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26/06/2023

Coomera Ga Pty Ltd Atf The Coomera Ga Unit Trust
Via email

Ref: GB001-30157884-01

APPLICATION NUMBER:
COM/2023/16

PROPERTY ADDRESSES:
54 GEORGE ALEXANDER WAY, COOMERA QLD 4209

RESPONSE TO REQUEST FOR FURTHER INFORMATION
ITEMS 2, 4, 18 to 21 & 23

Please see below response to information request issued by Council dated 7 March 2023 for the abovementioned items.

Attachments

In support of the application, we enclose the following updated documents.

- Engineering Services Report
- Stormwater Management Plan
    - Including associated modelling files
- Engineering Drawings

Response to Information Request

Council's request for information is displayed in **grey text** and the applicant's response in **black text**.

2. RETAINING WALLS

As per the Engineering services plans prepared by Arcadis, the proposal will require retaining walls ranging from a single tiered wall 0.4-1.5m high to two tiered walls 1.5-3.0m high. To ensure all proposed retaining walls provide an appropriate interface, Officers will be recommending a specific condition requiring all retaining walls to be constructed of concrete sleepers (consistent with the plan set) with a dark grey colour with a split face, stone or wood pattern finish.

Note: As relevant to each Dual occupancy product, the built form must be responsive to the cumulative height of retaining walls and fencing.

Noted, concrete sleepers with a dark grey colour with a split face, stone or wood pattern finish will be used in construction.

Noted, and the applicant has no objection to constructing concrete sleeper walls with a dark grey colour with a split face, stone or wood pattern finish. Final colour and finish will be presented to Council for approval prior to commencement of construction.

4. NARROW LOTS

Whilst the City Plan (Version 9) does not include an administrative definition for a narrow lot, Officers note that proposed Lot 5 includes a frontage width of 10 metres which is considered to demonstrate a narrow lot. All other allotments include a minimum frontage width of 12.5 metres. As per Performance outcome PO13 of the Reconfiguring a lot code, the Applicant is requested to demonstrate how the proposed 10 metre wide frontage of proposed Lot 5 provides space for public utilities and street trees as well as on-street parking. As per the plan titled 'Bulk earthworks cut and fill layout plan' prepared by Arcadis provided within the Engineering services report, the separation between the splays of the proposed VXO location of Lot 5 and Lot 6 only provides 6 metres which is not sufficient to accommodate on-street parking as per Performance outcome PO13. In demonstrating variation in dwelling form (PO13(a)), Officers will utilise the provided site plan in response to Item 3 above.

Note: Definitive location of on street infrastructure (gully pits, street trees, VXO's etc) must be identified for all lots and shown on submitted amended plans.

In regard to public utilities and on-street parking, the engineering drawings attached illustrated that these lots provide space for public utilities and on-street parking. Refer to DRG-0210 for gully pit and general service locations and DRG-0500 for car park locations.

Due to the layout of this development, we were unable to provide 7m separation of all the proposed VXOs, however, we do not have service conflicts and were able to provide sufficient on-street parking elsewhere, refer to drawings mentioned above.

SUBDIVISION ENGINEERING

18. SAFE INTERSECTION SIGHT DISTANCE (SISD)

Proposed Longitudinal Section for Pioneer Street and Mercy Street shows that Chainage 72.54 will be a crest section of proposed extension of Pioneer Street within the site. Proposed intersection of Pioneer Street and Mercy Street (adjacent to proposed Lot 12) will be a sag section of proposed extension of Pioneer Street. Separation between proposed crest section and proposed intersection is 47.99m. However, the submitted Traffic Engineering Report does not include information of Safe Intersection Safe Distance for proposed intersection. Hence, the application package does not comply with AO15 (a) of the Reconfiguring a lot code.

In order to comply with Acceptable outcome AO15 (a) and Performance outcome PO15 of the Reconfiguring a lot code, the Applicant is requested to submit an amended Traffic Engineering Report including:

a. Information of Safe Intersection Sight Distance in accordance with the requirements of section 3.2.2 of Guide to Road Design Part 4A – Unsignalised and Signalised Intersections Austroads (published 2021); and

b. Design speed should be 50km/h.

It should be noted that if the location of the proposed intersection cannot achieve the requirements of the SISD, then the Applicant is required to submit an alternative road layout for extension of Mercy Street which is reflected on amended proposal plan to reflect any changes.

Refer revised layout provided which no longer contains an intersection with Mercy Street and Pioneer Street, Therefore, this is no longer applicable due to an updated layout.

19. ON-STREET PARKING SPACE

Proposed Site Plan shows that both proposed VXOs for proposed Dual occupancy Lots 14 and 15 at the kerb line will have less than (minimum) 7m separation. Less than 7m separation does not fully function as on-street parking space. Hence, the proposed VXOs of Lot 14 and 15 do not comply with the requirements of the Purposes of Overall Outcome (9.4.8.2 (2)(a)(ii)) and PO13(c) of the Reconfiguring a lot code.

In order to comply with the Purposes of Overall Outcome (9.4.8.2 (2) (a) (ii)) and Performance outcome PO13 (c) of the Reconfiguring a lot code, the Applicant is requested to provide an amended Site Plan showing:

a. Full dimensions of proposed VXOs; and

b. A (minimum) 7m separation at the kerb line between 2 proposed VXOs.

Refer updated site plan as the general layout has been revised.
Refer to the updated engineering drawings, specifically DRG-0500 which illustrate the indicative VXO's locations and sizes. Note these VXO's have been detailed in accordance with IPWEA Standard Drawing RS-049 with a 4.0m wide crossing at the kerb. This width applies to all standard lots. Dual Occupancy lots have been provided with an indicative crossover aligned with the Architect plans.

The minimum 7.0m separation between driveways is provided to all lots except those with a 10m frontage, however we have demonstrated that sufficient on street parking is available. Refer to DRG-0500.

20. SAFE AND EFFICIENT VEHICLE ACCESS FOR PROPOSED LOT 17

Proposed Site Plan shows that proposed VXO for proposed Dual occupancy Lot 17 will be encroached into the 6m vehicle crossing prohibited location (refer to standard drawing RS-049). According to Table 2.1 (Transport network standards) of the SC6.11 City Plan policy – Land development guidelines, Section 2.4.26 references to comply with standard drawing RS-049.

Hence, location of proposed VXO for proposed Lot 17 does not comply with Acceptable outcome AO3.

In order to demonstrate compliance with Performance outcome PO3 of the Reconfiguring a lot code, the Applicant is requested to provide a certificate from a RPEQ specialising in traffic engineering to confirm that location of proposed VXO for proposed Lot 17 does comply with the requirements of PO3 (i.e. safe and efficient access for vehicles). If the location of the proposed VXO for proposed Lot 17 cannot be certified by the RPEQ, then an alternative location of proposed VXO should be shown on the amended Site Plan and a certificate from the RPEQ to certifies that the alternative location does comply with the requirements of PO3.

This access compliance issue is no longer applicable. Please refer updated site plan as the general layout has been revised.

21. APPROPRIATE CLEARANCES BETWEEN PROPOSED VXOS AND PROPOSED COUNCIL'S INFRASTRUCTURE

Proposed Site Plan shows proposed VXOs, gully pits, pram ramps and footpaths. However, proposed VXOs do not provide the (minimum) 1m clearance from proposed gully pits and pram ramps. The Applicant is required to submit an amended Site Plan showing full dimension of:

a. Proposed VXOs, gully pits and pram ramps; and

b. The (minimum) 1m clearance at the kerb line shall be provided between proposed VXOs and proposed Council's infrastructure (i.e. gully pits and pram ramps).

Refer to the attached engineering drawings, DRG-0210 and DRG-0500 which illustrate the proposed VXOs, footpaths and gully pits with appropriate clearances. This will further be demonstrated with detailed design.

HYDRAULICS AND WATER QUALITY

22. HEALTHY WATERS CODE & GENERAL DEVELOPMENT PROVISIONS CODE

With regard to the provided Conceptual Stormwater Management Plan by Biome Water & Environmental Consulting (V1), Officers request the following information in accordance with the relevant assessment benchmarks of the Healthy waters code and General development provisions code:

a. Provide MUSIC and XPSTORM modelling files for Council's record keeping and verification purposes;

b. Connect the bioretention basin outlet pipe to Pit 2; and

c. Officers question whether a sag pit is required on the western side of the low point on Pioneer Street. As such further clarification on this element is requested.

Note: The provided Conceptual Stormwater Management Plan by Biome Water & Environmental Consulting (V1) shows overflow weir for the combined bioretention/detention basin discharges to the Bridle Trail Park Reserve to the east. Officers do not support discharging weir overflow to Lot 95 on RP187418 and the Applicant must submit an amended Conceptual Stormwater Management Plan reflecting an alternative outcome.

Please note following an update of the general layout, a revised stormwater strategy has been adopted. Arcadis are now preparing the Stormwater Management Plan. Please refer to the attached new Stormwater Management Plan including the relevant modelling file (MUSIC and DRAINS files).

Note: Response to Gold Coast Water & Waste information request will be provided under separate cover.

If there are any queries in relation to this application, please do not hesitate to contact the undersigned.

Yours sincerely,

Arcadis Australia Pacific Pty Ltd
Gary Menzies
Associate Technical Director