

Our Ref: OSK7105-0006

Your Ref: ROL/2026/54

7 September 2026

City of Gold Coast
PO Box 5042
GCMC QLD 9729

Dear Sir/Madam,

RE: INFORMATION REQUEST FOR 17 COURTNEY DRIVE, UPPER COOMERA QLD 4209 & 176 BAILEYS MOUNTAIN ROAD, UPPER COOMERA QLD 4209

We refer to the City of Gold Coast's Information Request (IR) issued on 2 July 2026 regarding the Development Application lodged by Courtney Upper Coomera Developments Pty Ltd C/- Saunders Havill. On behalf of our client, please find below our response to the civil engineering items:

2. Staging / Sequencing - Reconfiguring a lot code – PO28

The proposed development defers Stage 2 (comprising of proposed lots 54 to 63) until such time as the proposed Road 02 within Stages 1 and 2 of separate ROL/2024/116 is delivered. City officer review of the proposed Statement of Landscape Intent (SLI), Preliminary Services Plan, and Preliminary Bulk Earthworks Plan are showing a vehicle crossing from the proposed detention basin in proposed lot 800 to the proposed Road 02. However, the detention basin is to form part of Stage 1a (which is not reliant on proposed Road 02).

The applicant is requested to provide an alternative outcome that ensures all components required to undertake Stage 1a can be wholly completed based on the infrastructure available to proposed Stage 1a.

RESPONSE:

It is proposed to withhold Lot 33 to allow for temporary basin access through the balance lot and Lot 33 to the basin if required. Refer to the Temporary Basin Access Sketch Plan included as an attachment to this response and the updated Stormwater Management Plan for further information. Note this temporary access will only be required if proposed Road 02 is not constructed before Stage 1A.

4. Additional information required

The applicant is requested to provide additional information to support City officer assessment of the application as follows:

- Sections detailing the interface between proposed lots 43 to 50 and Baileys Mountain Road. The sections should show the proposed retaining wall and acoustic fence outcome, including dimensions, materials and colours, etc.
- Amended drawings reflecting the proposed amended Stormwater Management Plan which utilises an emergency overland flow path. The emergency overland flow path must be shown within a separate drainage lot to avoid the possibility of a private landowner

blocking the path. An easement is not considered adequate to achieve this outcome given the potential for risks to life and property if the drainage path is obstructed.

RESPONSE:

Further details on the interface between Lots 43-50 and Baileys Mountain Road has been provided within the updated Earthworks Drawings in the Engineering Infrastructure Report.

The lot layout and the Stormwater Management Plan have been amended to include an emergency overland flow path within a drainage reserve in the event of a full blockage scenario. The flows from the emergency overland flow path will be conveyed down the internal road reserve and ultimately into the proposed basin if all pits and pipes become blocked. Lots 42 and 43 will be accessed via a single shared crossover to ensure there is no clash with the drainage reserve. Refer to the updated Lot Proposal Plan by Saunders Havill and the updated Engineering Infrastructure Report and Stormwater Management Plan for further information.

CIVIL ENGINEERING

5. Amendments to Geotechnical Report - Landslide hazard overlay – PO3 & PO5

Council acknowledges the provided Geotechnical Report titled “Geotechnical Investigation & Landslide Risk Assessment Proposed Residential Development 17 Courtney Drive, Upper Coomera, QLD 4209” Revision D dated 18/03/2026, prepared by Qualtest Laboratory Pty Ltd. The report generally appears to provide appropriate engineering recommendations to manage geotechnical risk and stability across the proposed development, though it does not specify that a factor of safety of at least 1.5 is achieved with the recommendations/mitigation measures in place. The Applicant is therefore requested to provide an amended Geotechnical Report ensuring global stability analysis for the critical retaining walls and batters can demonstrate a long-term FOS of 1.5 or greater.

Further advice:

- In accordance with SC6.12 City Plan Policy – Land Development Guidelines for Change to Ground Level, retaining walls are to be setback 200mm from the property boundary.
- In accordance with SC6.12 City Plan Policy – Land Development Guidelines for Change to Ground Level retaining structures over 1.5m require a two-tiered retaining structures, however Council is open to considering a large single-tier retaining structures for Lots 42 through 49 (adjoining Bailey’s Mountain Road) to facilitate the requests of Landscape and Open Space Assessment. [Refer also item 14. Amended Statement of Landscape Intent].]
- All retaining walls that support Council’s road reserve will be conditioned to include a minimum 120 year design-life, give regard to any future activities/loading in the area, and have ongoing maintenance obligations be the responsibility of the future landowner.

RESPONSE:

All retaining walls are to be set back a minimum of 200mm from the property boundaries.

Council’s advice regarding single tier walls for Lots 42-49 is noted however at this time the walls have been left as two tier walls. We request Council allow for appropriate conditions that permit either single or two tier walls for these lots.

The condition to include a minimum 120 year design-life is noted.

6. Healthy Waters Code - PO3 – Stormwater quality; PO5 – Stormwater quantity; PO6 – Lawful point of discharge; PO7 – Overland flow paths; PO11 – Maintenance access

City officers have undertaken a detailed review of the Conceptual Stormwater Management Plan, document reference 'OSK7105-0002-C', Revision C dated 26 March 2026, and has identified non-conformances with the Healthy waters code, which requires further clarification to facilitate finalisation of assessment:

- a) The Stormwater Management Plan proposes to capture and convey the existing external upstream catchment through the site via a singular field inlet pit, followed by a DN600 pipe sized to convey the 1% AEP runoff event. The Applicant is requested to demonstrate a viable bypass arrangement (i.e. overland flow path) to convey the 1% AEP runoff event should the proposed DN600 pipework experience 100% blockage. The proposed bypass must comply with QUDM requirements and ensure that no adverse impacts are passed onto private properties, roadways, or surrounds.
 - i. The Applicant shall also demonstrate the 'worst-case' outcome should inlet pits at the downstream end of the overland flow/bypass become blocked, how risk is mitigated, and demonstrate that a compliant outcome is maintained; and
 - ii. The Applicant must demonstrate that Lots 42 & 43 can achieve an adequate shared access arrangement to facilitate the required emergency overland flow path.

Note: Should the updated SWMP fail to adequately demonstrate compliant or viable outcomes, the Applicant will be required to provide an amended Hydraulic Impact Assessment to demonstrate a compliant outcome.

RESPONSE:

Refer response to Item 4.

- b) The multi-stage development site requires the bio-retention basin to be constructed as part of Stage 1, however, the basin access appears to be via Stage 2, which will be dependent upon the neighbouring development at 176 Baileys Mountain Road being approved, and roadworks constructed and commissioned. The Applicant is requested to demonstrate how a suitable access is available to the bio-retention basin during all stages of the development, compliant with the design outcomes and criteria covered within *SC6.12 City Plan policy – Land Development Guidelines* and ensuring that a maximum access gradient of 1 in 4 (25%) is not exceeded.

RESPONSE:

Refer response to Item 2.

- c) The proposed post-development stormwater catchments A and C (Stage 1B and Lot 25) discharge to Courtney Drive and Lot 184 RP173727 respectively, bypassing the proposed bio-retention basin. The Applicant is requested to update the SWMP by including catchments A and C as bypass catchments within the MUSIC model, whilst demonstrating how the water quality targets of the Healthy waters code are still achieved. Outcomes may include stormwater reuse tanks for future dwellings to be constructed upon lots within these untreated catchments as required to achieve the desirable water quality objectives.

RESPONSE:

The bypass catchments within Catchments A and C have been included in the updated MUSIC Model. The runoff from Catchments A and C will bypass the proposed basin with flows discharging directly to the kerb and channel of either Courtney Drive (Catchment A) or the

proposed road reserve which will connect into the future development at 31-53 Courtney Drive (Catchment C). The required filter media area for the bio-retention basin has increased from 300m² to 427m² as a result of incorporating the bypass catchments. Refer to the updated Stormwater Management Plan for further information.

- d) Post-development catchment C discharges onto the adjoining property (Lot 184 RP173727) via overland flow. Whilst there is a future development planned within the adjoining property that will result in a continuation of the road and stormwater network, the Applicant is requested to demonstrate any interim measures required to avoid concentrated stormwater flows being discharged onto the adjoining property (i.e. level spreader) if required.

RESPONSE: A raised bund (or level spreader) will be proposed at the end of Proposed Road 01 in the interim scenario to limit concentrated flows by promoting sheet flow onto the adjoining property (Lot 184 RP173727). Refer to the Conceptual Stormwater Management Plan (Ref: OSK7105/P004/3) within the updated Stormwater Management Plan for further information.

7. Provision of Sewer Main Longitudinal Section - General development provisions code – PO11; Reconfiguring a lot code – PO5

City officers have reviewed the Preliminary Services Plan prepared by OSKA Consulting and agree with the proposed conceptual gravity sewer layout schematic and servicing regimes (discharge points to downstream networks). However, it remains unclear if the proposed reticulation can achieve complaint cover and gradient from each proposed lot to the nominated downstream connection points. As such, the Applicant is requested to provide the following:

- a) Conceptual longitudinal sections of the proposed gravity sewer main, confirming that the proposed gravity sewer main extension has sufficient cover and fall in compliance with the SEQ WS&S D&C Code; and,

RESPONSE: Concept sewer levels and grading have been provided within the amended Engineering Infrastructure Report. Refer to the updated Engineering Infrastructure Report for further information.

- b) Provide an amended ROL plan which includes all the required easements (public & private), and the minimum widths indicated for each.

Advice note:

- As there is uncertainty as to when the adjoining development at 176 Baileys Mountain Road (i.e. ROL/2024/116) will be completed, the applicant is advised that conditions of approval for this ROL application will restrict Stages 1B and 2 from connecting to the Council sewer infrastructure until ROL/2026/116 is completed and the works are accepted on maintenance.

RESPONSE:

The lot layout plan has been amended to include all required easements. Refer to the updated Lot Proposal Plan by Saunders Havill for further information.

9. Vehicle Crossing Locations - Reconfiguring a lot code – PO13 & PO18

The preliminary services plan shows indicative locations of vehicle crossings for all proposed lots and the stormwater gully pits. However, the application package does not include sufficient information to demonstrate compliance with PO13 and PO18 of the ROL Code. In order to comply with the abovementioned benchmarks, the applicant is requested to submit a VXO allocation plan(s) showing:

- a) Proposed VXOs must be (minimum) 4m wide at the kerb line and (minimum) 3m wide at the property boundary;
- b) Proposed gully pits;
- c) Proposed electrical pillars;
- d) Proposed VXOs shall have (minimum) 1m clearance from any parts of proposed gully pits at the kerb line;
- e) Proposed VXOs shall have (minimum) 1m clearance from any parts of proposed electrical pillars;
- f) The (minimum) 7m separation at the kerb line between proposed VXOs for neighbouring lots should be provided for on-street car parking spaces. Maximum separation at the kerb line between proposed VXOs adjacent to the proposed cul-de-sac head should be provided; and
- g) ROL plans are to be updated to include the VXO locations for constrained lots that may result in clashes should they not be confirmed at this early stage of the development approval process.

RESPONSE:

The lot layout plan by Saunders Havill has been updated to include the VXO locations for constrained lots. The VXO's have been included within the updated Preliminary Roadworks Plan and has been provided within the Engineering Infrastructure Report. Refer to the updated Lot Proposal Plan by Saunders Havill and the updated Engineering Infrastructure Report for further information.

TRANSPORT ASSESSMENT

10. Reconfiguring a lot code | Strategic framework - Street access design – footpaths – AO15 \ Element 3.6.3.1 (1)

The proposed development generally demonstrates a connected pedestrian network consistent with the intent of Performance outcome PO15, however, further refinement is required to fully support a safe, walkable and permeable street network, particularly at the interface with the adjoining approved development. Specifically:

The proposed pedestrian network does not clearly demonstrate consistency with the adjoining development (currently under assessment through ROL/2024/116), which provides 2.0m footpaths on both sides of the street, forming part of an integrated and walkable neighbourhood outcome.

The interface with the adjoining approval does not clearly resolve the pedestrian connection, resulting in a potential 'dead end' condition at the tie in point.

To demonstrate compliance with Performance outcome PO15, the applicant is requested to:

- b) Provide revised plans demonstrating a coordinated pedestrian network that:
 - i. Aligns and integrates with the adjoining development (ROL/2024/116);

- ii. Provides footpaths consistent with the adjoining approval, being 2.0m in width, to support a walkable neighbourhood outcome; and
- iii. Resolves the pedestrian interface at the tie in point with the adjoining approved lot to avoid dead end footpaths and provide a continuous and legible connection, including a logical and safe pedestrian crossing that links the footpath on the southeast side of the adjoining development, as demonstrated in plans provided through ROL/2024/116, to the pedestrian connection to Courtney Drive.

RESPONSE: *The width of the proposed footpaths has been updated to 2.00m.*

11. Reconfiguring of a lot code - Road access and staging – AO3 & AO28

The proposed development has not adequately demonstrated compliance with Acceptable outcomes AO3 and AO28, which require that each stage provides legal and practical access to all lots from a constructed road. Specifically:

- The submitted staging plans do not clearly demonstrate how each stage will function independently to provide legal and practical access to all lots from a constructed road.
- Stage 2 appears to rely on road infrastructure within the adjoining lot being constructed prior to its delivery, with this dependency not clearly resolved within the staging strategy.
- The need for, and timing of, any interim or ultimate turnaround facility at the end of Road 01 has not been clearly demonstrated, including whether such infrastructure will accommodate service and waste vehicles during Stage 1 works.

To demonstrate compliance with Acceptable outcomes AO3 and AO28, the applicant is requested to:

- a) Where reliance on adjoining infrastructure is proposed for access, confirm that the applicant accepts conditions requiring such reliance. If such conditions are not supported, provide an alternative staging strategy demonstrating how each stage can achieve access to a constructed road independently.

RESPONSE:

The staging plan that has been incorporated for the development is based on the infrastructure from adjoining developments being completed before proceeding. Stage 1A can be completed without relying on any infrastructure from adjoining developments where as Stages 1B and 2 require infrastructure from adjoining developments such as sewer and roadworks being completed before proceeding. Further details on the requirements for each Stage have been shown on the updated Proposal Plan by Saunders Havill. Refer to the updated Lot Proposal Plan by Saunders Havill for further information.

- b) Provide updated staging plans that:
 - i. Clearly demonstrate how each stage will provide legal and practical access to all lots from a constructed public road, including where access is reliant on adjoining development;
 - ii. Clearly identify any dependencies on adjoining infrastructure, including the delivery of road works within the adjoining lot, and how these dependencies are intended to be managed; and

- iii. Demonstrate a practical and achievable interim and ultimate access arrangement, including any temporary connections where required.

RESPONSE:

Refer response to Item 11a.

12. Advice Notes:

In the event of an approval, the applicant is advised that the following external road network upgrades will be conditioned:

- Upgrade of Courtney Drive to a 'Residential Collector Street' classification for the full length of Courtney Drive – being from the current termination point of the 'upgraded' Courtney Drive profile (i.e. just east of the boundary between lots 1011SP351084 and 187RP173728) to Baileys Mountain Road.
- Realignment of Courtney Drive (east of the subject site) such that the carriageway is positioned centrally within the road reserve corridor for its entire length, and relocation of the intersection of Courtney Drive with Baileys Mountain Road (as a result), providing separation to the Jenkins Court intersection.
- Upgrades to the broader road network as determined necessary by Council's Infrastructure Gold Coast section (Transport Network). This may include intersection works onto Reserve Road (not excluding other necessary infrastructure upgrades).

Note: The City is in receipt of multiple development applications within the Courtney Drive Emerging Community Precinct. Each development application is in different stages of assessment, it will be necessary to align all developments consistently to ensure a coordinated and sequenced delivery of necessary infrastructure.

RESPONSE:

Upper Coomera Developments reserve the right to negotiate the external road network upgrades, particularly having regard to any negotiated/appealed outcomes attached to the adjoining (and other) development approvals given ahead of a decision on this application.

LANDSCAPE AND OPEN SPACE

13. Open space linkages

- a) The applicant proposes a 1.5m wide pathway within the non-trunk recreation linkage (open space linkage) running along the western boundary of the subject site as well as within the public road reserves. During pre-lodgement meeting discussions it was detailed that a 2.5m wide path is to be provided with 1.25m of turf either side; however, a 2m wide path is acceptable. This width aligns with the approved pathway width within the road reserves as part of ROL/2024/116 directly to the west of the subject site. The applicant is requested to amend all plans including the Statement of Landscape Intent to reflect the 2m wide pathway within road reserves and all the open space linkages including the path that wraps around Lot 51.

RESPONSE: A 2.00m wide footpath has been provided throughout the development.

15. Staging

The applicant is requested to detail the timing for implementation of road reserve including how Lots 50 to 63 will be constructed noting that associated works within the subject site to the south are required as part of ROL/2024/116.

RESPONSE:

Lots 50-53 are part of Stage 1A and will be accessed from proposed Road 02 as part of the proposed development and will not rely on infrastructure from the adjoining development. Lots 54-63 are part of Stage 2 and will require infrastructure from the adjoining development (e.g. roadworks and services) before they can proceed.

Further Advice:

The following items are not required to be addressed for Council to make a decision on the application. However, they identify matters that Council is likely to condition or amend in red in the decision notice based on the current information provided. Applicants may choose to submit updated information for consideration prior to decision if they prefer an alternative outcome.

16. Reconfiguring of a lot code - Non-trunk infrastructure – Courtney Drive Upgrade and Realignment

The applicant is advised that conditions consistent with those that were/will be imposed under ROL/2024/116 are proposed to be replicated for this application, requiring the realignment and upgrade of Courtney Drive.

In this regard, the applicant should consider whether the required realignment of Courtney Drive may affect the design, layout or positioning of the proposed intersection to Courtney Drive, and whether any amendments to the current design are necessary to maintain appropriate access and intersection functionality.

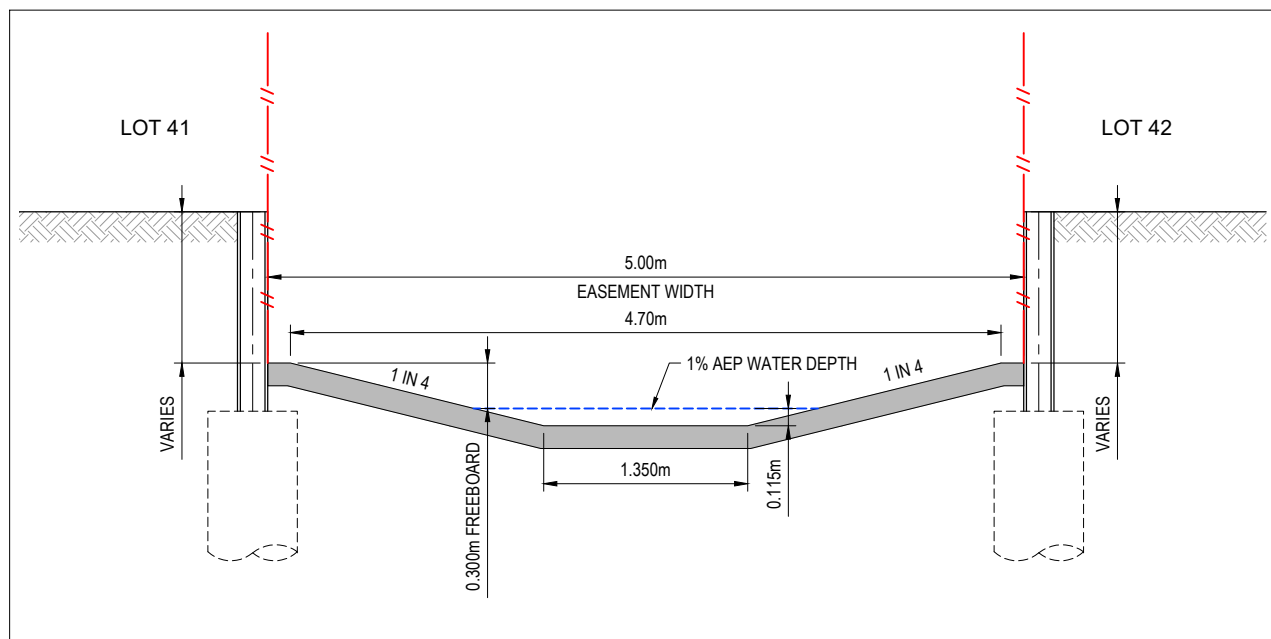
RESPONSE: Refer response to Item 12.

We trust that the above response satisfies your request. If you have any further queries, please do not hesitate to contact our office.

Yours faithfully,

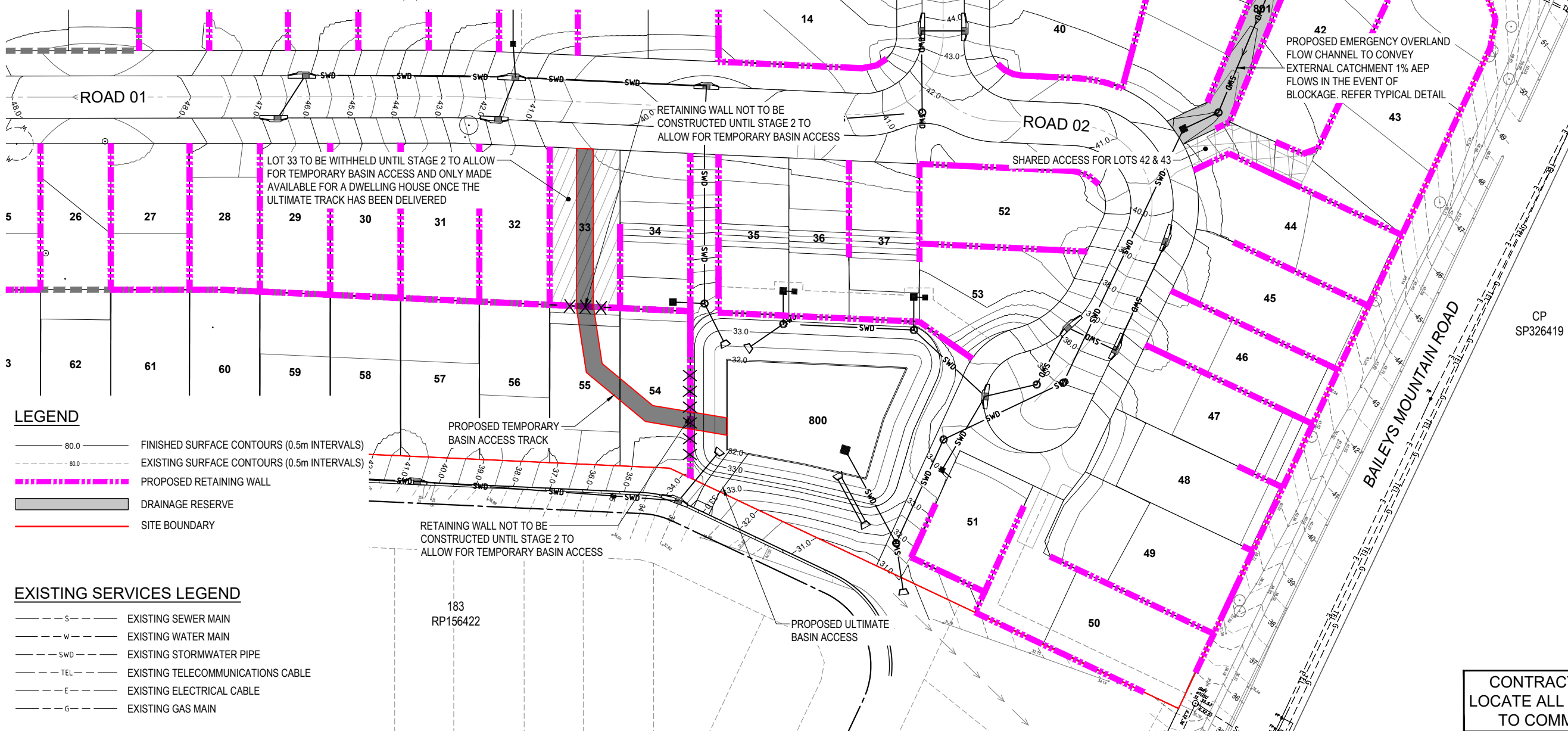


Thomas Watt
Principal Engineer – Civil
RPEQ 16222



EMERGENCY OVERLAND FLOW CHANNEL TYPICAL DETAIL

SCALE: 1:25 (A1)



LEGEND

- 80.0 FINISHED SURFACE CONTOURS (0.5m INTERVALS)
- 80.0 EXISTING SURFACE CONTOURS (0.5m INTERVALS)
- PROPOSED RETAINING WALL
- DRAINAGE RESERVE
- SITE BOUNDARY

EXISTING SERVICES LEGEND

- S EXISTING SEWER MAIN
- W EXISTING WATER MAIN
- SWD EXISTING STORMWATER PIPE
- TEL EXISTING TELECOMMUNICATIONS CABLE
- E EXISTING ELECTRICAL CABLE
- G EXISTING GAS MAIN

CONTRACTOR TO DETERMINE AND LOCATE ALL EXISTING SERVICES PRIOR TO COMMENCEMENT OF WORKS

REV	DESCRIPTION	DRAWN	DATE	SIGNED	DATE
0	FOR INFORMATION	B.G.	07-09-26		

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SCALE
1:400 AT A1
1:800 AT A3

CLIENT
COURTNEY UPPER
COOMERA
DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL SUBDIVISION
17 COURTNEY DRIVE
UPPER COOMERA 4209 QLD

STAGE / PHASE
FOR INFORMATION ONLY

TITLE	DRAWING NUMBER	REVISION
TEMPORARY BASIN ACCESS SKETCH PLAN	OSK7105-SK004	0