CITY OF GOLDCOAST.

Date: 30 September 2026
Contact: Jozef Ewing
Location: City Development
Telephone: 07 5582 8866
Your reference: N/A
Our reference: ROL/2026/37

Salt Development Projects Pty Ltd
C/- Hpc Planning Level 4
Central Tower One, 56 Scarborough St
SOUTHPORT QLD 4215

Dear Sir/Madam

Further advice – Assessment Manager
(Given under section 35 of the Development Assessment Rules)

I refer to the application lodged by:

Applicant name:	Salt Development Projects Pty Ltd
Applicant contact details:	C/- Hpc Planning Level 4 Central Tower One, 56 Scarborough St SOUTHPORT QLD 4215

in relation to land/premises described as:

Street address:	98 Glenmore Drive, BONOGIN QLD 4213
Real property description:	Lot 1 RP218875

Council of the City of Gold Coast (Council) officers have reviewed the application for the premises described and provide further advice for your consideration and action where appropriate:

Bushfire and Environmental

1. Asset Protection Zones

Bushfire hazard overlay code – PO3

The applicant is requested to amend the Bushfire Risk Assessment and Risk Mitigation Compliance Report by Queensland Bushfire Risk Assessments to include the following:

a. The section Recommendations 3.Vegetation management - is to individually specify and show the distance required for Lots 1 to 7 and Lots 11 to 17 to achieve an exposure of <29kW/m^2 radiant heat flux.

   i. Distance is to include the width of the inner radiation zone and outer radiation - external of the covenant area

Transport

2. Reconfiguring a lot code

Circulation and street access design – Strategic Outcomes 3.6.1(7), 3.6.1(8), 3.6.3(4), 3.6.4(4), 3.6.4(5) & PO16

a. Tenure of road

In response to Item #22 of Council's Information Request, the applicant's *Traffic Impact Assessment* (Ref. LC25079-0004-TIA, dated 20/07/2026) identifies that the proposed 'new road' within the subdivision (formerly identified as 'Road 1') will no longer be a public road, and will instead be a 'private' road (as part of a Community Title Scheme, CTS). However, all application material still shows the roadway as a public road (located in public road reserve, kerb returns at Glenmore Drive, signs and line marking proposed per public road standards, etc).
If the roadway is intended as a private road, the application material shall be amended accordingly, including:

ii. Reflect the 'private' tenure of the proposed road on all application material – specifically, access shall comprise a vehicle crossing (from Glenmore Drive), connecting to a private roadway / driveway.

iii. Clearly identify 'Common Property' as part of the proposed CTS arrangement.

iv. Show the proposed private roadway / access driveway being situated within 'Common Property', with full dimensions provided for the driveway.

v. Of note – the proposed dimensions for the private road remain the same as that originally proposed for the public road; the applicant may wish to alter (reduce) the dimensions of the private road to reflect its intended use as a 'shared' driveway (a minimum 5.5m wide pavement would be supported to facilitate two-way movements; turn-around provision shall be sufficient for a waste collection vehicle, if required to navigate the 'private' roadway – and supported by swept paths).

vi. Remove the 'Roadworks Signs & Linemarking Plan' from the proposed drawings (this arrangement is based on a public road environment, which is inconsistent with the proposal for a private road).

b. Design of 'private' road

Demonstrate that the design of the proposed private road (for access to Lots 7-17) meets AS2890.1 and AS2890.2 requirements. In this regard demonstrate that the 'private' road meets all grade, and change in grade, requirements in accordance with AS2890.1 and AS2890.2, based on the 'design service vehicle' (assumed to be a waste collection vehicle).
Of note, the 'Roadworks Longitudinal Section – Road 1' drawing indicates very steep grades for the road (in the order of 19%, which exceeds AS2890.2 requirements for the 'design service vehicle').

c. Other matters

i. Update the 'Concept Development Layout Plan' (ROL drawing) to show the proposed vehicle crossing locations for all lots (1-17), consistent with those shown on the 'Roadworks Layout Plan'. Include an item in the 'Legend' to identify 'vehicle crossings'.

ii. Update the 'Legend' on the 'Roadworks Layout Plan' to identify 'vehicle crossings' (rather than 'proposed concrete driveway').

iii. Update the 'Concept Development Layout Plan' (ROL drawing) with a notation to identify that kerb ramps will be provided on both sides of Glenmore Drive.

3. Reconfiguring a lot code

Circulation and street access design - PO16

Further information is required in relation to proposed 'gated access' for the 'private' road / driveway (for lots 7-17). It shall be demonstrated that any 'access control' measures will not impact upon the function or safety of Glenmore Drive, or the functionality of the subdivision. In this regard, the following information is required:

i. Ensure that gated access (if proposed) is reflected on all relevant development drawings, and accompanied by a notation clearly identifying the gate (for example, gated access is identified on the 'Roadworks Layout Plan', but is not shown on the ROL drawing – 'Concept Development Layout Plan').

ii. Clearly identify how access through the gate will be facilitated for residents and visitors.

iii. Clearly identify how access through the gate will be facilitated for 'service' providers (including waste collection vehicles).

iv. Note - if any equipment is required in association with facilitating access through the gate (for example, an intercom, keypad, etc), this shall be clearly identified on development drawings.

v. Submit a revised swept path, demonstrating turn-around provision within the subject site, prior to the proposed gate, by a waste collection vehicle (Note – not required if waste collection for Lots 7-17 is intended to occur on Glenmore Drive).

The applicant is advised that gated access (as proposed) would require the provision of various equipment (including the gate itself; an intercom, with connection to each dwelling to allow the gate to be opened; remote control devices for residents; detectors (underground) to allow automatic opening of the gate for visitor exit; etc). The equipment would need to be installed and maintained, in perpetuity, by the Body Corporate. The applicant may wish to reconsider gated access as part of the CTS arrangement.

Current Period

Notwithstanding the advice provided by the Council, assessment of your application will continue.

Please note - Any additional information provided by you during the development assessment process, is not required to be accepted by Council as assessment manager unless by agreement.

If you require additional time to consider the advice provided and any actions you may wish to take in response, you may wish to consider stopping a current period in the development assessment process in accordance with section 32 of the Development Assessment Rules.

Response format

As an electronically lodged application, please email all responses in PDF attachments (titled: 1 forms, 2 supporting documents, 3 plans and 4 specialist reports) to: mail@goldcoast.qld.gov.au. Do not password protect the PDF.

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.

Yours faithfully



Phillip Zappala
Coordinator Planning Assessment South
For the Chief Executive Officer
Council of the City of Gold Coast