

OUR REF: 6397

YOUR REF: COM/2026/211

11th August 2026

City Development
Gold Coast City Council
PO Box 5042
GOLD COAST MAIL CENTRE QLD 9729

Attention: Nathan Seiler

Dear Nathan,

RE: RESPONSE TO INFORMATION REQUEST FOR COM/2026/211 OPERATIONAL WORKS FOR VEHICLE ACCESS WORKS (2X NON-STANDARD VXO) AND MINOR CIVIL WORKS

Property: Lot 202 SP329487– 10 Coastlink Court, STAPYLTON QLD 4207

We act on behalf of the Applicant, Cip Construction Group (Qld) Pty Ltd, and provide the following response to Council's Information Request dated 27th July 2026. Given the nature of the response, the Applicant considers this to be a full response to the information request.

INFORMATION REQUEST

Driveways and vehicle crossings code

Design – PO2

Demonstrate confirming compliance with:

- 1. QUDM (Queensland Urban Drainage Manual). The applicant is required to demonstrate that, under a full blockage scenario of the proposed butterfly grates and noting that the existing gully lintel is located at a sag point, the nearby stormwater infrastructure ensures compliance with the roadway flow width limitations of the Queensland Urban Drainage Manual (QUDM). The assessment must also demonstrate that no unacceptable ponding or adverse stormwater impacts occur to the roadway, adjoining properties, or surrounding infrastructure under the nominated blockage scenario.*

GDP Response:

Copilot said:

The proposed works comprise two vehicle crossings on Coastlink Court. At Vehicle Crossing VXO 02, the existing gully pit lintel is proposed to be removed and replaced with a flush, trafficable Class D V-grate, with the proposed vehicle crossing to join neatly into the grate. The existing stormwater pit structure is otherwise retained and will continue to function as part

of the local drainage network. The submitted Stormwater Flooded Width Analysis for 10 Coast Link Court, Stapylton, Drawing No. 6397 ENG CW 580, assesses the 39% AEP event with Structure EX1/228 assumed to be 100% blocked. The assessment identifies a flooded depth of 0.157 m at the road sag, which is below the 300 mm still-water depth referenced by QUDM Table 7.4.3, and confirms that the flooded width remains compliant with the applicable QUDM roadway flow width requirements for a minor road. The proposed design maintains the existing verge drainage paths, catchment boundaries, roadway levels and overland flow paths, with no changes to the road longitudinal grade and no increase in runoff generation. Under the nominated full blockage scenario, runoff would continue to be conveyed along the existing kerb and gutter and through the downstream stormwater system, ensuring roadway drainage remains functional and that no unacceptable ponding, upstream flooding, or adverse impacts to adjoining properties, road infrastructure or utility services occur. Accordingly, the proposal satisfies the intent of the Queensland Urban Drainage Manual for blockage conditions and major storm flow conveyance and complies with the relevant performance outcomes of the Driveways and Vehicle Crossings Code.

We feel that the above information satisfactorily responds and addresses all the matters raised as part of the Information Request and we look forward to a timely and favourable determination of the application.

If you require any further information or have any queries, please contact the undersigned.

Yours faithfully,

GASSMAN DEVELOPMENT PERSPECTIVES



MITCHELL GASSMAN
CIVIL PROJECT ENGINEER
R.P.E.Q. 16939

Attachment 1 – Stormwater Flooded width analysis plan (Drawing no:5862 ENG CW 580 REV P1)