

Traffic Engineering Response to Council Information Request

To	Courtney Upper Coomera Developments Pty Ltd	Date	28 August 2026
Prepared by	Kevin Liu, Modus Traffic Engineer	Approved by	Harj Singh, Modus Executive Director (RPEQ 22364)
Location	17 Courtney Drive, Upper Coomera		
Subject	Proposed Residential Subdivision Development - Traffic Engineering Response		
Status	Final	Attachments	Appendix A: Council Information Request Appendix B: Revised Development Plans Appendix C: Swept Path Assessment

Introduction

Overview

Modus has been commissioned by Courtney Upper Coomera Developments Pty Ltd to provide traffic and transport advice in relation to the proposed Residential Subdivision development located at 17 Courtney Drive, Upper Coomera.

Following the submission of the Development Application, City of Gold Coast (CoGC) issued an Information Request requesting additional information regarding the proposed development.

A copy of the Information Request is provided at **Appendix A**.

This Traffic Engineering Letter has been produced by Modus to respond to the relevant traffic / transport related Information Request items in support of the proposed development.

For ease of interpretation, the relevant items have been reproduced within this Traffic Engineering Letter with Modus' response provided directly thereafter.

Revised Development Plans

Furthermore, it is noted that the proposed development plans have been amended since the submission of the Development Application.

A copy of the revised development plans are provided at **Appendix B**.

Information Request Item 8

Council Commentary

Reconfiguring a lot code – PO15

Council acknowledges the RCV swept path diagram, prepared by Modus Transport and Traffic Engineering as part of the application submission material, it however remains unclear to Council how the proposed Road 01 dead-end will facilitate safe and efficient access for the CoGC RCV prior to the neighbouring development extending the road network through their site. The applicant is therefore requested to demonstrate an interim refuse collection arrangement for the Road 01 dead-end, which may consist of either:

- a) A minimum 18m diameter, temporary cul-de-sac head at the Road 01 dead-end. This would facilitate RCV turning, though would likely impact the footprint of Lots 24, 25, and 26; OR,*
- b) A dedicated temporary turnaround lot, which would remain as the nominated RCV turnaround until such time that the adjoining development continues Road 01 through their development. Specific conditions of approval would be imposed to restrict the plan sealing of the nominated RCV turnaround lot.*

To support either of the above options, the Applicant is requested to:

- c) Amend the RCV Swept Path diagram to include:*
 - i. Demonstration that the proposed temporary RCV turnaround arrangement is achievable (i.e. a CoGC side-loading RCV can safely and efficiently navigate the turnaround); and,*
 - ii. Include vehicle specification in accordance with SC6.16 City Plan Policy – Solid Waste Management, including the kerb-to-kerb turning radius as nominated in Appendix C; and,*
 - iii. Ensure the RCV Swept Path is signed by an appropriately qualified RPEQ.*

Furthermore, several narrow and/or constrained lot frontages exist within the development site which may impede the future lot owners to present wheelie bins at the kerb on collection days or require them to present wheelie bins in front of neighbouring properties. To ensure that kerbside collection is feasible for all lots, Council requests the following:

- d) Provide an updated ROL plan, demonstrating the size and location of bin pads for proposed lots with narrow or constrained frontages (i.e. Lots 41, 42, 43, & 44, or where the Road 01 temporary dead-end exists) to ensure a side-loading refuse collection vehicle can adequately service each proposed lot within the development site.*

Modus Response

a)

Council's Option (b) has been adopted. A dedicated temporary RCV turnaround arrangement is proposed at the Road 01 termination, incorporating part of Lot 23, in lieu of an 18m diameter temporary cul-de-sac.

b)

A dedicated temporary RCV turnaround arrangement has been incorporated at the temporary termination of Road 01, with part of Lot 23 nominated for this purpose.

The turnaround area is to remain available and unobstructed for refuse collection vehicle manoeuvring for the duration that Road 01 operates as a temporary dead-end. Lot 23 is therefore to remain subject to the temporary turnaround arrangement until Road 01 is extended through the adjoining development and the temporary turnaround is no longer required for refuse collection access.

Swept path assessment drawing **MOD25094QLD-SK02 Rev C** demonstrates the nominated City of Gold Coast side-loading RCV entering the temporary turnaround area, undertaking the required manoeuvre and departing Road 01 in a forward direction.

Accordingly, the proposed interim arrangement provides a practical means of maintaining refuse collection access while Road 01 operates as a temporary dead-end.

c)

The RCV swept path assessment has been revised in response to Council's request.

The assessment adopts the nominated City of Gold Coast side-loading refuse collection vehicle and identifies the relevant vehicle specifications, including a 9.83 m vehicle length and 10.50 m kerb-to-kerb turning radius, consistent with the vehicle nominated for the assessment.

Drawing **MOD25094QLD-SK02 Rev C** demonstrates the RCV manoeuvring within the proposed temporary Road 01 turnaround arrangement. The simulation has been undertaken at a design speed of 5 km/h and incorporates a 300 mm vehicle clearance envelope..

On the basis of the swept path assessments, the nominated CoGC side-loading RCV is able to undertake the modelled refuse collection movements within the available road and temporary turnaround geometry.

The swept path drawings have been RPEQ certified and are provided at **Appendix C**.

d)

The revised ROL plan identifies nominated bin presentation areas for Lots 41, 42, 43 and 44, together with the relevant constrained frontage areas associated with the temporary Road 01 arrangement.

The nominated presentation areas have been positioned adjoining the public road frontage so that bins can be presented for collection from the subject lot frontage while maintaining access for the side-loading RCV.

The accompanying swept path assessment demonstrates that the nominated CoGC side-loading RCV can travel past these constrained frontage areas within the available carriageway geometry.

Accordingly, each of the identified constrained lots is provided with an appropriate location from which kerbside refuse collection can occur.

Summary

The revised development arrangement provides a dedicated temporary RCV turnaround at the Road 01 termination for the period that Road 01 operates as a temporary dead-end.

Swept path assessment demonstrates that the nominated City of Gold Coast side-loading RCV can undertake the required temporary turnaround manoeuvre and travel through the relevant constrained sections of the internal road network using the modelled vehicle parameters.

Nominated bin presentation areas have also been incorporated for the constrained residential lot frontages to facilitate kerbside refuse collection.

On this basis, Modus considers that the traffic engineering matters raised under Information Request Item 8 have been appropriately addressed.

Should there be any issue with the above, please contact the undersigned.

Yours sincerely,



MODUS TRANSPORT AND TRAFFIC ENGINEERING

Harj Singh
Executive Director (RPEQ 22364)

APPENDIX A

Council Information Request

Date: 2 July 2026
Contact: Alexa Brown
Location: City Development
Telephone: 07 5582 8866
Your reference: 12753
Our reference: ROL/2026/54

Courtney Upper Coomera Developments Pty Ltd
C/ Saunders Havill
9 Thompson Street
BOWEN HILLS QLD 4006

Dear Sir/Madam

Amended Confirmation Notice and Information Request – Assessment Manager

(Confirmation Notice given under section 3.6 and Information Request given under section 12 of the Development Assessment Rules)

Note: This amended Confirmation Notice and Information Request replaces the Confirmation Notice and Information Request (also dated 2 July 2026), it is being issued to correct an administrative error. The properly made date has been changed from “25 May 2026” to “25 June 2026”.

I refer to the development application lodged by:

Applicant name: Courtney Upper Coomera Developments Pty Ltd
Applicant contact details: C/- Saunders Havill
9 Thompson Street
BOWEN HILLS QLD 4006

in relation to development of land/premises described as:

Street address: 17 Courtney Drive, UPPER COOMERA QLD 4209;
176 Baileys Mountain Road, UPPER COOMERA QLD 4209
Real property description: Lot 182 RP156422, Lot 183 RP156422

Note: 176 Baileys Mountain Road, Upper Coomera (Lot 183 RP156422) is included in this application for the purpose of infrastructure provision. Land subdivision is not proposed in this lot.

CONFIRMATION NOTICE

The development application described below was accepted as properly made to the Council of the City of Gold Coast (Council) on 25 June 2026.

Application number: ROL/2026/54
Approval(s) sought: Development permit for Reconfiguring a lot (Impact assessment)
This development application is not a development application to carry out a development under a superseded planning scheme.

Nature of development proposed: 1 into 63 lot freehold subdivision, new public road, open space pedestrian linkages, and open space drainage lot (over three stages)

Council's Project Team

The assessment of this application will be undertaken by the following Council project team.

Assessment Manager Alexa Brown Planner (07) 5582 8012 albrown@goldcoast.qld.gov.au	Planning Coordinator Adam Morris Coordinator Planning Assessment North (07) 5667 3856 asmorris@goldcoast.qld.gov.au	Civil Engineering Soorya Thomas Civil Engineer (07) 5582 9013 sthomas@goldcoast.qld.gov.au
Landscape and Open Space Karl Cvelbar Senior Landscape Planner (07) 5528 2151 kcvelbar@goldcoast.qld.gov.au	Environmental and Bushfire Assessment Sophie Olsson-Pons A/Coordinator Environmental Assessment (07) 5552 8705 solssonpons@goldcoast.qld.gov.au	Transport Assessment Charlotte French Transport Engineer (07) 5581 1748 crfrench@goldcoast.qld.gov.au

Referral Agencies

There are referral agencies identified for this development application.

Assessable development under 16B (Development interfering with koala habitat in koala habitat areas outside koala priority area) – Schedule 10, Part 10, Division 3, Subdivision 3, Table 1, Item 1 Development application for assessable development under section 16B, unless the chief executive is the prescribed assessment manager for the application.	Department of State Development, Infrastructure and Planning PO Box 3290, Southport BC QLD 4215
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The development application must be referred to all relevant referral agencies within 10 business days starting the day after receiving this notice, or a further period agreed with the assessment manager; otherwise the application will lapse under section 31 of the Development Assessment Rules.

The applicant is required to give written notice to Council as assessment manager, that the application has been referred.

Information Request

You have stated on the approved form that you agree to accept an information request in accordance with Part 3 of the Development Assessment Rules.

Public Notification

Public notification is required for this development application, and is to be carried out in accordance with Part 4 of the Development Assessment Rules.

The public notification period for this development application must be a period of at least 15 business days, in accordance with section 53(4)(b) of the *Planning Act 2016*.

In addition to the *Planning Act 2016* and Development Assessment Rules for public notification requirements, the Council requests that any related notice of the application also state the following:

Please note - All submissions made in relation to the development application are publicly viewable on the Council's City of Gold Coast's Development.i: cityofgoldcoast.com.au/findDA. Council's reference for public notification and viewing through Development.i is: ROL/2026/54.

INFORMATION REQUEST

Council has reviewed your development application for the premises previously described and determined that the following additional information is needed to assess the application:

Town Planning

1. Reconfiguring a lot code

Creation of small lots – PO14

Performance outcome PO14 of the Reconfiguring a lot code requires the applicant to provide site plan demonstrating a building can be accommodated on the proposed lot where the lot has an area between 250m² and 400m².

The proposed development incorporates corner lots, small lots, narrow lots, and lots which are encumbered by infrastructure easements and/or a split level arrangement. Some lots are constrained by multiple factors.

The submitted material does not adequately demonstrate that dwellings can be accommodated on the proposed small lots when taking into consideration:

- The setback, site cover, car parking, private open space, front landscaping, and bin storage requirements stipulated within the applicable zone code and Small lot housing code.
- The proposed vehicle crossing / street tree / stormwater gully pit locations.
- In-lot infrastructure (such as sewer / water / stormwater pipes) and associated easements widths / minimum required setbacks to built forms.
- Earthworks and retaining walls, including split level building pads, areas of batter, retaining wall widths, and minimum required setbacks between retaining walls and built forms.

The applicant is required to demonstrate that all constrained lots have adequate developable area to accommodate dwellings in accordance with the zone code and Small lot housing code. City officers recommend the applicant consider a detailed site plan which shows all of the applicable constraints along with feasible house footprints and nominal areas to address the matters listed above. Typical dimensions for reasonable setbacks to boundaries / constraints should be shown.

For any proposed spilt level lots, house typologies should be provided which demonstrate a typical house which can reasonably be accommodated on the lots. Officers note that it may be necessary for specific development controls to be imposed on particularly constrained allotments.

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.

3. Residential lot interface with detention basins

General development provisions code – PO1/PO2

Several residential lots (including proposed lots 50, 34 – 37, 53, and 54) have a direct interface with a detention basin proposed as part of this development or proposed through ROL/2024/116. The proposed Statement of Landscape Intent (SLI) shows a semi-permeable fence between proposed lots 34 – 37, 53, and 54 and the detention basin but the interface between proposed lot 50 and the proposed detention basin within proposed lot 901 of ROL/2024/116 is not clear.

The applicant is requested to provide an amended SLI showing:

- The proposed fencing between proposed lot 50 and proposed lot 901 of ROL/2024/116.
- The proposed treatment of the southern boundary of proposed lot 800.
- A gate across the proposed final / temporary vehicle crossing location(s) for proposed lot 800.
- A note clarifying that fencing between proposed lots 54 and 800 is to be provided as part of Stage 1a.

[See also item 14. Amended Statement of Landscape Intent]

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.

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.

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.

- 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.
- 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.
- 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.

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,
- 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.

8. Waste Servicing

Reconfiguring a lot code – PO15

Council acknowledges the RCV swept path diagram, prepared by Modus Transport and Traffic Engineering as part of the application submission material, it however remains unclear to Council how the proposed Road 01 dead-end will facilitate safe and efficient access for the CoGC RCV prior to the neighbouring development extending the road network through their site. The applicant is therefore requested to demonstrate an interim refuse collection arrangement for the Road 01 dead-end, which may consist of either:

- a) A minimum 18m diameter, temporary cul-de-sac head at the Road 01 dead-end. This would facilitate RCV turning, though would likely impact the footprint of Lots 24, 25, and 26; OR,
- b) A dedicated temporary turnaround lot, which would remain as the nominated RCV turnaround until such time that the adjoining development continues Road 01 through their development. Specific conditions of approval would be imposed to restrict the plan sealing of the nominated RCV turnaround lot.

To support either of the above options, the Applicant is requested to:

- c) Amend the RCV Swept Path diagram to include:
 - i. Demonstration that the proposed temporary RCV turnaround arrangement is achievable (i.e. a CoGC side-loading RCV can safely and efficiently navigate the turnaround); and,
 - ii. Include vehicle specification in accordance with *SC6.16 City Plan Policy – Solid Waste Management*, including the kerb-to-kerb turning radius as nominated in Appendix C; and,
 - iii. Ensure the RCV Swept Path is signed by an appropriately qualified RPEQ.

Furthermore, several narrow and/or constrained lot frontages exist within the development site which may impede the future lot owners to present wheelie bins at the kerb on collection days or require them to present wheelie bins in front of neighbouring properties. To ensure that kerbside collection is feasible for all lots, Council requests the following:

- d) Provide an updated ROL plan, demonstrating the size and location of bin pads for proposed lots with narrow or constrained frontages (i.e. Lots 41, 42, 43, & 44, or where the Road 01 temporary dead-end exists) to ensure a side-loading refuse collection vehicle can adequately service each proposed lot within the development site.

[Refer also item 11. Reconfiguring a lot code.]

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.

Transport Assessment

10. Reconfiguring of 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.

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.
- 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.
- c) Demonstrate that Stage 1 can accommodate service and waste vehicles, including provision of a suitable turnaround facility where required, supported by a signed and dated swept path assessment for the largest expected vehicle, compliant to AS2890.2.

[Refer also item 08. Waste servicing.]

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.

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.
- b) The proposal plan describes this linkage as a “Pedestrian link”. It is requested to amend this description to align with City Plan policy SC6.12 – Land development guidelines and Part 4 Local government infrastructure plan to detail it as an “Open space linkage”.

14. Amended Statement of Landscape Intent

The applicant is requested to amend the Statement of Landscape Intent titled: Landscape Concept Plan – 17 Courtney Drive, Upper Coomera Qld 4209, dated March 2026, Issue A, prepared by Saunders Havill and other relevant drawings and specialist reports to include the following:

- a) Retaining walls
 - i. Demonstrate sufficient screening of public facing retaining walls at the interface of private lots and public open space and road reserve. In particular, focus is requested for how retaining walls will be screened at the open space linkage and drainage reserve where 2.0 to 3.0m high double tiered retaining walls are proposed. Cross sectional detail is requested for each of these locations.
 - ii. The private lots fronting Baileys Mountain Road and Courtney Drive contain a two-tier retaining wall as well as a 1:4 batter (in some instances) which drop into the lots as shown on Preliminary Bulk Earthworks Plans (refer to Drawing Numbers OSK7105-PO10, OSK7105-PO11, and OSK7105-PO13). A 1.8m high acoustic fence is proposed to be positioned on top of this wall at the boundary with the site frontage along Baileys Mountain Road. To reduce the negative visual impact of the fence, it is requested that an additional 600mm increase in width of the Baileys Mountain Road (and possibly Courtney Drive) road reserve is provided to accommodate screen planting in front of the acoustic fence. This planting would consist of a row of screening shrubs planted at 1m centres along the full extent of the acoustic fence. To offset the reduction in lot size as a result of this request, it is advised that the two-tiered retaining wall arrangement along this interface may be amended to a single tier wall.
- b) Pedestrian pathway
 - iii. Detail a 2 metre wide pathway within the open space linkages and road reserves reflective of the above information request item.
- c) Street trees
 - iv. Lots 41 to 43 have very narrow road frontages to Road 02 which limits the ability for the installation of street trees. The applicant is requested to identify locations for street trees in accordance with City Plan Policy SC6.12.10 – Land development guidelines – Standard drawing 05-103 – Street tree planting set out

guidelines for roadworks and City Plan Policy SC6.13.16 – Landscape works – Road Reserves.

d) Fencing

- v. Include additional fencing detail for the interface between Lot 50 and the drainage reserve to the south of the subject site noting Figure 4.2 of the Noise Impact Assessment details a 5m return of acoustic fence along this boundary from Baileys Mountain Road.
- vi. Detail vehicle exclusion bollards along the southern interface (refer to Bushland Bollard Type 1, Standard Drawing No. 05-716) as well as a park gate interface (refer to Park Gate, Standard Drawing No. 05-016) for Lot 800 drainage reserve in accordance with SC6.12 City Plan policy – Land development guidelines, section 10 Standard drawings - Open space infrastructure standard drawings.

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.

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.

17. Reconfiguring of a lot code

Lot Access Restrictions

The applicant is advised that conditions are proposed to be imposed restricting direct vehicle access from certain lots to the surrounding road network, consistent with the current submitted layout. In particular:

- Lots 41, 42 and 43 will not be permitted to gain direct access to Courtney Drive or Baileys Mountain Road.
- Lots 44 to 50 (inclusive) will not be permitted to gain direct access to Baileys Mountain Road.
- Lot 38 and 11 will not be permitted to gain direct access to Courtney Drive.

These restrictions reflect the access arrangements currently shown on the plans, but are noted to the applicant for clarity, to inform information response refinement and detailed design.

Response Due Date

The due date for providing the requested information is 3 months from the date of this combined confirmation notice and information request, or a further agreed period.

To assist Council with finalising the assessment of this development application, can you please advise whether you intend to:

- a) Provide all of the information requested;
- b) Provide part of the information requested; or
- c) Not provide any of the information requested.

Notwithstanding the above, as Council's assessment of this development application will be based on the information provided, it is recommended that you provide all of the information requested. If Council has not received a response to the information requested from you on or before the above due date (or a further agreed period), it will be taken as if you have decided not to respond to the information request and Council will continue with the assessment of your application without the information requested.

Advice Note

The applicant is advised that should Council give further advice about the application (in accordance with s35 of the DA Rules) to resolve outstanding items not adequately addressed within the information request response, the applicant will be requested to complete a 'Notice to Stop the Current Period' for the above-mentioned application until the items within the further advice are adequately addressed. Alternatively, the applicant may choose to provide a reasonable extension to the Decision period, as advised by the Assessment manager. If the applicant does not stop the Current Period or provide a reasonable extension to the Decision period, Council officers will proceed with assessing and deciding the application based on the information provided in the information request response, which could result in an unfavourable recommendation by Council officers.

Notice to Stop the Current Period Form:

<https://dsdmipprd.blob.core.windows.net/general/Applicanttemplate9.0-Noticeaboutstoppingthecurrentperiod.doc>

DA Rules extract:

s35.1 An assessment manager or concurrence agency for the application may, at any time before the application is decided, give further advice about the application to the applicant.

s35.2 Further advice may include advice about how the applicant may change the application.

Response format

As this application was lodged electronically, please direct all future correspondence regarding this application in the required PDF format i.e.:

- **Supporting documents** (separate the supporting documents into individual PDF appendices)
- **Plans** (combine as one single PDF)
- **Specialist reports** (separate each specialist report into individual PDF appendices)

Do not password protect the PDF.

The electronic response should be forwarded to mail@goldcoast.qld.gov.au with the Assessment Manager Alexa Brown copied into the email albrown@goldcoast.qld.gov.au.

Please note all development applications are publicly viewable on the Council's City of Gold Coast's Development.i: cityofgoldcoast.com.au/findDA.

Contacting us

Should you wish to clarify any issues contained in this letter, please do not hesitate to contact Planning Assessment on 07 5582 8866.

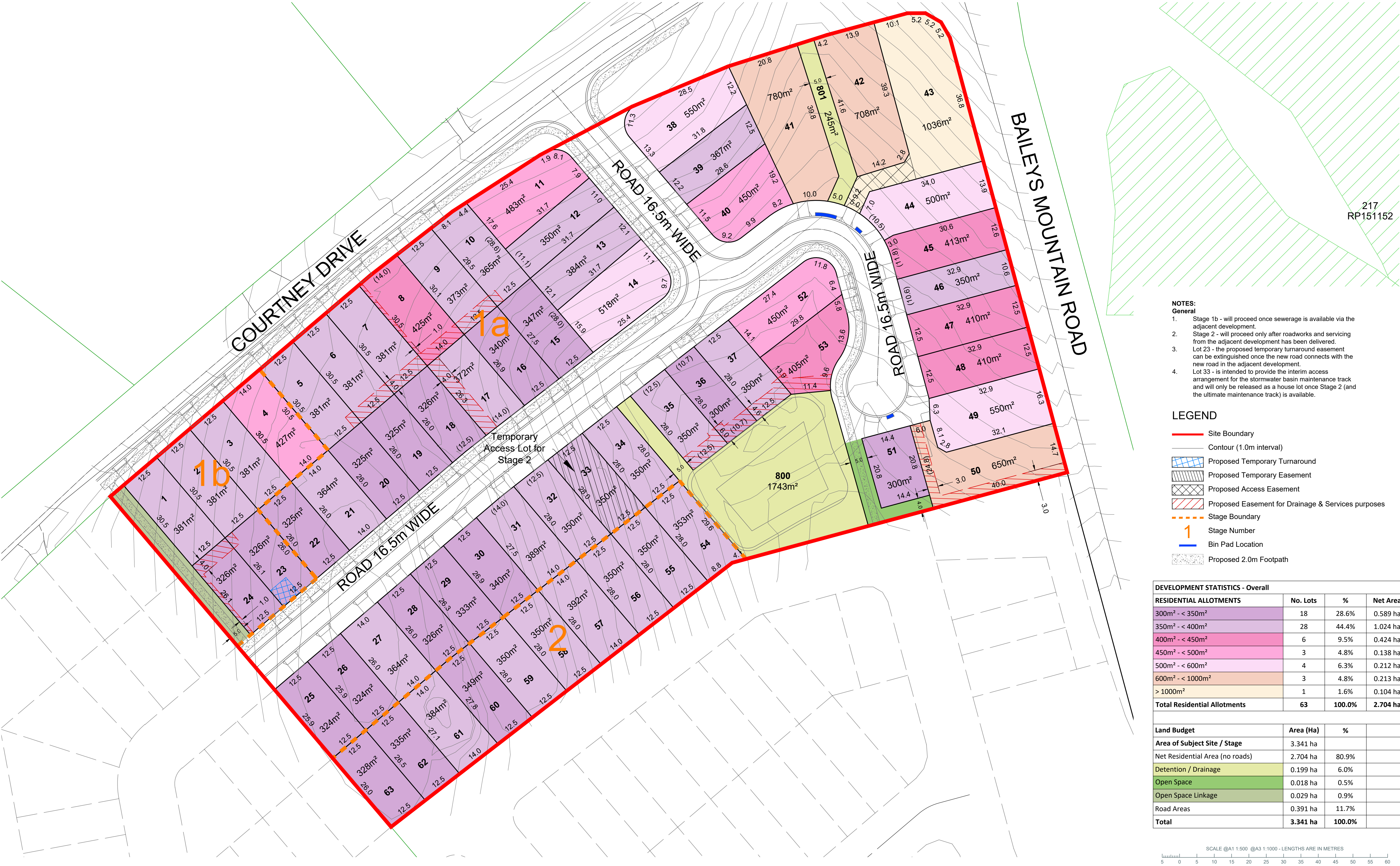
A handwritten signature in black ink, appearing to read 'Adam Morris', is positioned above the printed name and title.

Adam Morris
Coordinator Planning North
For the Chief Executive Officer
Council of the City of Gold Coast

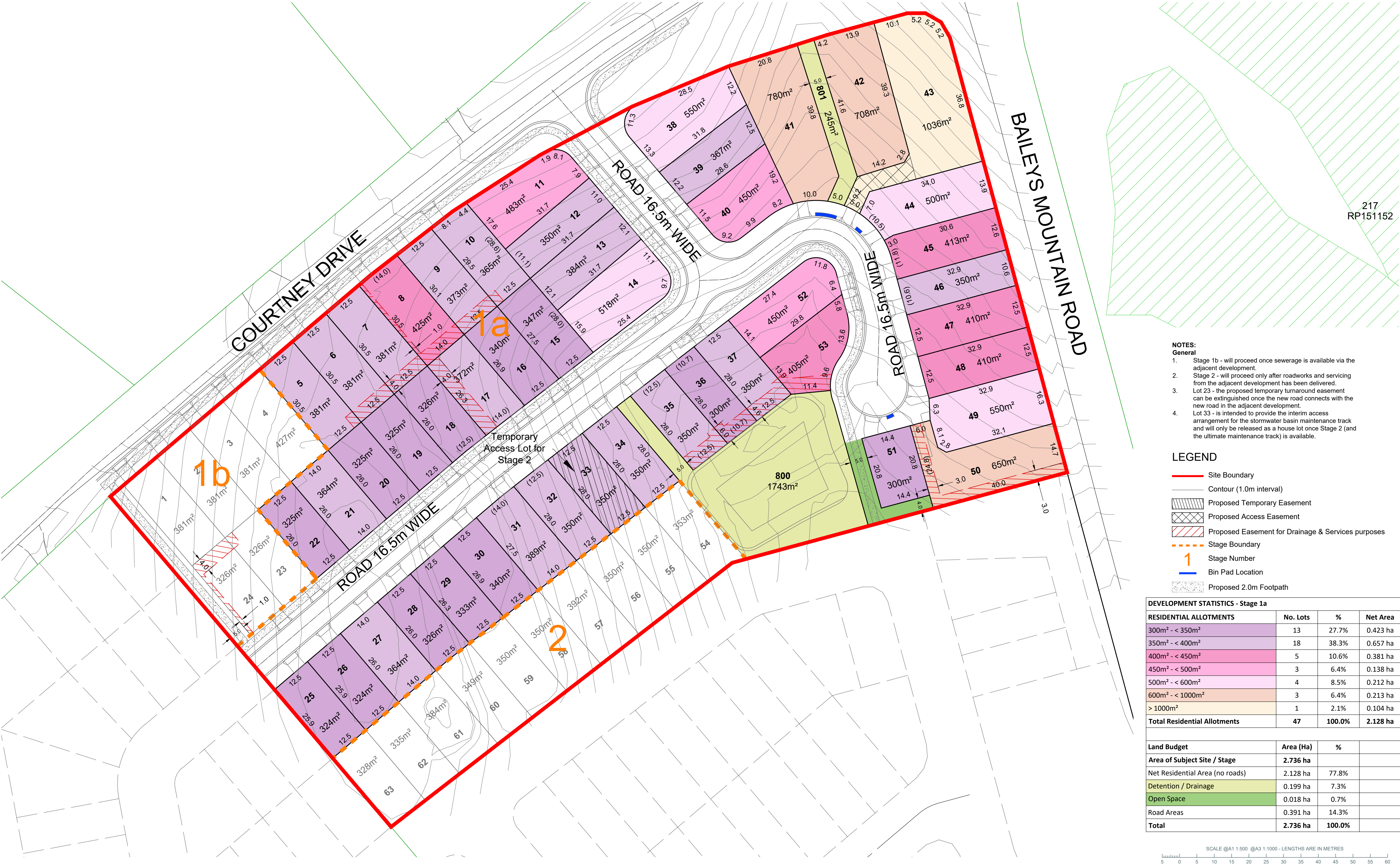
APPENDIX B

Revised Development Plans

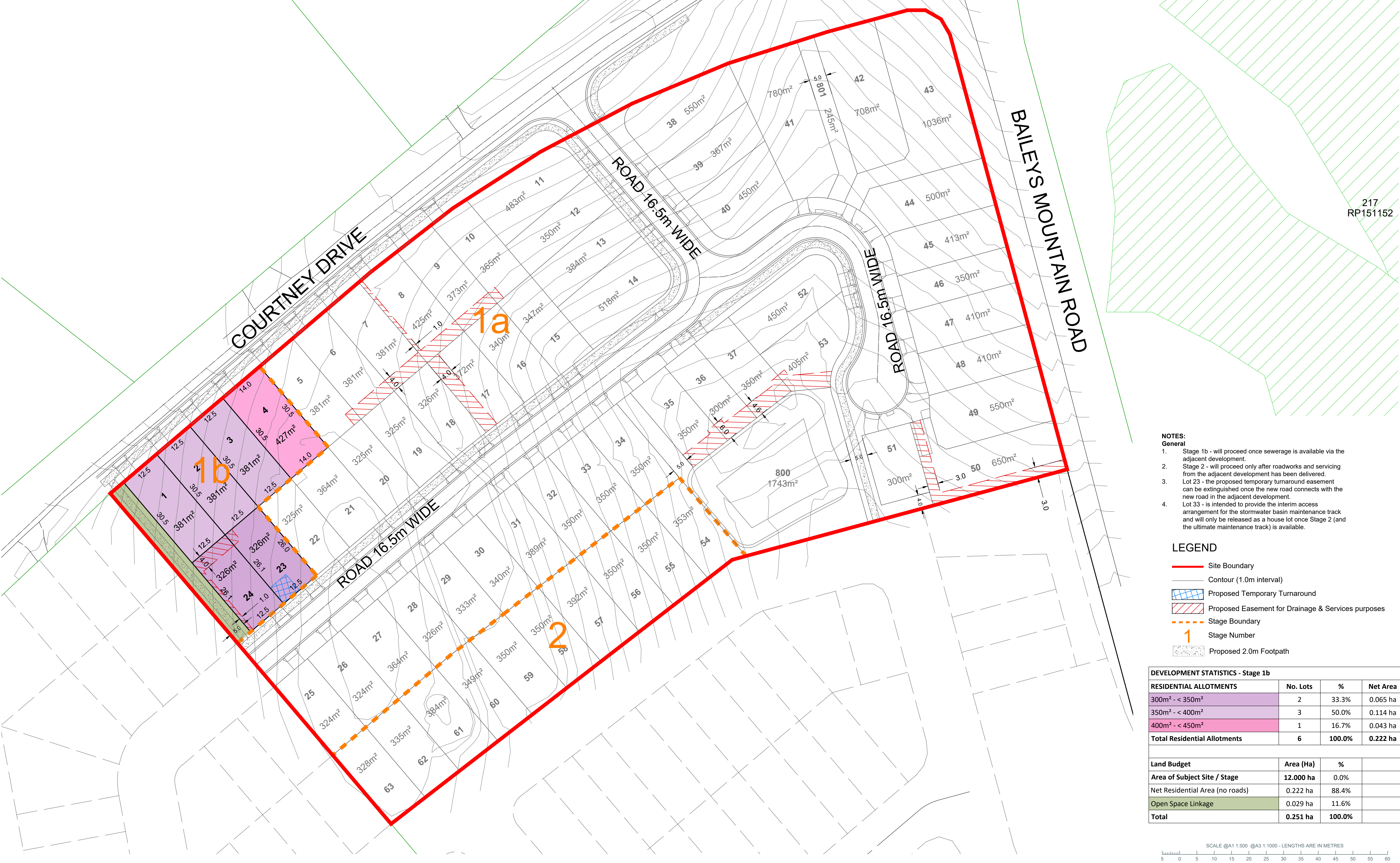
PROPOSAL PLAN



STAGING PLAN - STAGE 1a



STAGING PLAN - STAGE 1b



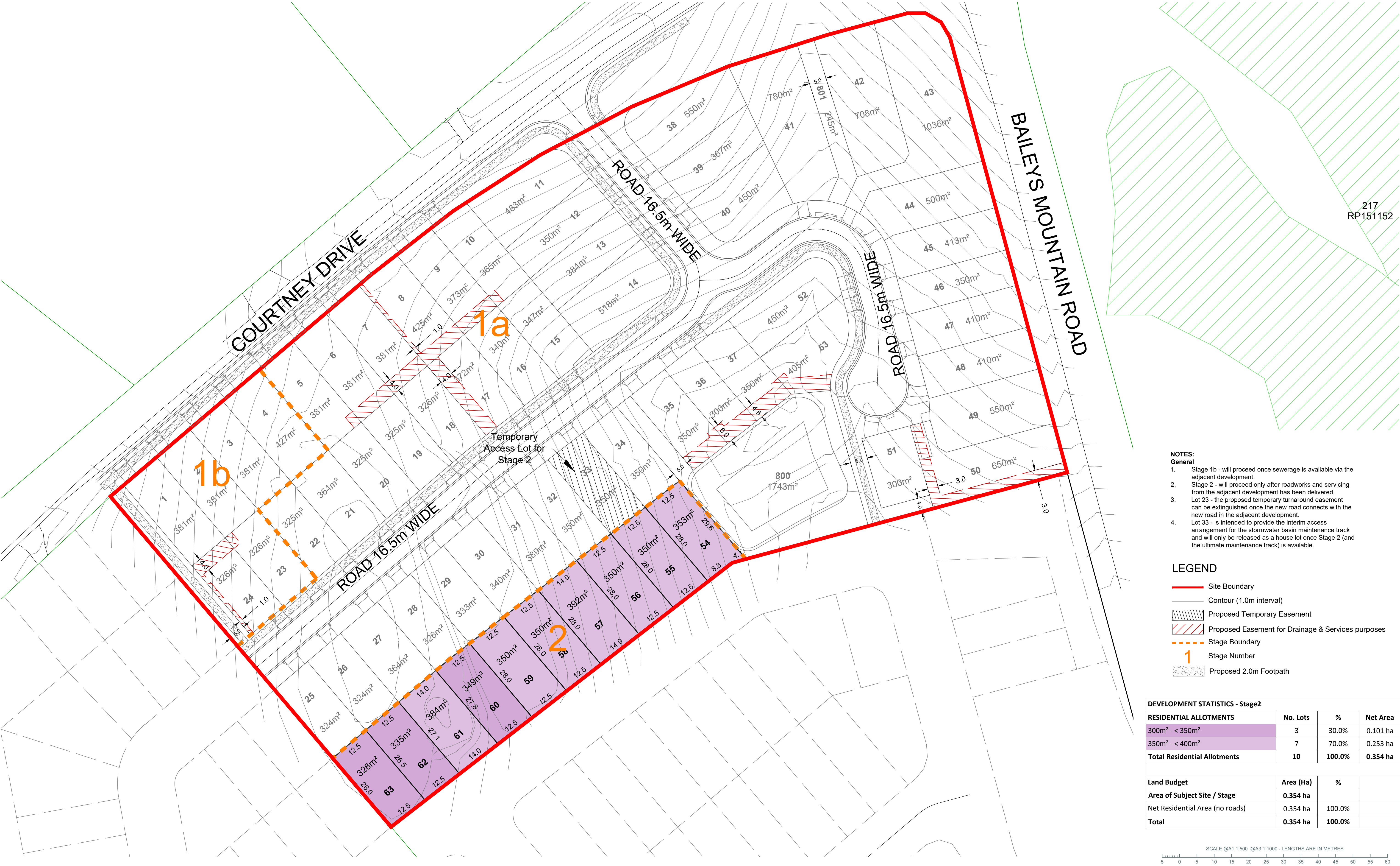
- NOTES:**
- General**
1. Stage 1b - will proceed once sewerage is available via the adjacent development.
 2. Stage 2 - will proceed only after roadworks and servicing from the adjacent development has been delivered.
 3. Lot 23 - the proposed temporary turnaround easement can be extinguished once the new road connects with the new road in the adjacent development.
 4. Lot 33 - is intended to provide the interim access arrangement for the stormwater basin maintenance track and will only be released as a house lot once Stage 2 (and the ultimate maintenance track) is available.

- LEGEND**
- Site Boundary
 - Contour (1.0m interval)
 - Proposed Temporary Turnaround
 - Proposed Easement for Drainage & Services purposes
 - Stage Boundary
 - 1 Stage Number
 - Proposed 2.0m Footpath

DEVELOPMENT STATISTICS - Stage 1b			
RESIDENTIAL ALLOTMENTS	No. Lots	%	Net Area
300m² - < 350m²	2	33.3%	0.065 ha
350m² - < 400m²	3	50.0%	0.114 ha
400m² - < 450m²	1	16.7%	0.043 ha
Total Residential Allotments	6	100.0%	0.222 ha
Land Budget	Area (Ha)	%	
Area of Subject Site / Stage	12.000 ha	0.0%	
Net Residential Area (no roads)	0.222 ha	88.4%	
Open Space Linkage	0.029 ha	11.6%	
Total	0.251 ha	100.0%	



STAGING PLAN - STAGE 2



- NOTES:**
General
1. Stage 1b - will proceed once sewerage is available via the adjacent development.
 2. Stage 2 - will proceed only after roadworks and servicing from the adjacent development has been delivered.
 3. Lot 23 - the proposed temporary turnaround easement can be extinguished once the new road connects with the new road in the adjacent development.
 4. Lot 33 - is intended to provide the interim access arrangement for the stormwater basin maintenance track and will only be released as a house lot once Stage 2 (and the ultimate maintenance track) is available.

- LEGEND**
- Site Boundary
 - Contour (1.0m interval)
 - Proposed Temporary Easement
 - Proposed Easement for Drainage & Services purposes
 - Stage Boundary
 - Stage Number
 - Proposed 2.0m Footpath

DEVELOPMENT STATISTICS - Stage2			
RESIDENTIAL ALLOTMENTS	No. Lots	%	Net Area
300m² - < 350m²	3	30.0%	0.101 ha
350m² - < 400m²	7	70.0%	0.253 ha
Total Residential Allotments	10	100.0%	0.354 ha

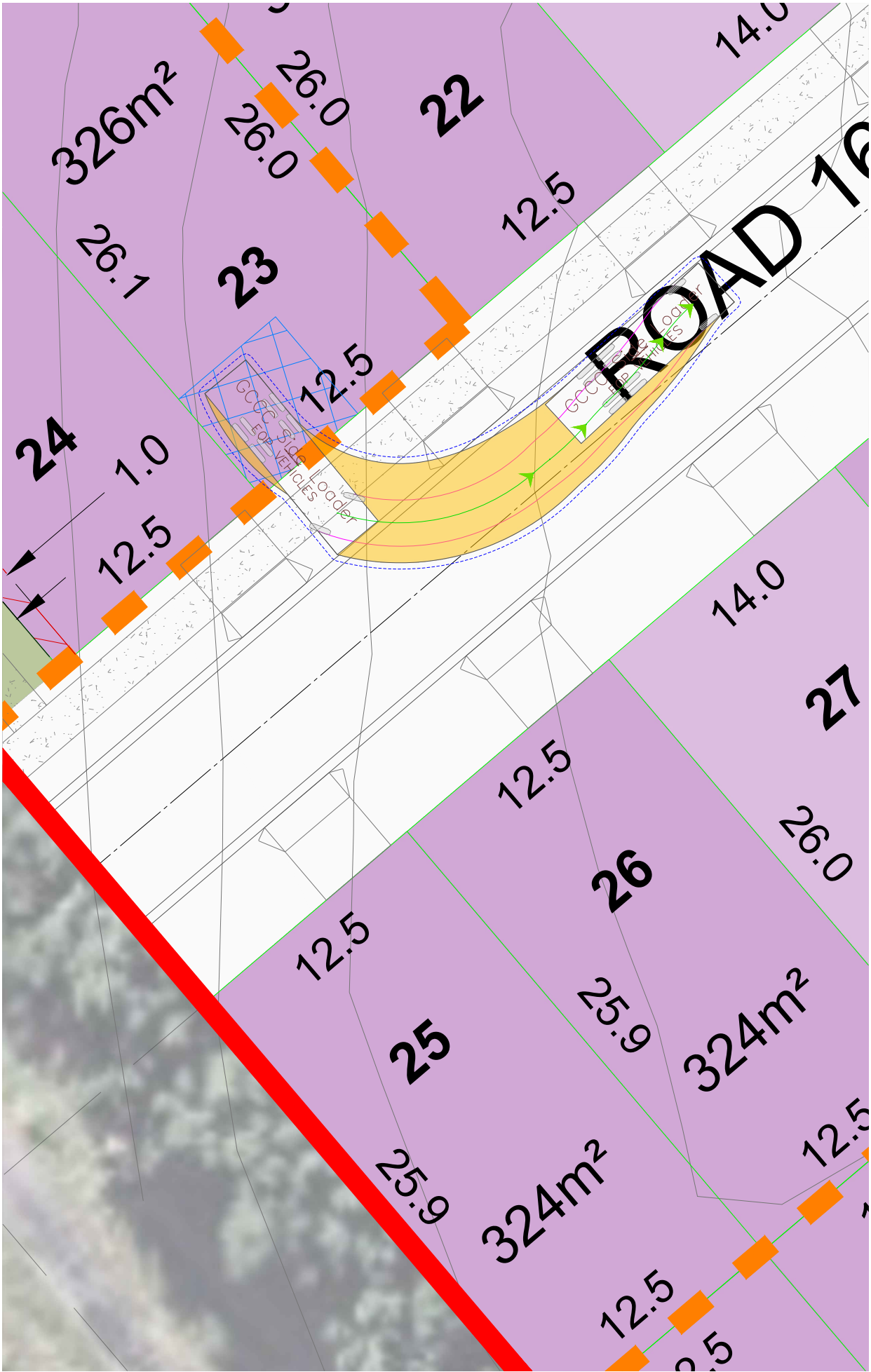
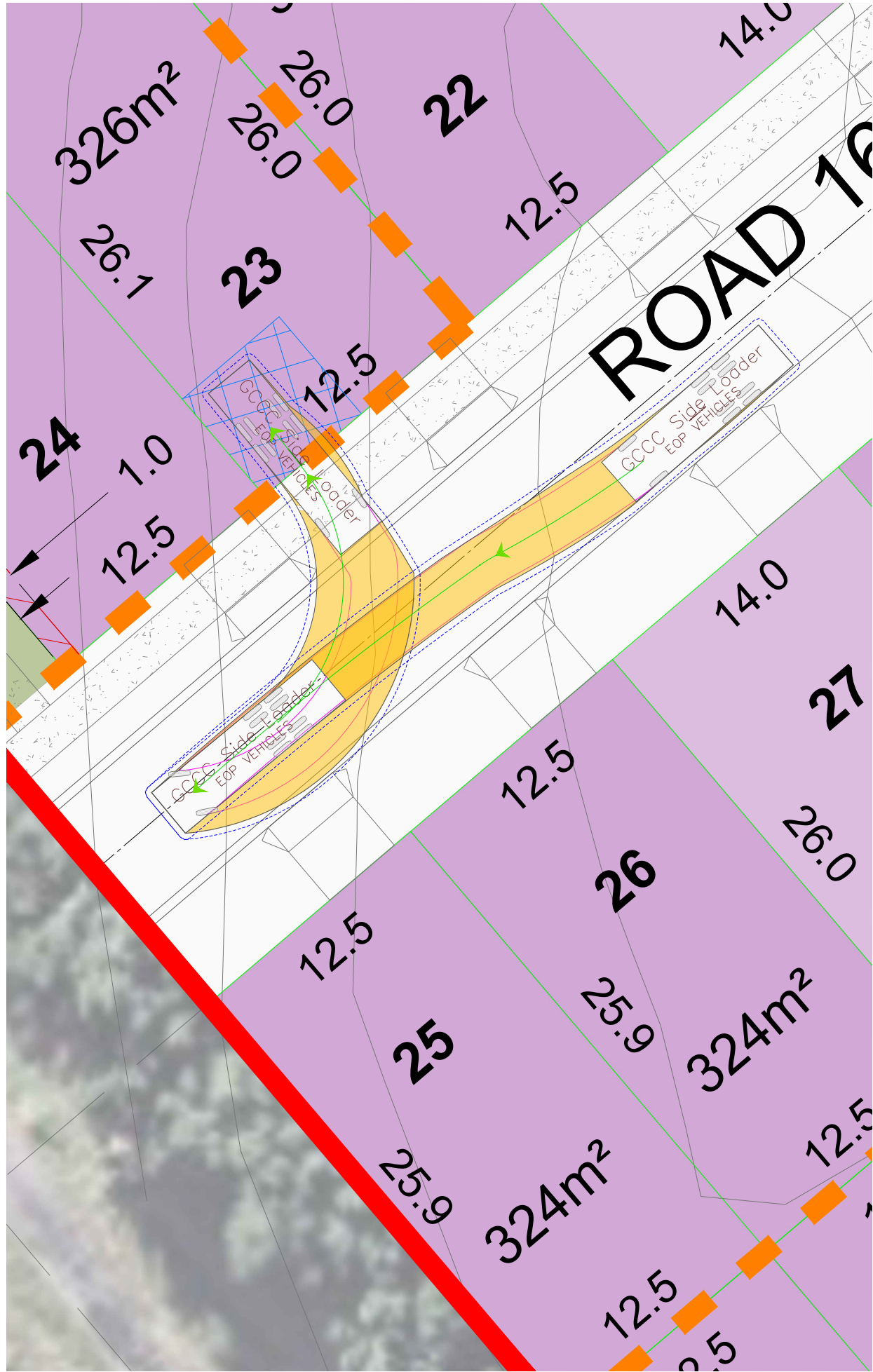
Land Budget	Area (Ha)	%	
Area of Subject Site / Stage	0.354 ha		
Net Residential Area (no roads)	0.354 ha	100.0%	
Total	0.354 ha	100.0%	

SCALE @A1 1:500 @A3 1:1000 - LENGTHS ARE IN METRES

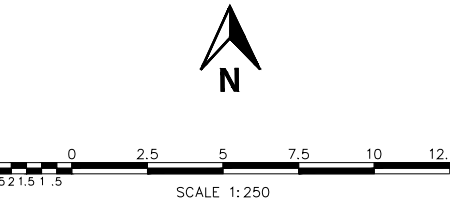
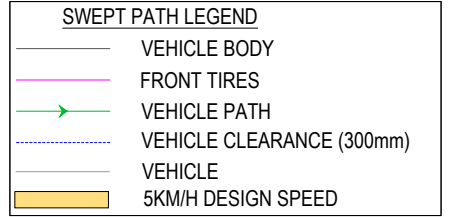
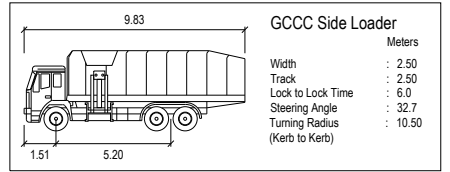


APPENDIX C

Swept Path Assessment



VEHICLE USED IN SIMULATION



PROJECT
**17 COURTNEY DRIVE,
UPPER COOMERA**

CLIENT
**KASA GROUP HOLDINGS
PTY LTD**

DRAWING TITLE
RCV TURNAROUND

DRAWING NUMBER
MOD25094QLD - SK02

DATE	REVISION
27 08 2026	D

REV	DRAWN BY	APPROVED	DATE	AMENDMENT DETAILS



ABN 84 102 758 061
310 Edward Street, BRISBANE CITY QLD 4000
T: 1300 606 408 E: marketing@moduseng.com.au
W: www.modusengineering.com.au

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1.PRELIMINARY DESIGN ISSUED FOR COMMENT ONLY.
2.ALL DIMENSIONS ARE PROVIDED IN METERS UNLESS NOTED OTHERWISE.

RPEQ Certified:
Harj Singh
#22364
H.Singh