

11 September 2026

Attention: Alexa Brown
Gold Coast City Council

Saunders Havill Group Pty Ltd
ABN 24 144 972 949

Via email: ALBROWN@goldcoast.qld.gov.au and citydevelopment@goldcoast.qld.gov.au

Dear Alexa,

**RE: RESPONSE TO INFORMATION REQUEST ROL/2026/54
 SECTION 13.2 OF THE DEVELOPMENT ASSESSMENT RULES
 17 COURTNEY DRIVE, UPPER COOMERA QUEENSLAND 4209**

We act on behalf of Courtney Upper Coomera Developments Pty Ltd, the Applicant in relation to a Development Application lodged with Gold Coast under the *Planning Act 2016* (the Planning Act) over the above land seeking:

- Development permit for Reconfiguring a lot (Impact assessment)

On 2 July 2026 we received an Information Request from Gold Coast under Part 3 of the *Development Assessment Rules* (DA Rules). In accordance with Section 13.2 (a) of the DA Rules, we now provide a response to all of the information requested.

In support of our response, we provide the following attachments:

- | | |
|---------------------|--|
| Attachment A | Amended Subdivision Proposal Plan |
| Attachment B | Amended Statement of Landscape Intent (SLI) |
| Attachment C | Civil IR Response letter |
| Attachment D | Updated Engineering Infrastructure Report |
| Attachment E | Updated Conceptual Stormwater Management Plan (CSMP) |
| Attachment F | Traffic Engineering Response to Council Information Request |
| Attachment G | Global Stability Analysis Report |
| Attachment H | Updated Geotechnical Investigation & Landslide Risk Assessment |

MUSIC model files will be provided separately.

The proposed development has been amended to incorporate the following changes in response to Council's Information Request:

- New drainage lot;
- New access easement to support shared access to lots 42/43;
- Temporary turnaround lot for RCV in Stage 1B;
- Vehicle crossing locations for constrained lots have been nominated;
- The subdivision proposal plan now includes all required easements;



- Provision for interim maintenance access track to basin, without reliance on adjoining development – via Lot 33 in stage 1a
- Pathways are now shown at 2.0m and tie in with the existing and planned external road and pathway networks.

A response to each item of Council's Information Request is included below.

Response to Information Request

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 split 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.

Response: The applicant notes Council suggestion to manage dwelling houses on small lots. It is the applicant's intent to prepare an early concurrence agency response



request to seeking siting variations to the small lot housing code. Further correspondence will be issued prior to a decision being made on the application.

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: Provision has now been made for a basin maintenance track, via a temporary easement within Stage 1a and within the balance lot (being the future stage 2 lot). In particular, proposed lot 33 will be held for temporary access/maintenance purposes until such time as an ultimate access track can be delivered from new road within adjoining development. At such time as the ultimate track is established, the easement over Lot 33 can be extinguished and the lot made available for a Dwelling house. Retaining required for Lot 33 will be completed prior to the release of the lot as a Dwelling house lot.

See also Civil IR Response letter, including a Temporary basin access sketch (**Attachment C**) as well as the CSMP (**Attachment E**) for further information. An extract from the Temporary basin access sketch is included below and shows the interim/temporary and ultimate basin access track:



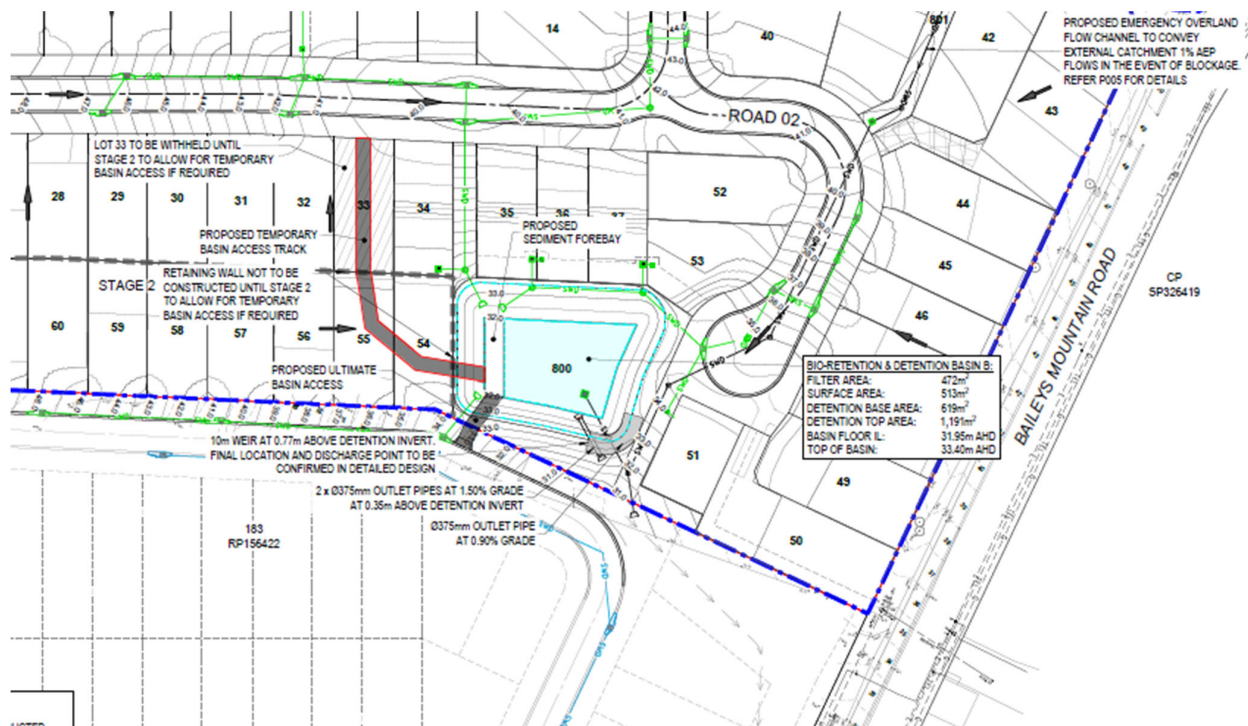


Figure 1 - Extract from CSMP showing temporary basin access track (see Attachment E)

Provision is made for an easement over Lot 33 in Stage 1A, but given that Stage 2 can not occur until the road/services to the south have been delivered, we do not believe that the easement needs to extend over the balance lot (future stage 2 lot).

The Subdivision Proposal Plan, Statement of Landscape Intent, Preliminary Services Plan and Preliminary Bulk Earthworks Plan have all been aligned.

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]

Response: An updated Landscape Concept Plan (LCP) package is included at **Attachment B** and now shows fencing details and reference to the temporary basin access track (details contained within the Civil package). A note also clarifies that the fencing between Lot 800 and Lot 54 will only be delivered once the temporary basin access track becomes redundant (when the ultimate track can be established).

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: Refer to the Civil IR Response (**Attachment C**), the Engineering Infrastructure Report (**Attachment D**) and the LCP (**Attachment B**) for further details (including retaining and acoustic fence details) of the interface between proposed Lots 43 to 50 and Baileys Mountain Road, however for ease of reference, see the below extracts from the SLI which has been properly co-ordinated with the civil plans:



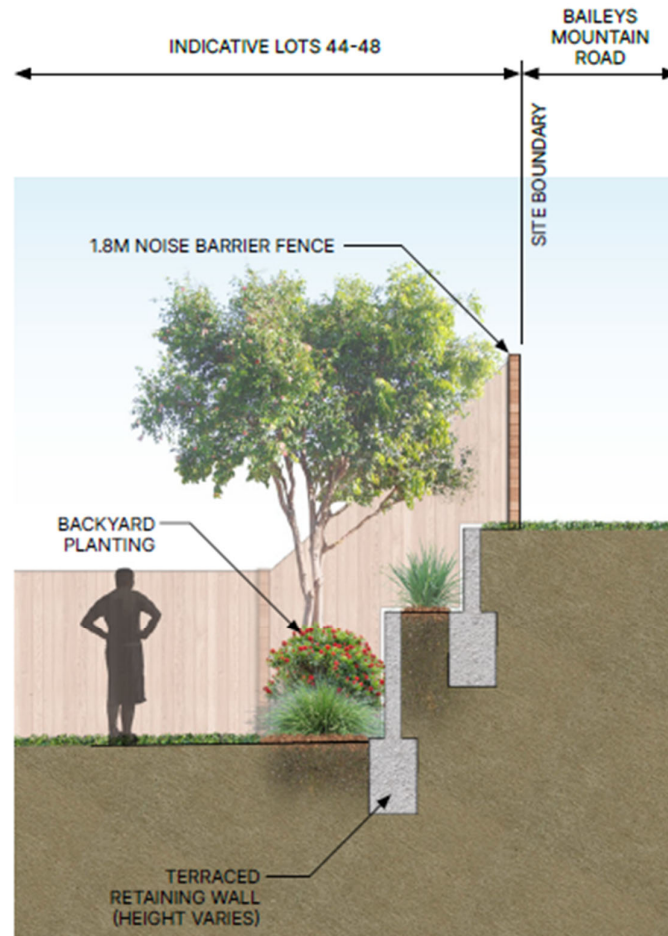


Figure 2 - Two tier retaining to Baileys Mountain Road (extract from LCP)

In addition, the Subdivision Proposal Plan (**Attachment A**) now shows the overland flow path as a 'drainage lot' (previously shown as an easement) to mitigate against owners obstructing the path. The CSMP (**Attachment E**) has also been updated accordingly (see also response to Item 6 below).

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: An updated Geotechnical Investigation and Landslide Risk Assessment is included as **Attachment H** and a Global Stability Analysis Report is included at **Attachment G**. See also Landscape Concept Plan (**Attachment B**) as well as the Civil IR Response Letter (**Attachment C**) and Updated Engineering Infrastructure Report (**Attachment D**) for further details in relation to retaining walls. Retaining to Baileys Mountain Road is shown as two tier, however we request that provision be made for single tier through conditions of approval (for detailed resolution as part of the Operational Works stage of development).

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.*

Response:

- a) Refer to the Civil IR Response (**Attachment C**), the Engineering Infrastructure Report (**Attachment D**) and the CSMP (**Attachment E**). 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.
- b) As set out in the response to IR item 2, provision has been made for a temporary access track within Stage 1a (via future Lot 33). The ultimate access track will be delivered via new road to the south and at this time the temporary access



track will be decommissioned and retaining structures to Lot 33 completed so that it can be released as a house lot.

- c) Refer to the Civil IR Response (**Attachment C**) and Updated CSMP (**Attachment E**) - 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.
- d) **As set out in the Civil IR Response (Attachment C)** - 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). See CSMP for details (**Attachment E**).

A copy of the MUSIC model files are provided separately.

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.*

Response:



- a) Whilst a conceptual longitudinal section has not been provided, it is considered that sufficient details of the proposed gravity sewer main have been provided within the Engineering Infrastructure Report (**Attachment C**) for the purposes of the planning application/approval. Further details of course will be provided as part of the Operational Works stage of development.
- b) Easements are now shown on the proposed subdivision plan (**Attachment A**)

We note the intent to impose conditions in relation to the timing of Stage 1B, having regard to delivery of necessary infrastructure under adjoining ROL/2026/116).

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.]

Response: A formal IR Response letter has been provided by Modus and included at **Attachment F** however in summary:

- a) N/A – temporary turnaround lot proposed.
- b) The Subdivision Proposal Plan (**Attachment A**) has been updated to show a temporary turnaround easement to support an interim waste vehicle movement strategy until such time as the new road connects to road delivered as part of adjoining development. The turnaround is located within proposed Lot 23 within Stage 1b and once it becomes redundant, it can be removed and the easement extinguished.
- c) swept path demonstrates an appropriate RCV turnaround arrangement.
- d) Bin pads are shown for constrained frontages on the updated Subdivision Proposal Plan and on the civil drawings.

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 subdivision proposal plan (**Attachment A**) now includes VXOs for constrained lots and these have been reflected in the Preliminary Roadworks Plan, within the Engineering Services Report (**Attachment C**).

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:

- a) *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 Subdivision Proposal Plan (**Attachment A**), LCP (**Attachment B**) and Preliminary Roadworks Plan (within **Attachment C**) have been amended to show 2.0m wide footpaths to connect with the external road and footpath network.

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.]*



Response:

- a) we acknowledge that conditions will be imposed as appropriate why the proposed development/stages rely on works by others and outside of the Applicant's control;
- b) The Subdivision Proposal Plan (**Attachment A**) has been updated to include the following General notes regarding staging:
 - Stage 1b will proceed once sewerage is available via the adjacent development;
 - Stage 2 will proceed only after roadworks and servicing from the adjacent development has been delivered;
 - Lot 23 – the proposed temporary turnaround easement can be extinguished once the new road connects with the new road in the adjacent development;
 - 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.
- c) A temporary turnaround easement has been provided within proposed Lot 23 (in Stage 1b) for waste vehicles. Given that Stage 1B can only proceed once sewerage has been delivered as part of the adjacent development to the west, it is likely that the easement can be extinguished as part of Stage 1b works, when waste vehicle will benefit from through-road connection. See also Modus IR Response (**Attachment F**).

12. Advice Notes: External road network upgrades

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:

Courtney 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.*
- 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".*

Response:

- a) The Subdivision Proposal Plan, Engineering Plans and LCP provide for a 2.0m pedestrian pathway within the 'open space linkage'; and
- b) The 'pedestrian link' is now shown as an 'open space linkage' on the Subdivision Proposal Plan (**Attachment A**).

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.*

Response: An updated LCP is included at **Attachment B** and addresses the requirements above, however an extract is provided below for ease of reference:





Figure 3 - Extract from LCCP (see Attachment B)

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.

Response: See Civil IR Response (**Attachment C**) - 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 (eg roadworks and services) before they can proceed. As per our response to item a) we acknowledge that the Council intend to impose appropriate conditions regarding the timing of development where development relies on works external/by others.



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: Courtney 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.

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:

Noted.

Summary

We offer this as a response to all of the information requested in Council's Information Request. As required by Section 14.1 (a) of the DA Rules, we advise that Council is to proceed with its assessment of the application.

In fulfilment of our obligations under Part 4 of the DA Rules, we will now arrange for public notification to be carried out for a period of 15 business days.



Should any clarification be required, please contact me on (07) 3251 9423 or email at annahavill@saundershavill.com.

Yours sincerely

Saunders Havill Group



Anna Havill

Principal - Town Planning / Associate Partner

