risk of damage) QL-D information is generally obtained from existing records provided by utilities as a result of a Dial Before You Dig enquiry being lodged. In many cases the asset depicted on the plan is in a schematic format only and intended only to indicate its presence.

Quality Level C - (low accuracy and a high risk of damage) Is described as a surface feature correlation or an interpretation of the approximate location and attributes of a subsurface utility asset using a combination of existing records and site survey of visible evidence – for example you can see the pit lids shown on the plan but the actual position of underground connection between pits is still assumed.

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Quality Level A - (meets location accuracy standards for minimum risk when excavating) Is the highest Quality Level accuracy and consists of positive identification of the attribute and location of a subsurface utility at a point to an absolute spatial position in three dimensions. It is the only quality level that defines a subsurface utility as "Validated".

Saunders Havill
BOWEN HILLS | SPRINGFIELD
1300 123 744 | mail@saundershavill.com

ISSUES				CHECKED JL	LOT DESCRIPTION LOT 182 ON RP156422
NO.	DRAWN A	DATE MD	DESCRIPTION ORIGINAL ISSUE		
		24/10/2025			

LOCALITY:
UPPER COOMERA
LOCAL GOVERNMENT:
GOLD COAST CITY

SURVEYED
BC

DATE
SEP / OCT 2025

LEVEL DATUM:
AHD Der.

ORIGIN OF LEVELS:
PM 27784

RL OF ORIGIN:
6.614

CONTOUR INTERVAL:
0.20m

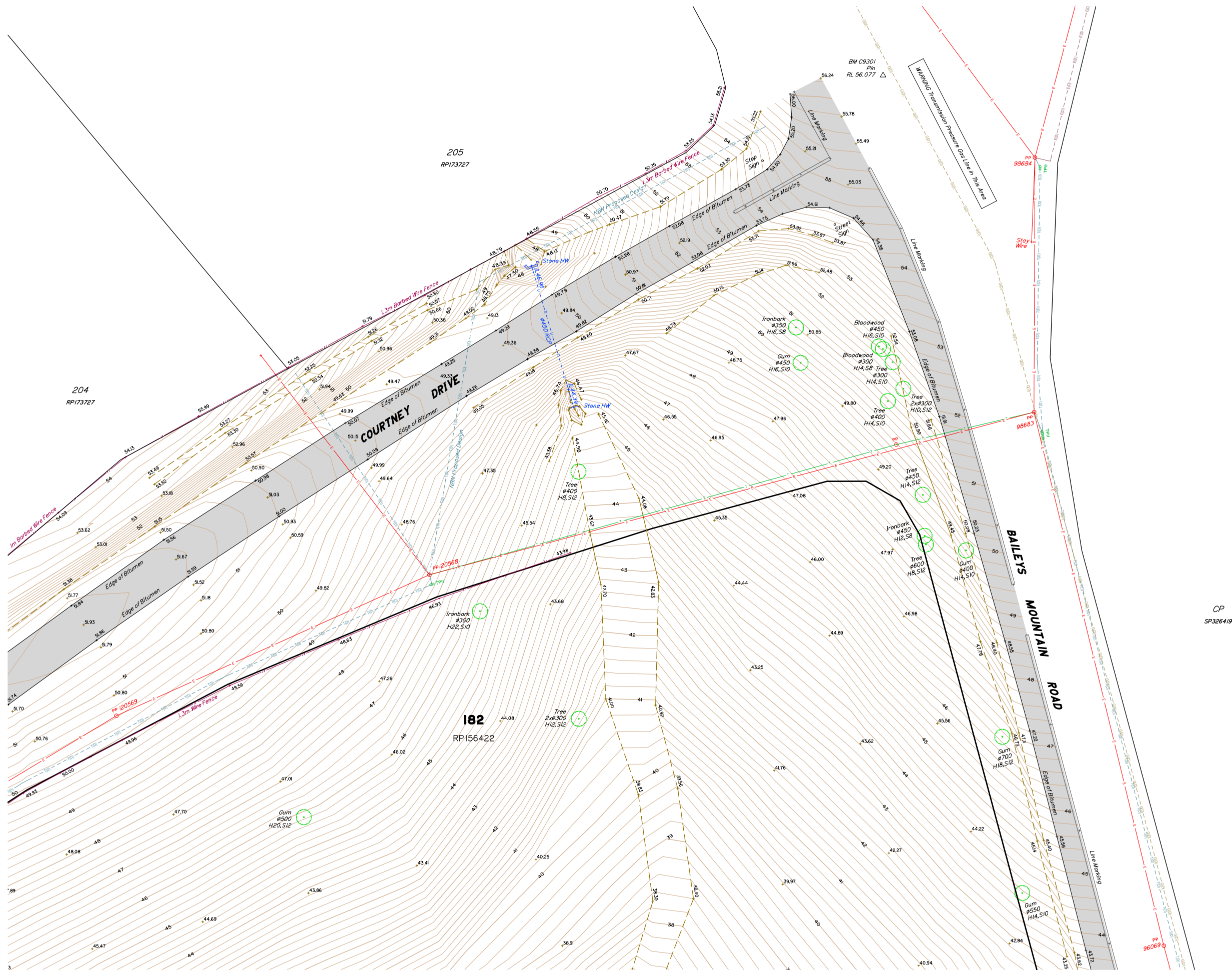
CLIENT
KASA GROUP HOLDINGS PTY LTD

SCALE
1:250@A1
1:500@A3

PROJECT
17 COURTNEY DRIVE, COOMERA

DRAWING TITLE
DETAIL PLAN
(SHEET 2 of 5)

DRAWING NO.
12753 S 01 DT A



LEGEND		
Quality levels are shown on linetypes along with service type eg. -E4- First Letter is the Service (Elec) and the second is Quality Level (A)		
U/G ELECTRICITY	by Survey	by Records
O/H ELECTRICITY	---E4---E8---	---E1C---E1D---
O/H TELECOMMUNICATIONS	---T---T---	---T---T---
U/G TELECOMMUNICATIONS	---T1A---T1B---	---T1C---T1D---
U/G DRAINAGE	---D1A---D1B---	---D1C---D1D---
SEWERAGE	---S1A---S1B---	---S1C---S1D---
WATER	---W1A---W1B---	---W1C---W1D---
GAS	---G1A---G1B---	---G1C---G1D---
FENCE	---F1---	---

SYMBOLS		ABBREVIATIONS	
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Gully Trap	□ GT	SL	Surface Level
Stormwater Manhole	○ SWMH	IL	Invert Level
Fire Hydrant	■ FH	BM	Bench Mark
Valve	■ V	Ø	Diameter
Water Meter	■ WM	RCP	Reinforced Concrete Pipe
Electricity Box / Pillar	■ EBWP	GI	Galvanised Iron
Electric Light Pole	○ ELP	Ø, H, S	Trunk diameter, Height, Spread (canopy diameter)
Power Pole	○ PP		
Electricity Manhole	□ EMH		
Electricity Pit	○ EPH		
Traffic Signal Pit	○ TSPH		
Traffic Light	○ TL		
Telecommunications Manhole	□ TMH		
Telecommunications Pit	○ TPH		
Tree / Shrub	○		

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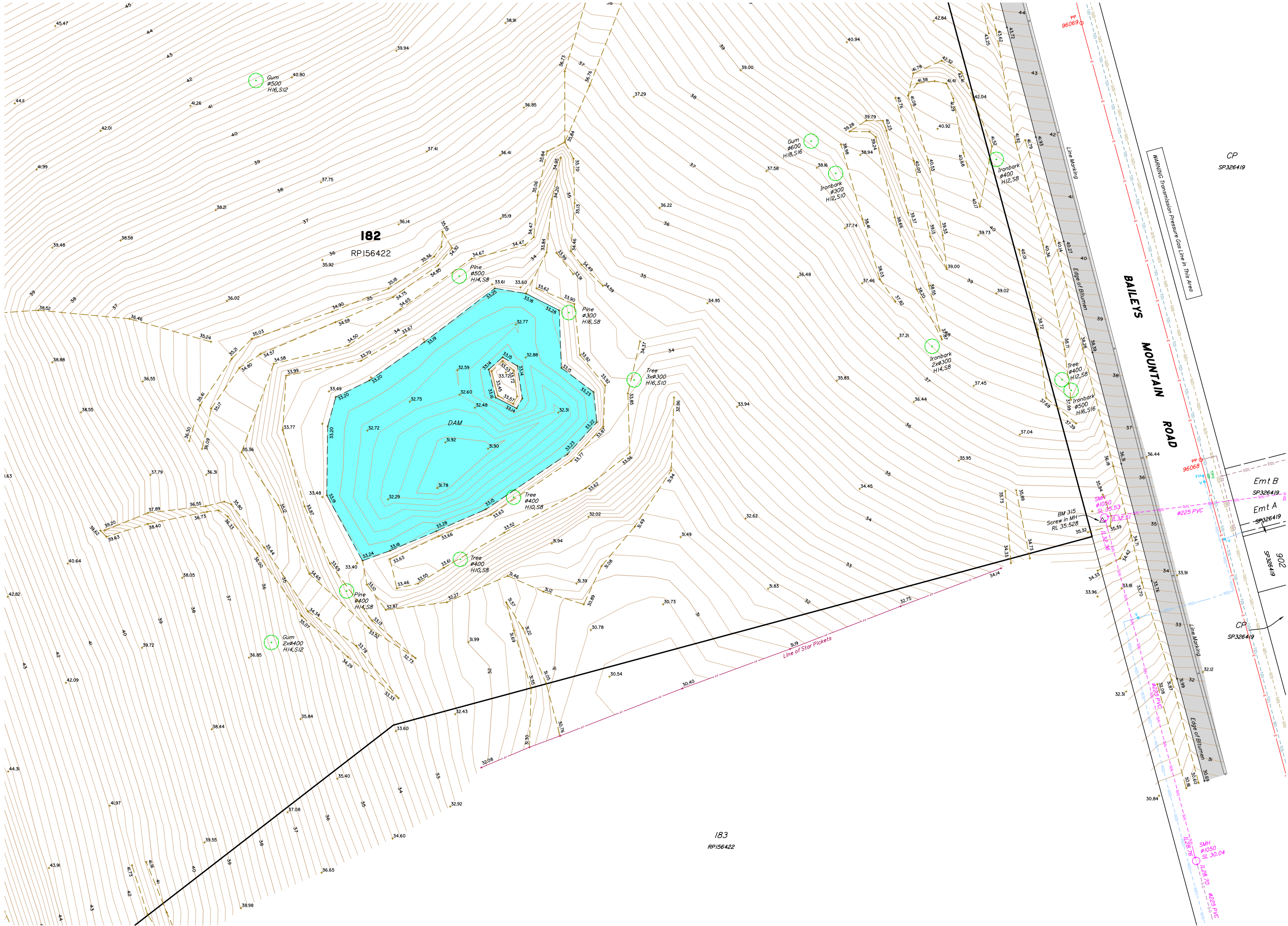
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O/H ELECTRICITY	— EA — E — E —	— E(C) — E(D) —
O/H TELECOMMUNICATIONS	— TA — T — T —	— T — T —
U/G TELECOMMUNICATIONS	— UA — U — U —	— U(C) — U(D) —
U/G DRAINAGE	— DA — D — D —	— D(C) — D(D) —
SEWERAGE	— SA — S — S —	— S(C) — S(D) —
WATER	— WA — W — W —	— W(C) — W(D) —
GAS	— GA — G — G —	— G(C) — G(D) —
FENCE	— F — F —	

SYMBOLS	ABBREVIATIONS
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Gully Trap	□ GT
Stormwater Manhole	○ SWMH
Fire Hydrant	□ FH
Valve	□ V
Water Meter	□ WM
Electricity Box / Pillar	□ EB
Electric Light Pole	○ ELP
Power Pole	○ PP
Electricity Manhole	□ EMH
Electricity Pit	□ EP
Traffic Signal Pit	□ TSP
Traffic Light	○ TL
Telecommunications Manhole	□ TMH
Telecommunications Pit	□ TPI
Tree / Shrub	○
MH	Manhole
SL	Surface Level
IL	Invert Level
BM	Bench Mark
○	Diameter
RCP	Reinforced Concrete Pipe
GI	Galvanised Iron
○, H, S	Trunk diameter, Height, Spread (canopy diameter)

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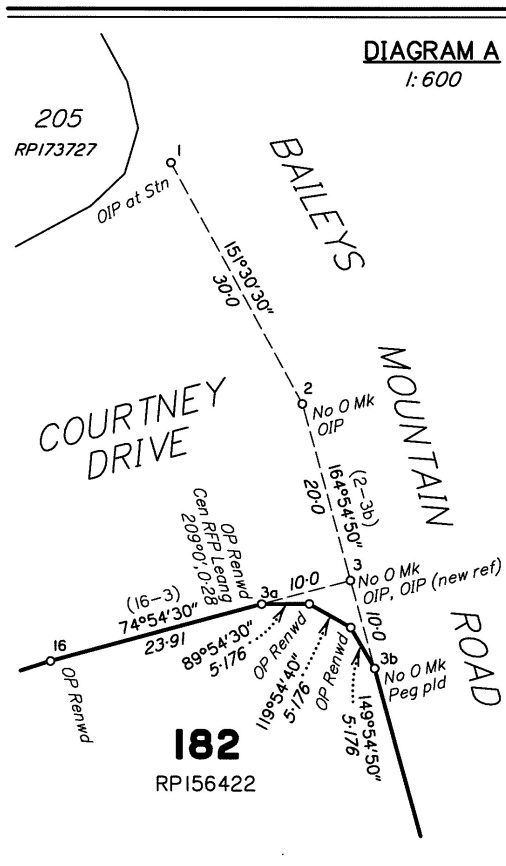
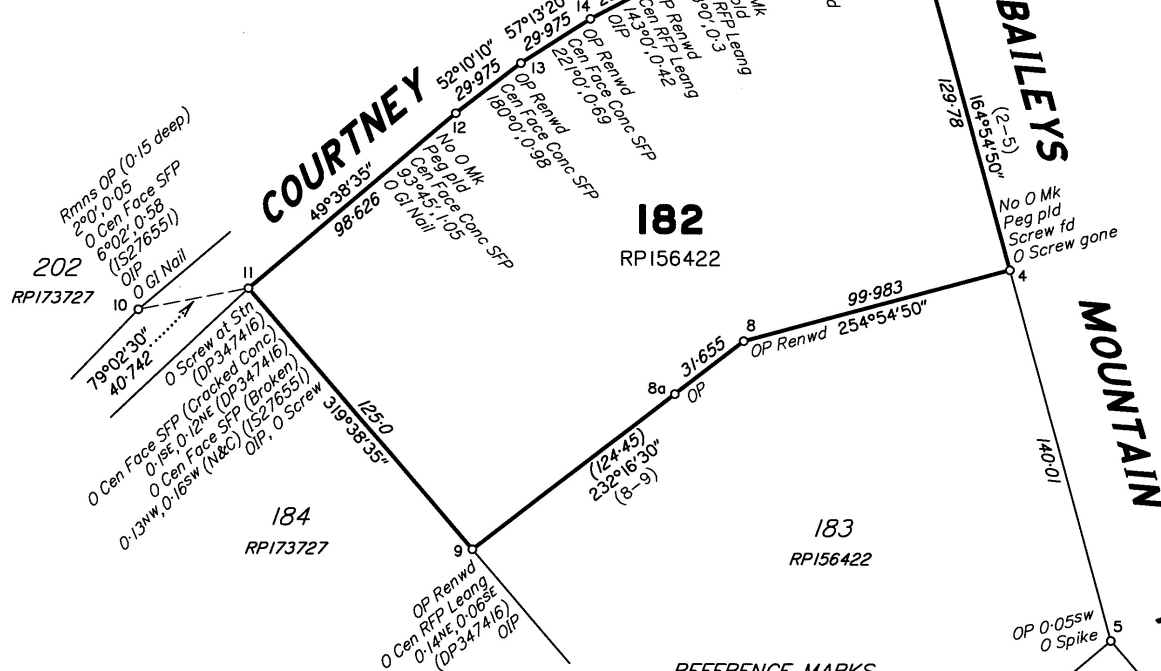
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STN	TO	ORIGIN	BEARING	DIST
1	OIP	RP173727	at Station	
2	OIP	RP162858	248°11'30"	0-855
2	Pin		5°20'	31-9
3	OIP	IS323571	165°03'40"	8-98
3	OIP (new ref)	IS303913	254°54'30"	8-98
4	Screw in M/H fd		32°53'	2-635
4	O Screw gone	DP347416	17°22'30"	5-315
5	O Spike in Bit	DP347416	99°49'30"	16-665
5	Nail in M/H		136°09'50"	31-28
6	OIP	DP347416	26°47'30"	0-454
6	ORT	RP162858	159°39'30"	5-693
6	O Nail in Bit (new ref)	IS323571	56°49'	13-055
7	O Spike in Bit	DP347416	232°45'30"	5-023
9	OIP	RP156422	232°16'30"	1-0
10	OIP	DP347416	137°32'10"	0-916
10	O GI Nail in Bit	DP347416	138°01'10"	8-677
11	OIP	IS276551	267°43'10"	3-241
11	O Screw in Hdwl	DP347416	241°46'10"	21-945
12	O GI Nail in Bit	DP347416	35°47'10"	27-603
15	OIP	RP156422	247°19'40"	15-046

Reinstatement Report

Alignment of Baileys Mountain Road fixed by original monuments at or near stations 1-3 and 5-7 vide RP173727, RP162858, IS323571 and DP347416 in accordance with DP347416.

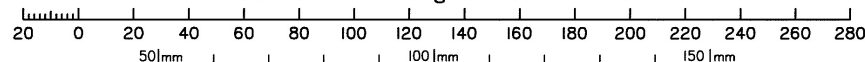
Alignment 4-9 fixed by original monuments at or near stations 8, 8a and 9 vide RP156422 and DP347416, maintaining original angle at station 8 and line 4-8 perpendicular to Baileys Mountain Road in accordance with original intention shown on RP156422 and subsequent survey shown on DP347416 resulting in station 4 reinstated 0-015m southeast of IS323571.

- 0-017m shortage in line 4-8 compared to original distance vide RP156422
- 0-015m excess in line 3b-4 compared to original distance vide RP156422
- 0-01m excess in line 4-5 compared to original distance vide RP156422

Alignment of Courtney Drive fixed by original monuments at or near stations 10-16, 3, 3a and the truncation vide DP347416, IS276551 and RP156422 and original dimensions in accordance with DP347416. Occupation shown N&C near station 11 due to IS276551 in error.

Line 9-11 fixed by original monuments vide RP156422, IS276551 and DP347416 perpendicular to Courtney Drive in accordance with original intention vide RP156422 and subsequent survey shown on DP347416.

Scale 1:2000 - Lengths are in metres.



Ecological Assessment Report and SDAP Code 25 Response

Appendix C



Appendix D

Bushfire Mitigation Report



Appendix E

Subdivision Proposal Plan



Landscape Concept

Appendix F



Appendix G

Engineering Infrastructure Report



Stormwater Management Plan

Appendix H



Appendix I

Geotechnical Investigation and Landslide Risk Assessment



Appendix J

Traffic Impact Assessment



Appendix K

Noise Impact Assessment



Assessment Benchmarks

The following Assessment Benchmarks have been addressed by Saunders Havill Group for this application:

1. Relevant parts of the Strategic Framework of the *City Plan 2016* (v12)
2. Reconfiguring a Lot Code
3. General Development Provisions Code

Strategic Framework

The strategic framework sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs in the planning scheme area for the life of the planning scheme. The following strategic framework items have been identified as being relevant to the proposed development:

City Shaping Themes	Specific Outcomes	Response to Strategic Framework
Creating liveable places 3.3.4 Element – New Communities	1. New communities will emerge within the city’s urban area, where suitable. 2. These areas will be an integrated part of the city’s urban fabric and support well-designed, walkable communities, focused around centres, public transport stops and community facilities. 3. Generally new communities achieve a minimum dwelling yield of between 15 to 25 dwellings per hectare net. These yields will be higher surrounding the Pimpama mixed use centre. 4. New communities provide a diversity of housing choices, through a mix of lot sizes and higher intensity housing forms, if they are within walking distance of a high frequency public transport stop, a major employment area, neighbourhood centre or a district and regional level community and recreation facility. Larger lot urban housing occurs on land where services and infrastructure are not as advanced, to appropriately respond to environmental and landscape features, on steeper slopes to minimise earthworks and to provide a transition to the city’s non-urban areas. 5. Small lot housing, dual occupancy and multiple dwellings occur in new communities in low concentrations where they achieve a dispersed or gentle-scattering effect. These dwellings are limited to the following lots where they do not adjoin existing or approved small lot housing, <u>dual occupancy</u> or <u>multiple dwellings</u>: 1. corner lots; or 2. lots with both street and rear lane access; or 3. lots within a 400 metre walk of a mixed use centre or specialist centre. 6. In the Upper Coomera (Courtney Drive) new community: 1. urban development utilises land and infrastructure efficiently and responds to site constraints and opportunities to deliver a mix of <u>Dwelling</u>	Complies The proposed development will be established in the Courtney Drive North-East precinct within the Emerging Community zone. The design of the subdivision has catered to the development objectives and provisions of the zone code and precinct structure plan more specifically. Whilst the net density for the site, 25 dwellings/ha, is slightly exceeding the planned net density of 23 dw/ha, it does not give rise to additional impacts . The application supports housing choice through a mixture of lot sizes and types. Efficient use of land and infrastructure is achieved, noting appropriate integration with the adjoining Norfolk Estates layout (ROL2024/116). For these reasons, the development is taken to satisfy this Element as follows: • contribute to safe, healthy and cohesive communities that reduce social isolation and promote community wellbeing; • include an interconnected system of streets that provide pleasant and comfortable walking and cycling environments and support public transport; • respond to opportunities and constraints on site; • orientate streets and lots to support energy efficient design; • 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 • achieve a high standard of urban design and safety, with dwellings and other buildings appropriately addressing all road frontages.

City Shaping Themes	Specific Outcomes	Response to Strategic Framework
	<u>houses</u> (including small lot housing) and <u>Dual occupancies</u> achieving a residential density between: 1. 19 to 23 dwellings per net hectare, where located in sub-precinct Courtney North-east; 2. 13 to 17 dwellings per net hectare, where located in sub-precinct Courtney South-east; and; 3. 11 to 14 dwellings per net hectare, where located in sub-precinct Courtney West. 2. <u>Multiple dwelling</u> development occurs in sub-precinct Courtney North-east, where it meets the following criteria: 1. located on flat land (1:15 slope or flatter); 2. located within 400m walking distance to a local recreation park required to support this new community; and 3. achieves a maximum residential density of RD2 (up to 33 dwellings per net hectare). 3. <u>Multiple dwelling</u> development in sub-precinct Courtney West and sub-precinct Courtney South-east: 1. is designed to have the appearance of individual dwellings positioned in a generous landscaped setting; and 2. achieves a residential density consistent with that envisaged for the sub-precinct. 4. <u>Multiple dwelling</u> development positively contributes to a safe and accessible streetscape and fronts public streets and open space areas to maximise opportunities for casual surveillance. 5. 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. 6. 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.	

City Shaping Themes	Specific Outcomes	Response to Strategic Framework
Living with nature 3.7.3 – Green Space network	7. The transition of vacant urban land to new communities will: 1. ensure essential infrastructure and services can be provided in a timely, cost effective and environmentally responsible manner; 2. ensure timely and easy access to an appropriate range of goods and services, and employment opportunities, public transport and community and recreational facilities; 3. avoid natural hazard areas, or ensure these are sensitively developed; and 4. protect matters of environmental significance and landscape character. 8. The layout and design of new communities: 1. contribute to safe, healthy and cohesive communities that reduce social isolation and promote community wellbeing; 2. include an interconnected system of streets and open spaces that provide pleasant and comfortable walking and cycling environments and support public transport; 3. 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; 4. orientate streets and lots to support energy efficient design; 5. 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 6. achieve a high standard of urban design and safety, with dwellings and other buildings appropriately addressing all road frontages.	
	1. The diverse green space network provides for recreation, community wellbeing, biodiversity, scenic amenity, water catchment management, cultural heritage, tourism, education and research. It includes: (a) hinterland areas including rural production areas, rural residential areas and natural landscape areas; (b) water supply catchment areas;	N/A The proposal does not involve additional green space, but incorporates pedestrian links to Courtney Drive and also to the proposed Norfolk Estates development to the west and south which provides good access to planned environmental open space and the local recreation park being delivered under ROL/2024/116 in line with the Upper Coomera north-east precinct plan requirements.

City Shaping Themes	Specific Outcomes	Response to Strategic Framework
	(c) biodiversity areas and other matters of environmental significance; (d) the Merrimac/Carrara floodplain special management area; (e) the inter-urban break; and (f) open space and recreation areas, including sports grounds, bushland and paths. 2. The city’s green space network also contains smaller open spaces and corridors not shown on the strategic framework maps that provide important green space values within the city’s urban form and character. 3. The green space network links local and regional green space, including linking matters of environmental significance and extending hinterland to coast critical corridors. 4. The inter-urban break provides a green break between the urban corridor from Brisbane City and the northern suburbs of the Gold Coast, and incorporates a significant hinterland to coast critical corridor. The inter-urban break is retained and enhanced. 5. The Merrimac/Carrara flood plain special management area provides essential flood management functions and a continuous green space network that provides for: (a) major sport and recreation uses and other community facilities; (b) pedestrian and cycle networks; (c) environmental education and interpretation; (d) ecological restoration and environmental management; (e) water quality; and (f) flood resilience. 6. Waterways and riparian areas are protected as natural green space corridors to: (a) protect vegetation, wildlife habitat and ecological corridors; (b) protect scenic amenity; (c) provide continuous public access and parkland corridors for recreation, walking and cycling; (d) provide visual relief from the built environment and a retreat from developed areas;	

City Shaping Themes	Specific Outcomes	Response to Strategic Framework
	(e) provide flood mitigation, flood resilience, drainage and water quality functions; (f) provide natural and renewable water cycle processes (water health and water quality); and (g) protect foreshores from erosion and stormwater inflows. 7. The limited commercial uses in the city’s green space network do not compromise the nature conservation, scenic amenity, recreation or other values of the green space network. 8. Public sport and recreation areas are retained for health, community and cultural benefits. 9. In urban areas, privately owned sport and recreation facilities such as golf courses and sports fields continue to contribute to: (a) the health and wellbeing of the community; (b) scenic amenity and landscape character in local communities; and (c) ecological and hydrological functions. (d) Supporting development consists of clubs, function/conference facilities, tourist attractions, tourist accommodation and a limited range of shops and food and drink outlets where these uses support or complement the primary sport and recreation use of the land and acceptable standards of amenity are maintained for nearby sensitive uses. 10. Development does not erode, and, wherever practicable, contributes to, the expansion of the extent, function and values of the green space network. 11. Development facilitates accessible, safe and integrated local open space networks that contribute to sense of place and quality of life.	

6.2.15 Emerging community zone code

6.2.15.1 Application

This code applies to assessing all development in the Emerging community zone.

Where development is identified in the **Upper Coomera (Courtney Drive) precinct** (refer to **Figure 6.2.15-3 Upper Coomera (Courtney Drive) precinct plan**), additional outcomes will apply to assessment.

Note: For assessable development within the Upper Coomera (Courtney Drive) precinct, assessment is only against the overall outcomes and purpose of the code.

Note: To the extent there is any inconsistency with the outcomes applying to the whole of the zone, the precinct outcomes will prevail.

Note: This code will apply where Schedule 6 of the Regulation is not met.

See section 6.6 of the Town Planning Report for assessment against the purpose and overall outcomes of the code.

9.4.8 Reconfiguring a lot code

9.4.8.1 Application

This code applies to assessing reconfiguring a lot for development where indicated within **Part 5 Tables of assessment**.

When using this code, reference should be made to **Section 5.3.2** and, where applicable, **Section 5.3.3**, in **Part 5**.

9.4.8.2 Purpose

- (1) The purpose of the Reconfiguring a lot code is to ensure that the reconfiguring a lot lays the foundations for high-quality urban design that supports the outcomes for the zone and is sensitive to the environment, topography and landscape features.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Subdivisions provide a range of lot sizes and frontages to facilitate:
 - (i) different development expected in the zone;
 - (ii) on-street parking which generally caters for demand within the street; and
 - (iii) public utilities and street trees.
 - (b) Reconfiguring a lot allows for increased yields in close proximity to public transport, retail, commercial, community, and recreation facilities.
 - (c) 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:
 - (i) a site plan for all lots with an area of 250m² to 400m²; and
 - (ii) site plan, floor plan and elevations for all lots with an area less than 250m².
 - (d) Reconfiguring a lot results in safe and interconnected streets that promote the use of public transport, walking and cycling, and reduces dependency on vehicles. The street network is permeable and legible, facilitating high connectivity between all users and nodes.
 - (e) Reconfiguring a lot within the Coomera Town Centre area provides an integrated network of predominantly public streets to ensure efficient movement of pedestrians, cyclists, vehicles and strong public transport connections.
 - (f) Reconfiguring a lot results in lot configuration and orientation to facilitate climatically responsive site design.
 - (g) Reconfiguring a lot takes into account the physical, environmental and infrastructure constraints, creating lots that respond to the natural topography of the land by minimising the extent of earthworks required.
 - (h) Reconfiguring a lot contributes to the provision of a safe, accessible, convenient and useable network of open space for local communities.
 - (i) Reconfiguring a lot provides for community infrastructure and other non-residential activities to support the local neighbourhood, commensurate with the stages of development.
 - (j) Reconfiguring a lot ensures that new lots are connected to essential services and public utilities to meet the demand of end users whilst minimising risk of failure or environmental harm.
 - (k) Where necessary, new lots are provided with on-site sewerage facilities that are appropriately sited to respond to on and off site constraints.

Note: Indicative access and mobility outcomes for the Coomera Town Centre area are identified on Figure 9.4.13-2 Coomera Town Centre Indicative Access and Mobility within Part 9.4.13 Transport code.

9.4.8.3 Specific benchmarks for assessment

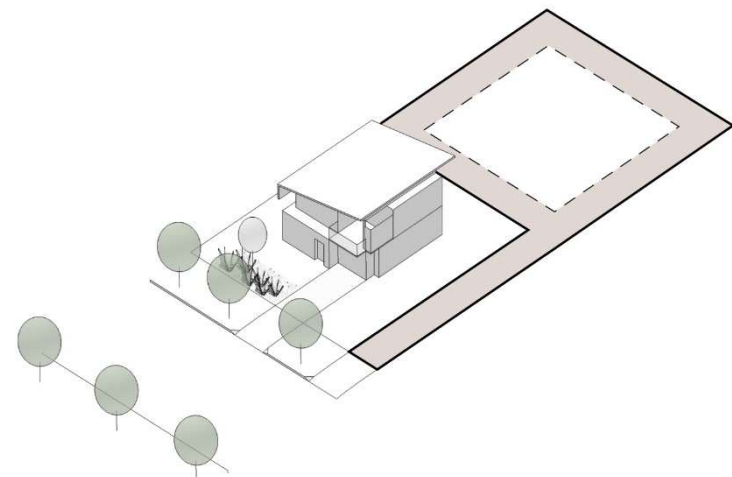
Part A applies to accepted development subject to requirements.

Part B applies to assessable development.

PART A – ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS

There are no requirements for accepted development for this code.

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS**Table 9.4.8-1: Reconfiguring a lot code – for assessable development**

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Reconfiguration of sloping lots			
PO1 Where the development is for residential uses and would result in allotments with an average finished slope that exceeds 10%: (a) earthworking provides for finished ground levels that facilitate development of the allotments for the intended purpose and its related/ancillary areas (e.g. areas of useable private open space) without the need to provide additional retaining walls; and (b) earthworking is undertaken in a way that provides good quality amenity outcomes for future lot users and to the public realm. Note: an earthworking plan illustrating compliance with the above components is Council's preferred method of addressing the above.	AO1 Allotments have an average finished slope less than 10%.	COMPLIES AO1 The finished lots will have a slope less than 10%.	
Additional provisions for creation of rear lots in residential zones			
PO2 Reconfiguration of a lot that creates a rear lot: (a) does not result in unreasonable amenity impacts for adjoining lots by limiting the number of rear lots to one; (b) protects the safety of pedestrians and cyclists by ensuring that access strips to the road frontage are designed to maintain visibility to the verge; (c) provides an adequate internal manoeuvring area for vehicles to exit the rear lot in a forward gear; and (d) allows sufficient street frontage for waste collection.	AO2.1 The rear lot has the same width as the lot it is positioned behind.	COMPLIES PO2 There are only 3 rear lots proposed, all of which are greater than 650m2, with frontages 5.0m or greater to the new road. they are located at the north-east and south-east corners of the site where amenity impacts for adjoining lots are minimised.	
	AO2.2 Only one rear lot is created.		
	AO2.3 The rear lot is created for a dwelling house.		
			
Figure 9.4.8-1 Illustration showing the Reconfiguring a lot outcomes for creation of rear lots in residential zones			
Road access			
PO3 Lot configuration provides safe and efficient access for vehicles and pedestrians to a constructed public road.	AO3 All lots have direct legal access to a constructed public road in accordance with SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards.	COMPLIES All proposed lots have legal access to a newly created road, with the exception of Lots 1-10 which will gain access from Courtney Drive.	

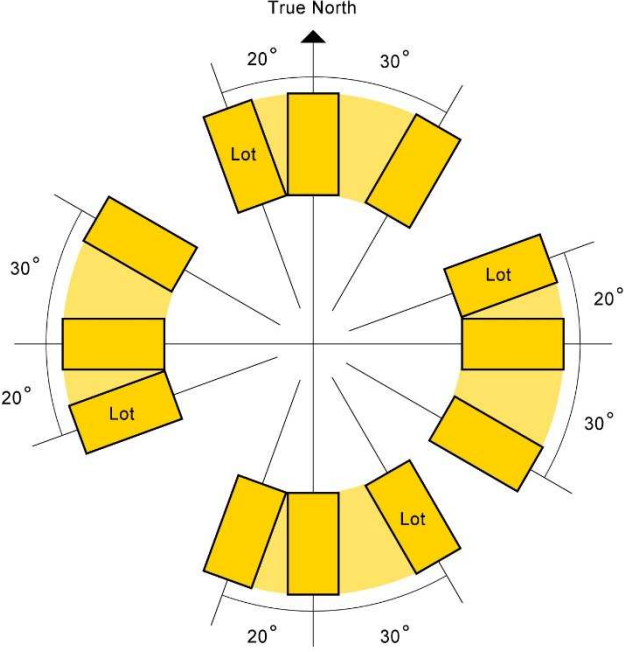
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO4 Design and management arrangements of access strips and easements: (a) provide safe and efficient access for vehicles and pedestrians and: (i) are of an adequate width to facilitate the intended function; (ii) are constructed to an appropriate standard; and (iii) do not result in unreasonable detriment or nuisance to an adjacent premises (a) allow for effective and reasonable ongoing maintenance.	AO4.1 Minimum widths for access strips and easements comply with Table 9.4.8-2: Minimum width of access strips or easements .	COMPLIES The 3 rear lot access strips have been designed to comply with the requirements.	
	AO4.2 Parties to an access easement are limited to two lots (e.g. The burdened lot and one benefiting lot).	NOT APPLICABLE No access easements are being created.	
Infrastructure			
PO5 New lots are created with provision of essential services and public utilities, including sewerage, water, electricity and communication services that are designed and located to: (a) meet the needs of users; (b) enhance the health, safety and convenience of the community; (c) be cost effective over their life-cycle; (d) minimise adverse impacts to the environment (including the amenity of the local area); (e) minimise risk of failure or damage during a natural hazard event; and (f) support connection to fibre telecommunication infrastructure.	AO5.1 All lots are connected to electricity supply and telecommunications services, with the telecommunications infrastructure designed to support connection to fibre telecommunications infrastructure.	COMPLIES All new lots will be connected to relevant infrastructure to support development.	
	AO5.2 Electricity supply and telecommunications infrastructure are provided underground, where the development involves the creation of more than five lots, five dwellings, or five tenancies, except in the Rural zone.	COMPLIES Underground infrastructure is proposed.	
	AO5.3 All new lots within the Local government infrastructure plan boundary are connected to reticulated water supply in accordance with SC6.12 City Plan policy – Land development guidelines, Section 6 – Water supply and sewerage reticulation standards , except in the Extractive industry, Rural and Conservation zones.	COMPLIES All lots will be connected to reticulated water.	
	AO5.4 All new lots within the Local government infrastructure plan boundary are connected to reticulated sewerage in accordance with SC6.12 City Plan policy – Land development guidelines, Section 6 – Water supply and sewerage reticulation standards , except in the Extractive industry, Rural and Conservation zones, and those lands within the Rural residential zone unless specifically stated in the Rural residential zone code.	COMPLIES All lots will be connected to sewer.	
	AO5.5 On-site water supply is provided in accordance with SC6.12 City Plan policy – Land development guidelines, Section 6 – Water supply and sewerage reticulation standards for all new lots created in the Extractive industry, Rural, Rural residential and Conservation zones or in areas outside the Local government infrastructure plan boundary.	NOT APPLICABLE	
	AO5.6 On-site sewage disposal is provided in accordance with Council's <i>Guidelines for the Installation and Operation of Aerobic Wastewater Treatment Plants for Domestic and Small Scale Commercial Users 1995</i> and AS1547 for all new lots created in the Extractive industry, Rural, Rural residential and Conservation zones or in areas outside the Local government infrastructure plan boundary.	NOT APPLICABLE	
On-site sewerage provision			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO6 The sewerage disposal area is located in a position that is sufficiently separated from adjoining property boundaries and nearby waterways.	AO6 For development involving on-site sewage disposal, an Effluent Disposal Report prepared by a qualified expert shall be submitted demonstrating that new lots are of a sufficient size and design to allow for the required separation distances of the disposal area from: (a) adjoining property boundaries; (b) adjacent wastewater systems; (c) nearby waterways; (d) inappropriate soil types; and (e) other general site constraints that would inhibit the disposal of wastewater to an acceptable environmental and health standard. Note: the Effluent Disposal Report shall demonstrate the type, size and location of the effluent disposal and dispersal area, the extent of vegetation clearing that is required to achieve the disposal and dispersal area, and the extent of earthworks required to achieve the effluent disposal.	NOT APPLICABLE	
Rearranging lot boundaries			
PO7 Rearranging a lot boundary results in lots which have practical shapes and allow for the intended uses described in the zone. Note: irregular shaped lots will only be accepted to address encroachments.	AO7.1 The rearranging of a lot boundary does not restrict the lawful use of either lot.	NOT APPLICABLE The development is for a reconfiguration of a lot – standard subdivision.	
	AO7.2 The rearranging of a lot boundary results in lots which comply with the applicable zone requirements.	NOT APPLICABLE The development is for a reconfiguration of a lot – standard subdivision.	
	AO7.3 The rearranging of a lot boundary ensures that a building or structure that is not intended for common use and sharing by a formal title arrangement is not located across a boundary or within a setback.	NOT APPLICABLE The development is for a reconfiguration of a lot – standard subdivision.	
Additional provisions for volumetric subdivisions			
PO8 Volumetric subdivision (of the space above or below ground level) facilitates efficient delivery of development and does not result in the creation of parcels that cannot achieve any development rights, or that will not have adequate access to infrastructure. Note: a Building Management Statement(s) ('BMS') may be conditioned to ensure compliance with this provision. The BMS will be required to note the continuing application of existing development permits.	AO8 No acceptable outcome provided.	NOT APPLICABLE The development is for a reconfiguration of a lot – standard subdivision.	
PO9 The volumetric subdivision does not compromise any of the requirements of the earlier development approval.	AO9 No acceptable outcome provided.	NOT APPLICABLE The development is for a reconfiguration of a lot – standard subdivision.	
PO10 Adequate access to services and facilities is provided for all lots, including water, sewer, access, car parking, etc. in accordance with earlier development approvals. Note: a Building Management Statement(s) ('BMS') may be conditioned to ensure compliance with this provision. The BMS will be required to note the continuing application of existing development permits.	AO10 No acceptable outcome provided.	NOT APPLICABLE The development is for a reconfiguration of a lot – standard subdivision.	
Housing diversity			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
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.	COMPLIES – PO11 The development has proposed to provide 7 different lot typologies and sizes to provide housing diversity.	
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.	COMPLIES – PO12 The majority of lots (approx. 63%) are less than 400m ² , however wider frontages are proposed, with the majority being 12.5m. Generally the 12.5m wide lots are limited to 3 in a row, with a wider frontage lot (14m) interspersed to facilitate variation in dwelling form.	
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.	COMPLIES – PO13 Only two lots (in addition to the 3 rear lots) have frontages 10m or less, with all lots having an average width greater than 10m.	
Creation of small lots			
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 250m ² to 400m ² ; and (b) site, floor plans, and elevations for all lots with an area less than 250m ² . 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.	COMPLIES – PO14 Approx. 63% of all lots are less than 400m ² , however the majority have a frontage of 12.5m or greater. Wider frontage lots are interspersed to ensure there is only a repeat of three 12.5m frontage lots in a row.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Circulation and street access design			
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.	COMPLIES New streets are proposed such that they comply with the outcomes of the City Plan policy – transport network standards. Inclusive of the design requirements for public, private and service vehicles. The layout properly integrates with the proposed road network under ROL204/116.	
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 on the Zone maps in Schedule 2); or (b) site access is from a road identified on the Pacific motorway service road types overlay map; or (c) site access is within 100m of a signalised intersection; or (d) site access is within 50m of a roundabout; or (e) a new intersection is proposed; or (f) density outcomes in a zone code are exceeded; or (g) development has the potential to increase existing background traffic (peak period or daily traffic movements) ≥ 5 percent.	AO16 No acceptable outcome is provided.	COMPLIES The proposed subdivision does not have an adverse impact on the external road network. The proposed new road access from Courtney Drive has been appropriately located having regard to intersection separation considerations.	
PO17 Development within the Coomera Town Centre area provides an integrated network of predominantly public streets to ensure efficient movement of pedestrians, cyclists, vehicles and strong public transport connections.	AO17 No acceptable outcome provided.	NOT APPLICABLE Development is not within the town centre area.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Note: indicative access and mobility outcomes for the Coomera Town Centre area are identified on Figure 9.4.13-2 within Part 9.4.13 Transport code.			
Driveways and vehicle crossings			
PO18 Driveways and vehicle crossings for proposed lots are considered in the design of the lots to ensure there are no conflicts with existing or proposed city infrastructure, utility infrastructure and street trees. Note: A subdivision plan showing indicative driveways and vehicle crossings for proposed lots is the method of demonstrating compliance with this performance outcome.	AO18 No acceptable outcome provided.	COMPLIES Only where necessary would a driveway crossover be included in this development proposal.	
PO19 Driveways and vehicle crossings for proposed lots are considered in the design of earthworks to ensure appropriate slope gradient from the road carriageway to future building envelopes can be achieved in accordance with SC6.12 City Plan policy – Land development guidelines and <i>AS2890:2009 Parking Facilities</i> . Note: A subdivision plan showing existing and proposed earthworks and the gradient from the road carriageway to the proposed building envelopes is the method of demonstrating compliance with this performance outcome.	AO19 No acceptable outcome provided.	COMPLIES Only where necessary would a driveway crossover be included in this development proposal.	
Additional provisions for subdivisions which result in the creation of 20 lots or more			
Neighbourhood design, character and integration			
PO20 Development provides a neighbourhood with a strong and positive identity, through: (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.	AO20 No acceptable outcome provided.	COMPLIES It is thought that the development proposal has a conclusive identity through the design of streets and lots as well as pedestrian connections to Courtney Drive and the proposed development to the south. The scale and density is consistent with the local area and provisions identified in the precinct of the emerging community zone. A range of lot sizes are proposed to also allow for a number of housing typologies. Majority of new lots are oriented towards a new road to ensure surveillance of the local street. The design of this subdivision ensures that community spaces are within walking distance, to build upon the neighbourhood identity.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Climatically responsive design			
PO21 The street and lot orientation facilitates the construction of energy-efficient buildings that respond to the local climatic conditions by: (a) maximising solar access to the north in winter; (b) minimising solar access to the east and west in the summer; (c) maximising access to any prevailing summer breezes; and (d) minimising exposure to prevailing winter winds.	AO21.1 A site analysis prepared in accordance with SC6.14 City Plan policy – Site analysis identifies how the proposed lot orientation results in the potential for energy efficient buildings that respond to the local climatic conditions.	COMPLIES A majority of lots are oriented North-west to South-east to maximise access to daylight. This will also assist in the potential for reduction in energy usage for future dwelling house constructions.	
	AO21.2 Roads and lots are generally configured in a grid pattern and run in: (a) north-south direction within 20° west and 30° east of north; and (b) east-west direction within 30° south and 20° north of east.	COMPLIES The majority of lots adopt the preferred orientation for new lots as shown in the figure below.	
 Figure 9.4.8-2 Illustration showing the Reconfiguring a lot preferred lot orientation outcomes			
Public transport integration			
PO22 Subdivision design supports public transport integration.	AO22 At least 60% of lots are within 400m walking distance of roads which have a minimum carriageway width of 10m and are capable of supporting a bus route.	COMPLIES All lots are connected to a road that has capacity for a bus route.	
Centre design outcomes			
PO23 Subdivision provides on-street car parking opportunities within neighbourhood and mixed use centres that are designed to a suitable standard to allow for: (a) the activation of the activity node; and (b) the creation of pedestrian friendly streets.	AO23 No acceptable outcome provided.	COMPLIES On street carparking will be available due to the provisions of standard street dimensions.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Retail and community services			
PO24 Large developments include a site for the location of neighbourhood stores and community facilities to promote a walkable neighbourhood. Note: an adaptable sales office which is used as a shop after the completion of subdivision sales would satisfy this performance outcome.	AO24.1 Lots are allocated and designed to accommodate neighbourhood stores and for community facilities in subdivisions of more than 250 lots.	NOT APPLICABLE Development does not create more than 150 lots.	
	AO24.2 Any lots identified as suitable for neighbourhood stores or community facilities are located in prominent and easily accessible locations within the development.	NOT APPLICABLE Development does not create more than 150 lots.	
Open space provision			
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 .	N/A The proposal does not provide, nor is it required to provide for public open space.	
	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.	N/A Trunk park space is provided as part of adjoining ROL/2024/116.	
	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.	N/A The proposal does not involve non-trunk recreational open space.	
PO26 The design and location of open space results in high-quality parkland which: (a) enables the retention and protection of matters of environmental significance, their associated buffers, assessable vegetation, habitat features and natural cultural features; (b) contributes to the visual amenity of the area and facilitates casual surveillance; (c) can be easily accessed along road frontages; (d) directly adjoins existing or proposed open space areas; and (e) creates opportunities for linkages between open space areas.	AO26.1 Open space is provided adjacent to waterway buffers with roads servicing linear parkland, and lots located on the opposite side of the road.	N/A The proposal does not involve open space.	
	AO26.2 Open space for conservation purposes is consolidated with other conservation areas to allow for a connected movement corridor.	N/A The proposal does not involve open space for conservation purposes.	
	AO26.3 Recreational open space areas less than 5,000m ² directly adjoin existing or proposed recreational open space areas to provide: (a) a consolidated useable area; and (b) connectivity between open spaces.	N/A The proposal does not involve recreational open space.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Open space, safety and design			
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.	N/A There are no proposed public spaces that would be used during times of darkness.	
	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.	COMPLIES Housing and local streets are granted casual surveillance of community spaces.	
	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.	N/A The proposal does not involve a park.	
Staging of subdivision			
PO28 Staging of the subdivision ensures that: (a) all development within the stage is connected to a constructed road; (b) all development within the stage is connected to appropriate infrastructure to service the lots; and (c) safe and convenient access is provided to public transport, open space, community facilities, convenience shopping and local employment opportunities.	AO28 Subdivision staging is designed to ensure each stage provides: legal and practical access to all lots from a constructed road; (d) all infrastructure (water mains, sewer reticulation, electricity etc.) to all the lots; (e) safe and convenient access to public transport, open space, community facilities, convenience shopping and local employment opportunities.	COMPLIES the staging outcome as shown on the proposed plans ensures that each stage is provided a constructed road, infrastructure to service new lots and access to community open space as per the staged boundary. Stage 2 will only commence once the road and services in adjoining ROL2024/116 have been delivered.	

9.4.4 General development provisions code

9.4.4.1 Application

The code applies to assessing material change of use, building work, reconfiguring a lot or operational work where indicated within **Part 5 Tables of assessment**.

When using this code, reference should be made to **Section 5.3.2** and, where applicable, **Section 5.3.3**, in **Part 5**.

9.4.4.2 Purpose

- (1) The purpose of the General development provisions code is to provide a consistent approach to city wide issues and avoid duplication of regulation throughout the City Plan.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Development is designed to maintain the expected level of amenity for the area.
 - (b) Development promotes a safe environment and reduces the potential for crime.
 - (c) Development is designed to respect the natural values of the land, including vegetation, natural topography and development on steep slopes to minimise impacts on the landscape character of the city's rural, urban and hinterland areas.
 - (d) Development does not result in unsightly retaining walls.
 - (e) Building services and storage areas are designed and located to avoid nuisance to adjoining premises and avoid an unattractive appearance when viewed from the street.
 - (f) Development does not cause adverse stormwater drainage impacts on or off the site.
 - (g) Development is connected to essential services and public utilities in accordance with infrastructure provider requirements.
 - (h) Development is designed and located to ensure it does not adversely impact on Council infrastructure.

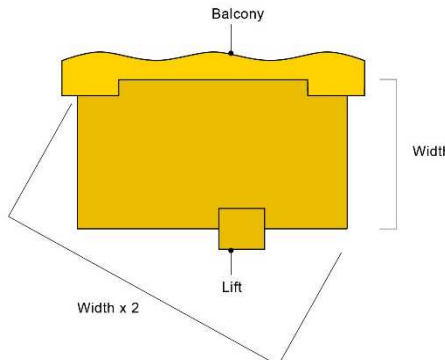
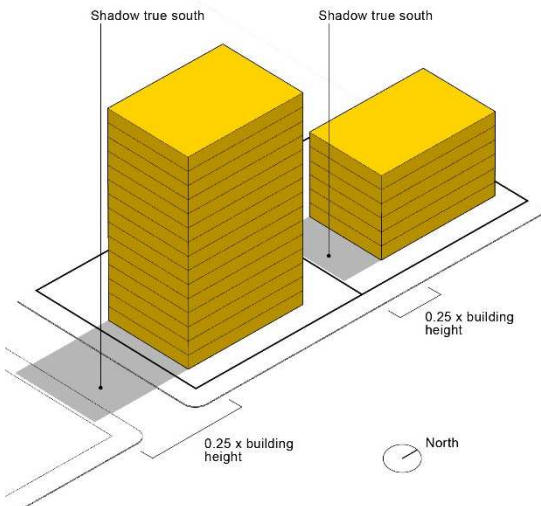
9.4.4.3 Specific benchmarks for assessment

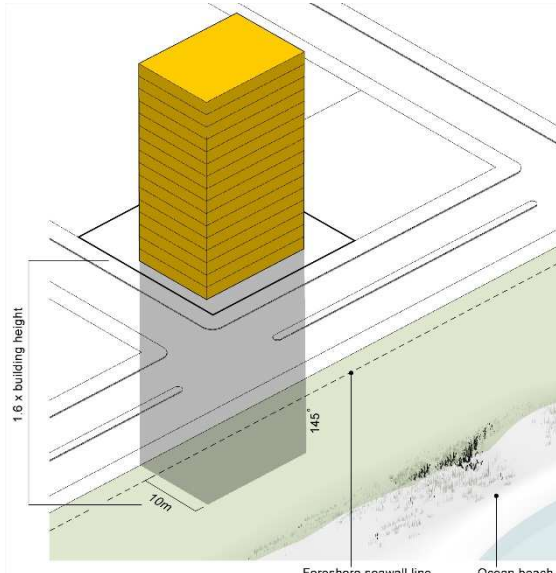
PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 9.4.4-2: General development provisions code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Amenity protection			
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.	COMPLIES The development will not affect the amenity and safety of the surrounding dwellings, as the development is for a residential subdivision. It is reasonable to expect a certain level of activity during construction, however this will be managed at this time with a construction management plan.	
PO2 The proposed development prevents loss of amenity and threats to health and safety, having regard to:	AO2 No acceptable outcome provided.	COMPLIES The development will prevent loss of amenity and threats to health and safety.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
(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.			
Development along the Pacific Motorway and heavy railway line			
PO3 Development adjacent to the Pacific Motorway and heavy railway line minimises views of the storage of outdoor plant and equipment, including service areas to provide an attractive outlook for persons using the transport network.	AO3 Where the site is adjacent to the Pacific Motorway or a heavy rail line, areas used for outdoor storage, including service areas are screened from view from users of the motorway or heavy rail line by buildings, solid fencing or vegetation.	N/A Development is not along the Pacific Motorway or Heavy Railway Line.	
Landscaping			
PO4 The proposal provides landscape work that protects and enhances the character of the local area.	AO4.1 For all development except dwelling houses, dual occupancies, caretaker's accommodation and community residences a Statement of Landscape Intent prepared in accordance with SC6.13 City Plan policy – Landscape work demonstrating that the landscaping will provide amenity for site users and will protect and enhance the character of the local area. AO4.2 An Open Space Management Statement is prepared in accordance with SC6.13 City Plan policy – Landscape work where landscape works are proposed to be undertaken on land that is or is intended to be, public open space.	COMPLIES A landscape concept plan has been prepared. The document has been prepared in accordance with the City Plan Policy and ensure that the amenity and character of the local area will be enhanced.	
Building services			
PO5 All mechanical equipment is located and housed so as not to cause disturbance to residents within or adjoining the development.	AO5 For all development except dwelling houses, dual occupancies, caretaker's accommodation and community residences: The mechanical equipment, including air-conditioning plant and swimming pool pumps, is incorporated within the building. OR The mechanical equipment, including air-conditioning plant and swimming pool pumps, is housed external to the principal building and: (a) is contained within a solid structure; and (b) located no closer than 1.5m to any site boundary.	N/A No buildings are proposed within this development application.	
Casual surveillance and lighting			
PO6 Development facilitates casual surveillance of public areas and incorporates lighting to reduce opportunities for crime.	AO6 No acceptable outcome provided.	COMPLIES The majority of lots have frontage to new road (with only 3 rear lots proposed), thereby facilitating casual surveillance of the public streets.	
Lighting			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO7 Lighting associated with any development does not cause a nuisance.	A07 Direct or reflected light emissions from the premises must be positioned and shielded to prevent light spillage outside the boundaries of the site.	N/A No built form is proposed.	
Shadow impacts – for all development 3 or more storeys			
PO8 The building is designed and located to ensure that the shadow cast by the building does not detract from a comfortable living and ground level environment and the access of adequate sunlight to private and public spaces having regard to: (a) the degree of containment of the shadow on the subject site at different times of the day on the summer and winter solstice and spring and autumn equinox; (b) the cumulative impact of the shadow and existing shadows; (c) the effect of the shadow on the ocean beach, Broadwater foreshore, or riverside or beachside public open space; (d) the location of the shadow on non-residential areas external to the site; and (e) the effect of the shadow on any other site or other building.	A08.1 The width of the shadow cast in any direction by each level of the building, excluding balconies and lift wells, does not exceed twice the width of the shadow cast in any other direction.  Figure 9.4.4-1 Illustration showing width ratio shadow outcome	N/A No built form is proposed.	
	A08.2 The shadow cast by the building in a true south direction has a length 0.25 times the height of the building, as measured from ground level adjacent to the southern side of the subject building to the top of the topmost storey, and does not intrude onto any other site, or does not cast shadow onto any other building on the same site.  Figure 9.4.4-2 Illustration showing southern shadow outcome	N/A No built form is proposed.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	AO8.3 Bermuda Point precinct The shadow cast by the building in a true south direction has a length 0.25 times the height of the building, as measured from the top of the podium adjacent to the southern side of the subject building to the top of the topmost storey, and does not intrude onto any other site, or does not cast shadow onto any other building on the same site. Note: The podium is excluded from any southern shadow calculations.	N/A No built form is proposed.	
	AO8.4 The shadow cast by any building does not cover any part of the ocean beach or Broadwater foreshore when the shadow has a bearing of 145° east of true north and the length of the shadow is 1.6 times the height of the building as measured from the ground level to the top of the topmost storey. Note: For the purpose of this acceptable outcome, the ocean beach is defined as that area east of a line 10m east of and parallel to the foreshore seawall line and the Broadwater foreshore is defined as that area east of the leading edge of the revetment wall.  Figure 9.4.4-3 Illustration showing ocean beach and Broadwater foreshore shadow outcome	N/A No built form is proposed.	
	AO8.5 The shadow cast by the building in the direction of true south does not intrude more than 10m into a riverside public open space reserve.	N/A No built form is proposed.	
Earthworks and treatment of retaining walls			
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.	COMPLIES Refer to engineering report and preliminary earthworks plans that accompany this application.	
Stormwater drainage			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO10 Development does not cause adverse stormwater drainage impacts on or off the site.	AO10 All development incorporates stormwater drainage works to comply with the requirements of SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards.	COMPLIES Refer to engineering report stormwater management report.	
Infrastructure			
PO11 All development ensures connection to public utilities to meet the needs of the development, including sewer, water, electricity and communications services.	AO11 All development is provided with services, as follows: (a) electricity supply and communication services (b) reticulated water supply, when within the mapped 'water supply service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space or Rural zones (c) reticulated sewer network, when within the mapped 'wastewater service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space, Rural or Rural residential zones.	COMPLIES All lots will be provided with electrical supply, telecommunication, water and sewer.	
PO12 Development is undertaken in accordance with the Performance Criteria specified in the <i>Queensland Development Code MP1.4 – Building over or near relevant infrastructure.</i>	AO12 Development is undertaken in accordance with the Acceptable Solutions specified in the <i>Queensland Development Code MP1.4 – Building over or near relevant infrastructure.</i>	COMPLIES Development will comply with the build over or near relevant infrastructure as per QDC MP1.4	
Site analysis			
PO13 Development is designed to: (a) complement the character and address any impacts on the amenity and environment of the local area; (b) avoid any risk to life or property arising from natural hazards; and (c) protect significant natural habitat areas, wildlife corridors, wetlands and waterway corridors.	AO13 A site analysis plan is prepared in accordance with SC6.14 City Plan policy – Site analysis.	COMPLIES The town planning report touches on the site analysis and surrounding character of the local Courtney drive precinct plan area.	

City Plan code template

This code template supports the preparation of a development application against either the acceptable outcome(s) or performance outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Please note:

For assessment against the overall outcomes, refer to the appropriate code.

Note: The whole of the planning scheme is identified as the assessment benchmark for impact assessable development. This specifically includes assessment of impact assessable development against this strategic framework. The strategic framework may contain intentions and requirements that are additional to and not necessarily repeated in zone, overlay or other codes. In particular, the performance outcomes in zone codes address only a limited number of aspects, predominantly related to built form. Development that is impact assessable must also be assessed against the overall outcomes of the code as well as the strategic framework.

8.2.11 Landslide hazard overlay code

8.2.11.1 Application

This code applies to assessing material change of use, reconfiguring a lot or operational work for development located on any lot partially or completely subject to the Landslide hazard overlay and identified within **Part 5.10 Categories of development and assessment – Overlays**.

When using this code, reference should be made to **Section 5.3.2** and, where applicable, **Section 5.3.3**, in **Part 5**.

8.2.11.2 Purpose

- (1) The Landslide hazard overlay code deals with areas of land identified in the local government area as having landslide potential. It applies, at a minimum, to development that:
 - (a) increases the number of people living and working in the natural hazard management area, except where the premises are occupied on a short term or intermittent basis; or
 - (b) involves institutional uses where evacuating people may be difficult; or
 - (c) involves the manufacture or storage of hazardous materials in bulk.
- (2) The purpose of the Landslide hazard overlay code is to regulate development which occurs on land or part of any land containing steep slopes or unstable slopes.
- (3) The purpose of the code will be achieved through the following overall outcomes:
 - (a) The potential for erosion or landslide is minimised.

- (b) The risk of landslides damaging property or endangering persons is minimised.
- (c) Stormwater runoff and waste water disposal is effectively managed so that it does not increase landslide risk on the site or neighbouring sites.
- (d) Erosion events on slopes exceeding an average gradient of 20% are minimised.
- (e) Safe and efficient vehicular access onto steeply sloping land is provided.
- (f) Development does not occur at the expense of other environmental values.

8.2.11.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 8.2.11-2: Landslide hazard overlay code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Site slope constraints			
PO1 Development must be certified by an RPEQ as being responsive to the constraints of steeply sloping land. Note: For guidance on how to meet this performance outcome, refer to SC6.10 City Plan policy – Geotechnical stability assessment guideline.	AO1 Development is not to be undertaken on any lot partially or completely identified on the Landslide hazard overlay map , unless certification is provided by an RPEQ, confirming that the proposed development is appropriate for the sloping nature of the site, and that the risk of landslide adversely affecting the subject lot, adjoining properties and the proposed development is at a low level.	A GEOTECHNICAL INVESTIGATION AND LANDSLIDE RISK ASSESSMENT REPORT ACCOMPANIES THIS APPLICATION AND INCLUDES A LANDSLIDE RISK MITIGATION STRATEGY – SEE APPENDIX I	
Stormwater drainage			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO2 Development must ensure that stormwater runoff does not increase the susceptibility of the site to landslide and does not cause any detriment to the natural environment or to any other lots.	AO2.1 Stormwater drainage (including roof guttering and rainwater tank overflows) is managed to avoid an increase in on-site groundwater, ponding of water and water concentration into slopes and discharges to a lawful point of discharge.	SEE ENGINEERING SERVICES REPORT AT APPENDIX G AND STORMWATER MANAGEMENT PLAN AT APPENDIX H.	
	AO2.2 Stormwater drainage is in accordance with SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design.	AS ABOVE	
Cut and fill work			
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: (a) 900mm adjoining a public area (e.g. roads, public open space areas); (b) 1200mm adjoining a residential site; (c) 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	SEE GEOTECHNICAL INVESTIGATION AND LANDSLIDE RISK ASSESSMENT AT APPENDIX I AND ENGINEERING INFRASTRUCTURE REPORT AT APPENDIX G WHICH INCLUDES PRELIMINARY EARTHWORKS PLANS.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	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		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	development guidelines, Section 3 – Change to ground level standards.		
Wastewater			
PO4 Wastewater disposal must not create or increase the likelihood of instability on the site or neighbouring sites.	AO4 All wastewater is disposed of via connection to sewerage reticulation. OR Where sewerage reticulation is not available on site, effluent disposal areas are located so as to not cause potential instability. Subsurface disposal of effluent is not to be used.	COMPLIES – ALL LOTS WILL CONNECT TO SEWER.	
Slope constraints and stability			
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;	SEE GEOTECHNICAL INVESTIGATION AND LANDSLIDE RISK ASSESSMENT AT APPENDIX I	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	(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.		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	(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.		
Access (for subdivision only)			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO6 Development on steep slopes must ensure that safe and efficient access by vehicles and pedestrians can be achieved.	AO6 The building envelope within every lot is accessible by a legal road access, in compliance with SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards.	A BUILDING ENVELOPE IS NOT PROPOSED – HOWEVER EACH LOT HAS LEGAL ROAD ACCESS TO NEW PROPOSED ROAD, COURTNEY DRIVE OR NEW ROAD PROPOSED UNDER ROL2024/116.	
Environmental values			
PO7 Works to mitigate landslide risks avoid adverse impact on other environmental values.	AO7 No acceptable outcome is provided.	SEE EAR AT APPENDIX C	

Appendix L

Code table responses

