CITY OF
GOLDCOAST.

Application for operational works

Economy, Planning & Environment
Engineering and Environmental Assessment
City Development
PO Box 5042 GOLD COAST MC QLD 9726
P 07 5582 8866 **F** 07 5596 3653
E mail@goldcoast.qld.gov.au
W cityofgoldcoast.com.au

Please use BLOCK LETTERS and complete all details in full

Privacy statement
Council of the City of Gold Coast (Council) is collecting your personal information in order to provide the services requested, perform associated Council functions and services, and to update and maintain Council's customer information records. Your information is handled in accordance with the *Information Privacy Act (Qld) 2009* and may only be accessed by Councillors, Council employees and authorised contractors. Unless authorised or required by law, we will not provide your personal information to any other person or agency. For further information go to cityofgoldcoast.com.au/privacy

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For more information to assist with your application and to submit online, please visit *cityofgoldcoast.com.au/lodgeda*

* Indicates the field is mandatory

Operational works application type *(pre-assessment unavailable)**

Associated building works	☐	Change to ground level	☐
Civil engineering	☑	Landscaping – public	☐
Tree works - private	☐	Landscaping – private	☐
Tree works – development	☐		

Vehicular crossing

VXO Heavy Vehicle	☐	VXO Residential	☐
VXO Rural	☐		

Prescribed Tidal Works

Boat ramps	Jetty
Mooring piles	Pontoon
Revetment walls	Boulder Sea Wall
Boardwalks	Marina (Greater than six berths)
Other structures in, on or over tidal water	

Coastal Management District

Artificial Waterways and other works

Details of original application

Original application no.

Fees*

The fees for this application can be found on the last page of this form.

These fees are in accordance with Council's regulatory fees and non-regulatory charges. A copy of these fees and charges can be found on Council's website *cityofgoldcoast.com.au*

Payment options

Business partner account (BP)

Business partner name | Business partner number

Cash, cheque or credit card at any of Council's branch offices. For branch office locations and operating hours, please refer to Council's website *cityofgoldcoast.com.au*

Please be advised that payments by credit card will incur a surcharge.

Cheque or money order may be posted to Council's post office box address as above. Please ensure that you provide adequate reference details or attachments to allow the cheque to be appropriately receipted.

Office use only

Date received		Fee paid	
Received by		Receipt number	
Business partner name		Account number	
Business partner number		System code	(if applicable)

Operational works application requirements*
(Building and Construction Industry – portable long service leave Act 1991)

Does the total cost of construction exceed $150,000?	Yes ☐	No ☑
If yes, select evidence of one of the following as part of the application lodgement		
payment of levy, or		☐
payment of the first instalment of levy, or		☐
an exemption from payment of levy, or		☐
an exemption from immediate payment of levy		☐

Section 1 – Forms*

State Government Forms

Form 1	☐

Council's Forms

Pre-assessment certificate	☐
Application form for operational works	☑
Engineering drawings – Application checklist – City Plan Schedule 6 - City Plan policies - SC6.11 City Plan policy – Land development guidelines	☐
Application for Approval of Engineering drawings – City Plan Schedule 6 – City Plan policies - SC6.11 City Plan policy – Land development guidelines	☐
Street lighting application – City Plan Schedule 6 – City Plan policies - SC6.11 City Plan policy – Land development guidelines	☐

Section 2 – Supporting documents

Cover letter outlining proposal	☑
Copy of previous planning approval *(if applicable)*	☐
Assessment benchmarks	☐

Section 3 – Plans and drawings

Plans (scaled to A3)	☐

Section 4 – Specialist reports (as applicable)

~~Flood search report~~ CIVIL ENGINEERS REPORT	☑
Hydraulics report	☐
Stormwater management plan	☐
Geotechnical report	☐
Dewatering management plan	☐
Lake management study	☐
Waterway study	☐
Water quality management plan	☐

Types of specialist reports for Environmental, open space, landscaping and tree works matters

Detailed landscape plan	☐
Bushfire management plan	☐
Ecological assessment	☐
Open space management plan	☐
Arborist report/tree assessment plan/tree management plan	☐
Effluent disposal plan	☐
Acid sulphate soils investigation and management plan	☐

Types of specialist reports for Transport and traffic matters *(Civil engineering only)*

Road traffic assessment report	☐
Check vehicle crossing requirements	☐

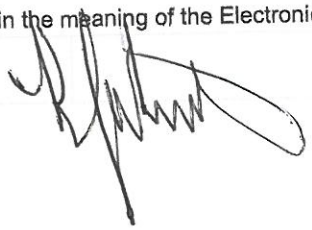
Declaration*

I understand and acknowledge that:

- by making this application/request, I the applicant, declare that the owner has given

written consent to the making of this application

- the information provided in this application is true and complete to the best of my knowledge
- Council may refuse this application if it becomes evident that any information or supporting documents provided is incomplete or false
- I approve of the information that has been provided in this application
- I acknowledge Queensland State Laws will accept this communication as containing my signature within the meaning of the Electronic Transactions (Queensland) Act 2001

Signature 

Date 18/7/19

Fee calculation worksheet	Fee
Associated building works	
Rerouting existing sewerage and stormwater infrastructure within a single development site	$898.00
Connection to Council stormwater drainage system	$770.00
Connection to Council water reticulation system for a service 100mm and above	$770.00
Connection to Council sewerage reticulation system	$770.00
Applications for 2 or more connections from a single development site to Council services where associated with building works	$1541.00
Operational Works minor change	20% of current fee (up to a maximum of $931.00)
Request to extend currency period	20% of current fee (up to a maximum of $931.00)
Level of Assessment or Generally In Accordance	$655.00
Change to ground level	
All earthworks, including cut/fill, dam and car park. Minor works: 1000m^2 or less	$1031.00
All earthworks, including cut/fill, dam and car park. Medium works: 1001m^2 to 5000m^2	$1983.00
All earthworks, including cut/fill, dam and car park. Major works: 5001m^2 or more	$3378.00
Request to extend currency period	20% of current fee (up to a maximum of $931.00)
Operational Works minor change	20% of current fee (up to a maximum of $931.00)
Level of Assessment or Generally In Accordance	$655.00
Works for infrastructure civil engineering (subdivisions)	
Operational Works engineering drawings (civil) urban, park living and rural – per lot	$445.00
Operational Works - engineering drawings (civil) commercial / industrial – per lot	$578.00
Operational Works – engineering drawings (minor civil works) reduced fees – per application. Works external to a single development site	$1019.00
Request to change approved operational works civil engineering drawings	20% of current fee (up to a maximum of $931.00)
Request to extend currency period	20% of Current Operational Works Application Fee (up to a maximum of $931.00)
Operational Works minor change	20% of current fee (up to a maximum of $931.00)
Level of Assessment or Generally In Accordance	$655.00
Re-inspection Fee on Failed Result of initial inspection	$413.00
Landscaping on public land	
Streetscape plans with 50 lots or less	$541.00
Streetscape plans with 51 lots or more	$1297.00
Assessment of landscaping plans, includes landscaping final inspections (maximum 2). Additional inspections as required (must be prepaid). Park / Open space component with or without streetscape includes the assessment of maintenance management plans when the MCU/ROL requires these plans to be submitted in conjunction with the landscaping application	$1726.00
Landscaping on private land	
Assessment of landscaping plans, includes landscaping final inspections (maximum 2). Commercial nature – per application	$971.00
Assessment of landscaping plans, includes landscaping final inspections (maximum 2). Industrial nature – per application	$971.00
Assessment of landscaping plans, includes landscaping final inspections (maximum 2). Residential nature (detached dwelling, attached dwelling) – per dwelling	$324.00
Assessment of landscaping plans, includes landscaping final inspections (maximum 2). Additional inspections as required (must be prepaid). Multiple Dwellings, 10 or more dwellings (includes Townhouses and Row Housing only)	$3437.00
Multi-unit nature, includes landscaping final inspections (maximum 2). Additional inspections as	$1297.00

required (must be prepaid). Multiple Dwellings, (includes apartments and flats only)	
Community Purposes, includes landscaping final inspections (Maximum 2). Additional inspections as required (must be prepaid).	$971.00
Assessment of landscaping plans, includes landscaping final inspections (Maximum 2). Additional inspections as required (must be prepaid). Multiple Dwellings, 10 or more dwellings (includes Townhouses and Row Housing only)	$3437.00
Amendment to approved landscaping plan – Includes: • Request to change development approval • Request to change / cancel conditions • Request to extend currency period • Request for negotiated decision notice	20% of current landscaping application fee
Re-inspection fee (miscellaneous)	$229.00
Environmental	
Tree works (DA) – tree works linked to a development application, includes vegetation management plan and fauna management plan when the MCU/ROL requires these plans to be submitted in conjunction with tree works application	$1019.00
Tree works not associated with a development application (1 to 2 trees)	$160.00
Tree works not associated with a development application (3 to 30 trees)	$246.00
Tree works not associated with a development application (31 and above trees)	$400.00
Tree works (Private Works) associated with a building approval and approved Dual Occupancy secondary dwellings only	$331.00
OPW Tree Works Application Fee for Vehicular Crossing (VXO)	$314.00
Per each additional inspection - (inspections for, but not limited to, operational works, building searches)	$229.00
Prescribed tidal works and/or works in a coast management district	
Prescribed Tidal Works - Pontoons, Jetties, Revetment Walls, Boat Ramps, Mooring Pile, Marina (Greater than six berths), Boardwalks, Boulder Sea Wall and other structures in, on or over tidal water. Includes one (1) inspection.	$999.00
Coastal Management District – Artificial Waterways and other works Includes two (2) inspections.	$1950.00
Request to change approved operational works - Includes Prescribed Tidal Works and Works in a Coastal Management District	20% of current fee (up to a maximum of $887.00)
Level of Assessment or Generally In Accordance	$655.00
Bond - Boulder sea wall applications. Refundable. The bond will be determined by the Chief Executive Officer or his delegate.	Minimum bond $18,033.00
Non tidal works	
Minor Works - Pontoons, Jetties, Revetment Walls, Boat Ramps, Mooring Pile and other structures in, on or over non-tidal water. Includes one (1) inspection.	$999.00
Major Works - Boardwalks, Artificial Waterways and other works. Includes two (2) inspections.	$1950.00
Request to change approved operational works Non Tidal Works	20% of current fee (up to a maximum of $887.00)
Level of Assessment or Generally In Accordance	$655.00
Vehicular crossing (VXO) and driveways	
Development application for operational works (code assessable) vehicular crossing or driveway: includes 2 x inspections, 1 x pre-pour and 1 x post pour.	$454.00
Vehicular crossing or driveway additional or re-inspection fee	$179.00
Minor change - Vehicular Crossing or Driveway Application	$167.00
Request to extend currency period – vehicular crossing or driveway application.	$167.00
Ground anchor	
Interference with a road for the installation of a temporary ground anchor	$1359.00
Temporary ground anchor bond agreement must be signed and submitted with Bank Guarantee or Bank Cheque.	Minimum bond $150,000.00
Lodgement and processing of temporary ground anchor bond This bond is refundable subject to removal of ground anchors and no damage to infrastructure.	$1031.00

Brian Johnston

From: Brian Johnston
Sent: Wednesday, 17 July 2019 11:10 AM
To: Brian Johnston
Subject: 2 Karingal Drive Pimpama

Gold Coast city council
Re 2 Karingal Dr Pimpama
Please find enclosed our documentation supported by the civil engineers plans and calculations for the reinstatement of the above property at 2 Karingal Drive Pimpama to its original state.
The purpose of this reinstatement is to generally tidy the block so that it can be presented better for sale for development purposes for and behalf of the client/owner.
This is not a DA application, strictly an operational Works application and my client has no intention of lodging a DA application at this stage.
It will be up to the end purchaser of the site to lodge their own DA application.
Our structural engineer has taken some verse from this letter and included in his correspondence for clarity.
The site has been substantially cleared and slashed so it will be easy for council representative to visit the site to ascertain what how engineer is clarifying in his report.
It should also be noted that it previous DA application it was clearly noted by Council that we may remove the 2 by man-made dams located upon the site.
It can clearly be demonstrated by the photos enclosed dating back to 1960's that the site has had substantial excavation within the watercourse depression forming part of the site for the storage of water for irrigation purposes by the previous owner of the site who ran a landscaping business upon the total site.
Very interesting to see the variety of re growth across the site considering at one stage it was totally bare apart from the few bushes/trees within the depression which was either a dam and/or a wet area and the whole site and surrounding areas were stripped totally bare and obviously used for cropping of grass and/or wheat or similar crops.
It should also be noted that the size of the watercourse near the western alignment where the railways have recently run the large box culverts under the rail line was only very small depression and obviously the re diversion of the water from the western side of the old highway has caused substantial erosion to our clients property.
If you also go back in your photos you will see there was a massive storage dam where the go-kart complex is now located, has since been backfilled and it would appear that this water was diverted directly into the railways culverts causing the additional erosion across my client side.
You will also note by the early photos that the dam to the right-hand side of the North Eastern alignment of the property now forming the adjoining property was also only a slight depression until excavated along with another dam to the direct East some 100 m away in the 70s.
These photos clearly prove that all the timber/trees on the site is in fact regrowth.
Our design clearly demonstrates that the property subdivision to the south has provided its own detention/bio retention basin, that the Queensland Rail culverts coming underneath their infrastructure is contained within their own detention facility within their own land near the dogleg in the western fence line
So as not to cause any issues from this site, we have designed our own detention basin to the north east part of the waterway prior to entering the adjoining eastern property. This will eliminate any concern that Council may have regarding these works causing any issues with the downstream developments.
In regard to the downstream developments, and per our previous inspection on the site, it was noted that the pipes running under Council Road are half bore, full with water back up to the properties to the north and I have requested on at least 2 occasions that Council tend to this matter as this backup of water which will obviously cause grievance to the 2 adjoining properties to the south of the roadway
Note once again, There is no development proposal at this time to submit with this application.

Obviously once a formal development application is submitted for approval by the future owner/developer of the project, then said formal stormwater management plan will be lodged within an approval process.
We suggest that all of the spoil that has been removed to form the damning and the water storage areas will be placed back into the watercourse area from whence it came, reinstating the watercourse to its original situation and that obviously when it comes time to construct within the area of the watercourse, then any foundations that may encroach that area will be designed utilising a screw piles system for the foundations.
We fully understand that Council have certain conditions in place where you can only build within certain distance of the centre line of the watercourse and similar to the recent approval on 40 Gawthorne Drive, we anticipate that it will be the same 10 m as approved on that site.
There will not be any embankments within the water channel/ course/swale once we reinstate the land back to its original condition prior to the excavation of the landscape business operator. You will physically be able to walk/traverse within the water path.
Just for interest sake, did this person ever get permission from Council to excavate these detention basins and install the dams in the first place ??
We also fully understand that part of that said condition was for a wider distance from the centre of the watercourse if there were in fact embankments and given that we will be reinstating this property back to its original state, and their there will be any embankments were then the watercourse itself when it will be reinstated back to its original per the 1960s photos as simply a depression, thus eliminating any possible embankments and therefore the 10 m rule either side of centre of the watercourse would apply per the other surrounding site approvals.
I can't be any more specific than what I have been above in regard to my client's requirements to reinstate the land back to its original condition, the fact that he is not lodging a DA application at this stage, it is merely an operational Works application, so we trust that this will be a straightforward passage of approval through the normal Council channels.
We look forward to your response

Kind Regards,

Brian Johnston

(e) brian@jpdesign.com.au
(w) www.jpdesign.com.au
(m) **0418 880 474**

JPD
BRIAN JOHNSTON PLAN DESIGN P/L


2-KARINGAL

Folding or Mutilating may Lead to Refusal 152380

152380

CLOSED DATE
INIT DATE
REVISED DATE
AUTH
LODGED DATE

IRON PINS		
LINE	BEARING	DIST
1 - O I P	103°03'	1·005
2 - O I P	103°03'	1·005
5 - O I P	50°30'	1·005
20 - I Pin	140°32'	1·0
22 - "	320°25'	"
27 - "	50°25'	"
29 - "	60°07'	"
32 - "	65°46'	"
35 - "	221°13'	"
36 - "	90°01'	"
37 - "	2°59'	"
38 - "	323°51'	"
39 - "	290°49'	"
40 - "	266°43'	"
42 - "	248°14'	0·535
61 - "	163°26'	1·0
62 - "	178°32'	"
63 - "	192°54'	"
64 - "	205°09'	"

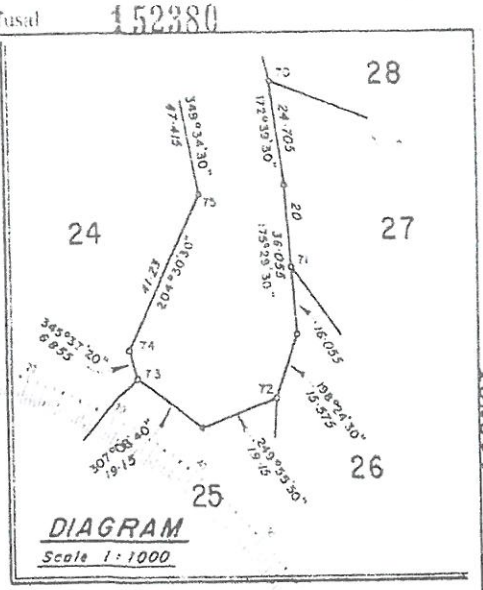
IRON PINS		
LINE	BEARING	DIST
68 - I Pin	248°14'	1·0
69 - "	266°43'	"
70 - "	290°48'	"
71 - "	323°51'	"
72 - "	2°59'	"
73 - "	41°13'	"
74 - "	85°30'	"
75 - "	85°30'	"
76 - "	55°46'	"
77 - "	60°07'	"
78 - "	50°30'	"
79 - "	60°42'	"
80 - "	57°06'	"
81 - "	50°30'	"
82 - "	320°30'	"

IRON PINS		
LINE	BEARING	DIST.
83 - I Pin	320°30'	1·0
84 - "	230°30'	"
85 - "	230°30'	"

REFERENCE TO CORNERS

COR	BEARING	FROM	DIST
5	354°57'	O Blazed	3·992
40	151°42'	O Blazed	9·213
4	29°51'	O.B. dwd.	5·01
3	143°55'	O. Gum	15·134
2	156°27'	O Blazed	12·13

DIAGRAM
Scale 1:1000



Lots 19 to 29

Part of Sub B on RP 29998 and

Cancelling Sub B and Part of Sub. C on RP 29999 and

Part of Subs A and B on S.P. Plan M.33 1962

Surveyed by N.F. BURTON 5/12/1975

Orig Portions 87 and 88

Orig Grants 30758 Bn87; 48891 Por 88.

County of Ward Town of

Parish of Pimpama

SCALE 1 3000

REGISTERED PLAN 152380

CROWN COPYRIGHT RESERVED REGISTRAR OF TITLES, QUEENSLAND

ADDED CANCELLATIONS ETC

152380

Drawing of Plan must be restricted to the space inside the blue lines

152380

Copyright protects the plans being ordered by you. Unauthorised reproduction or amendments are not permitted

TEG Consulting Engineers Pty Ltd

Ref: TEGCE-19015_LTR1A-IFA

15 July 2019

Building Civil Group
Brian Johnston

Email: brian@jpdesign.com.au

TEG CONSULTING ENGINEERS

" innovative thinking, practical solutions "
21 Bunda Street, East Innisfail Qld 4860
a: PO Box 49, Innisfail Qld 4860
p: 07 4061 8276
m: 04 0321 3714
e: sean.edwards@edwardsgroup.com.au
s: seanedwards7
ABN: 9657 6103 689

Dear Brian

Lot 2 Karingal Drv, Pimpama

Please find enclosed our design documentation for the reinstatement of the above property at 2 Karingal Drive Pimpama to its original state.
The purpose of this reinstatement is to generally tidy the block so that it can be presented better for sale for development purposes for and behalf of the client/owner.
It can clearly be demonstrated by the photos (refer Dwg N01) enclosed dating back to 1960's that the site has had substantial excavation within the watercourse depression forming part of the site for the storage of water for irrigation purposes by the previous owner of the site who ran a landscaping business upon the total site.

As can be seen from aerial shot from 1974 that all trees on the site are regrowth, as previously the block was cleared for the purpose of crop farming.
It should also be noted that the size of the watercourse near the western alignment where the railways have recently run the large box culverts under the rail line was only very small depression and obviously the re diversion of the water from the western side of the old highway has caused substantial erosion to our clients property.
If you also go back in your photos you will see there was a massive storage dam where the go-kart complex is now located, since backfilled and it would appear that this water was diverted directly into the railways culverts causing the additional erosion.
You will also note by the early photos that the dam to the right-hand side of the North Eastern alignment of the property now forming the adjoining property was also only a slight depression until excavated along with another dam to the direct East some 100 m away in the 70s.

Our design clearly demonstrates that the property subdivision to the south has provided its own detention/bio retention basin, that the Queensland Rail culverts coming underneath their infrastructure is contained within their own detention facility within their own land near the dogleg in the western fence line. So as not to cause any issues from this site, we have designed our own detention basin to the north east part of the waterway prior to entering the adjoining eastern property.
During inspection of the site, it was noted that the pipes running under Council Road are half bore, full with water back up to the properties to the north and I believe it has requested that Council tend to this matter as this backup of water would obviously cause grievance to the 2 adjoining properties to the south of the roadway. There is no development proposal at this time to submit with this application.

Obviously once a formal development application is submitted for approval by the future owner/developer of the project, then said formal stormwater management plan will be lodged within an approval process.

We suggest that all of the spoil that has been removed to form the damning and the water storage areas will be replaced back into the watercourse area reinstating the watercourse to its original situation and that obviously when it comes time to construct within the area of the watercourse, then any foundations that may encroach that area will be designed as uncontrolled fill for any structural foundations.
We fully understand that Council have certain conditions in place where you can only build within certain distance of the centre line of the watercourse and similar to the recent approval on 40 Gawthorne Drive, we anticipate that it will be the same 10 m as approved on that site.
We also fully understand that part of that said condition was for a wider distance from the centre of the watercourse if there were in fact embankments and given that we will be reinstating this property back to its original state, we do not envisage that there will be any embankments and that the watercourse itself will be replaced back to its original per the 1960s photos as simply a depression, thus eliminating any possible embankments and therefore the 10 m rule either side of centre of the watercourse would apply per the other surrounding site approvals.

Your Sincerely

Sean Edwards
B.Eng (Civil), MEng (Env), CPEng, RPEQ (6138), NTBPB (26906ES)
Director
TEG Consulting Engineers Pty Ltd