

Our Reference: RAL/2022/4965  
CS Portal Reference: N/A  
Contact Officer: Jayden Forbes-Mitchell  
Contact: (07) 4688 6662  
Email: [development@tr.qld.gov.au](mailto:development@tr.qld.gov.au)

**NOTICE OF A CHANGED APPLICATION**  
*Planning Act 2016 Section 52(1)*  
*Development Assessment Rules Section 25.1*

Department of State Development, Infrastructure, Local Government and Planning  
South East Queensland (West) Regional Office  
PO Box 2390  
NORTH IPSWICH QLD 4305

Email: [ipswichSARA@dsdilgp.qld.gov.au](mailto:ipswichSARA@dsdilgp.qld.gov.au)  
[liamwiley@saundershavill.com](mailto:liamwiley@saundershavill.com)

15 August 2023

Dear Sir/Madam

**Development Application for:** Reconfiguring a Lot – Code – Two (2) Lots into 342 Residential Lots, Three (3) Balance Lots and One (1) Drainage Lot  
**Location:** Lots 5-8 & 20-24 A341, Lot 279 AG3110 and Lot 280 AG3111 689 Toowoomba Cecil Plains Road, WELLCAMP QLD 4350  
**Property Description:** Lots 5-8 & 20-24 A341, Lot 279 AG3110 and Lot 280 AG3111

Please be advised that on 14 August 2023 the applicant for the abovementioned development application gave notice to the assessment manager of a change to the application before it is decided under Section 52(1) of the *Planning Act 2016*. A copy of the notice is attached.

In accordance with Schedule 2 of the *Planning Act 2016*, the assessment manager considers the change to the development application to be a minor change. Accordingly, as per Section 52(3) of the *Planning Act 2016*, the change does not affect the development assessment process.

Please contact Council's Senior Planner, Jayden Forbes-Mitchell, on the above number should you require any further information.

Yours faithfully



Richard Green  
Senior Planner, Development Services

14 August 2023

Attention: Jayden Forbes-Mitchell  
Toowoomba Regional Council  
PO Box 3021  
Toowoomba QLD 4350

Via email: [development@tr.qld.gov.au](mailto:development@tr.qld.gov.au)

Dear Jayden,

**RE:      RESPONSE TO FURTHER ADVICE**  
**SECTION 35 OF THE DEVELOPMENT ASSESSMENT RULES**  
**689 TOOWOOMBA CECIL PLAINS ROAD, WELLCAMP QLD 4350**

We act on behalf of Gainsborough Developments Pty Ltd (the Applicant) in relation to a Development Application lodged with Toowoomba Regional Council under the *Planning Act 2016* (the Planning Act) over the above land seeking:

- Development Permit for Reconfiguring a Lot – Code – Two (2) Lots into 340 Residential Lots, Three (3) Balance Lots and One (1) Drainage Lot

On 9 May 2023 we received a Further Advice Notice from Toowoomba Regional Council under Section 35 of the *Development Assessment Rules* (DA Rules). A response to each item raised in Council's Further Advice Notice is provided below.

In support of the response to Council's Information Request, we attach the following:

- **Attachment A** – Revised Proposal Plan, prepared by RPS
- **Attachment B** – Response from RMA

To address items raised in Council's Information Request, it has been necessary to make a number of changes to the proposed subdivision layout. The following is a summary of the proposed changes:

- Removal of the 12m wide access road between Lot 103 and Lots 92 – 95 and replacement with a 17m wide cul-de-sac;
- Reconfiguration of Lots 103 – 106 to accommodate the new cul-de-sac;
- The amalgamation of Lots 265 and 266 to avoid any new access driveways being located within 40m of the intersection;
- The amalgamation of Lots 255 and 256 and the reconfiguration of Lots 257 – 260 to avoid any new access driveways being located within 40m of the intersection;

Overall, the proposed changes result in the loss of two proposed lots so 340 residential lots are proposed in total. Refer to the revised plans in **Attachment A**.

In order to facilitate the above changes, we wish to change the existing application, in accordance with Section 51(1) of the *Planning Act 2016*. In this instance, we believe that the change is considered a “minor change” under the Act, in that it does not result in substantially different development. However, even if the changes are not considered a minor change, we understand that the development assessment process does not stop, as the changes being made are in response to a further advice notice for the application.

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## Response to Further Advice

### RECONFIGURATION LAYOUT

**1.1** The 16m wide Esplanade Road (Road 2 and Road 9) is not consistent with PSP No 2. Council will not accept a reduced road reserve width for Road 2 Local Access Esplanade (75- 175 lots) as identified in the Road Hierarchy Design Plan C-R0201 provided within the RMA Preliminary Engineering Assessment Report. This street requires the provision of footpaths both sides of the street given it provides pedestrian access to the Balance Lot, links with the footpaths both sides of the collector Road 2, and services including sewer, water and power will be required to service the Balance Lot 2001 and may need space within the verge along with street trees. Council will consider a reduced road reserve width for Road 9 Local Access Esplanade as shown on Plan C-R0201 provided the Applicant can demonstrate how the Balance Lot 2001 could be serviced by water, sewer and power, and the eastern verge of Road 9 is not required to accommodate these services.

Please amend the reconfiguration layout to include a 19m wide reserve for the Local Access Street section of Road 2 as shown on Plan C-R0201.

Please provide details showing how the Balance Lot 2001 could be serviced by water, sewer and power and demonstrate the eastern verge of Road 9 adjacent to the Balance Lot 2001 is not required to convey these services.

### Response:

Refer to the response from RMA Engineers in **Attachment B**.

**1.2** Direct access to a distributor road is typically limited and not provided within 40m of an intersection. Council does not accept the response by Bitzios that multiple access points for the western block provided along the adjacent roads e.g., Toowoomba-Cecil Plains Road, Deuble Road and Devine Road will reduce the traffic volumes on Road 11 as shown on Plan C-R0201 to less than 3000vpd. Toowoomba-Cecil Plains Road is a state-controlled road and the TMR approach outlined in the Guide to Traffic Impact Assessment is that the traffic carrying function of state-controlled roads should be preserved and access to state-controlled roads should be minimised where safe and efficient access points can be provided by the local government road network. If there is no new access allowed to Toowoomba-Cecil Plains Road, then traffic accessing Toowoomba to and from the east will be attracted to Road 11 because this provides the most direct connection point. The distributor function of Road 2 is being compromised through the siting of lots as small as 500m<sup>2</sup> with narrow 15m frontages. These

small blocks are also likely to create a demand for on-street parking and compromise the on-road cycling shoulder.

Please amend the reconfiguration layout ensuring access points are at least 40m away from the intersection and reducing the number of properties with direct access to Road 2. Council will consider an approach that includes consolidated access points for adjacent properties and the provision of indented parking bays.

**Response:**

The proposed development has been amended to ensure that there are no future access driveways within 40m of the proposed intersection – refer to the revised plans in **Attachment A**. As illustrated in **Figure 1** below, the future access driveways for Lot 256 and 265 will be located further than 40m from the proposed intersection – which may also be conditioned by Council as part of the approval.

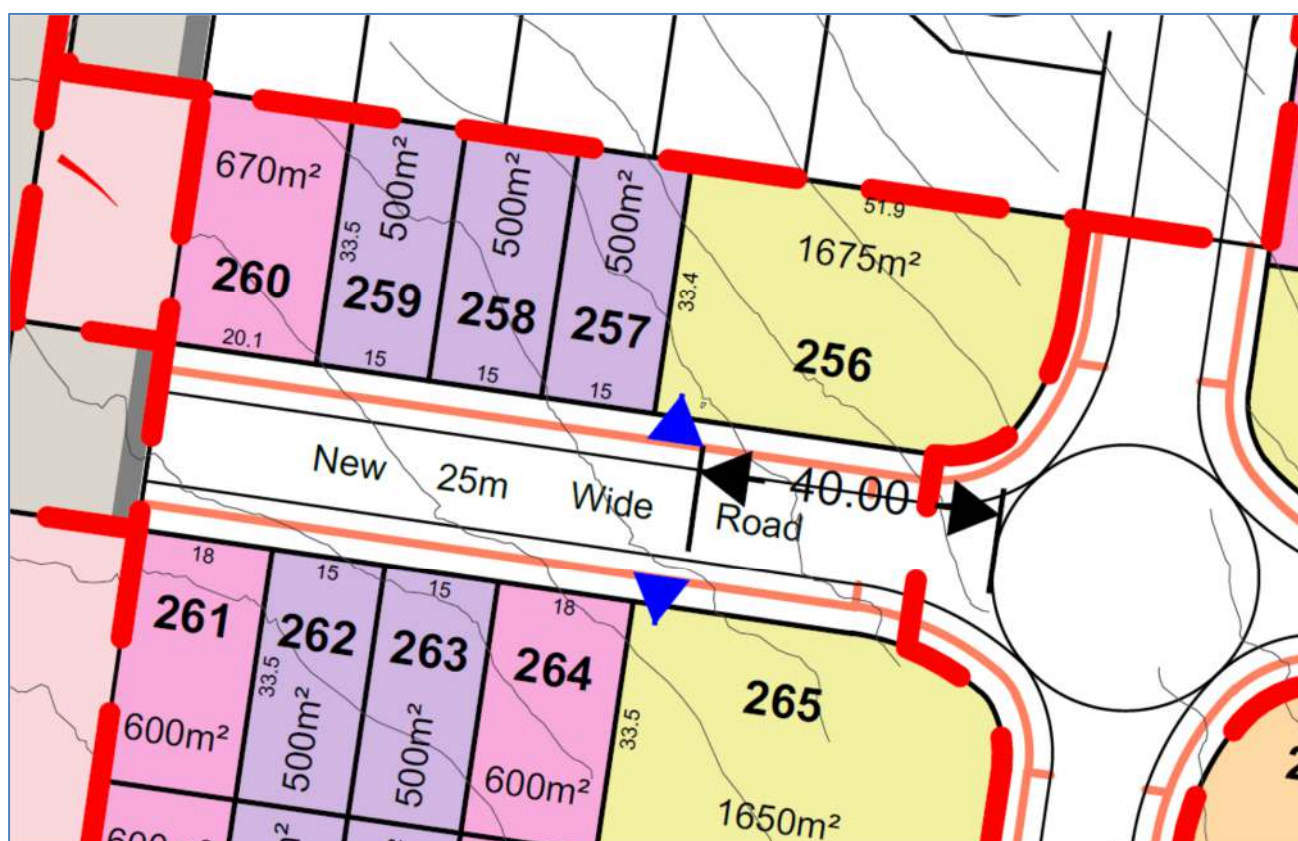


Figure 1 – Indicative driveway locations for Lot 256 and Lot 265 (in blue)

**1.3** Proposed lots 92 to 95 gain street access via a common driveway within a 12m road reserve. Lot 103 may also use this driveway to gain rear lot access. This type of street is not a road hierarchy category supported within PSP No 2 Engineering Standards Roads and Drainage Infrastructure. Council does not support this number of blocks being serviced by a driveway some 70m long. Please amend the reconfiguration layout reducing the number of lots requiring access to the street via a driveway. This could include provision of a cul-de-sac.

**Response:**

As identified above, the proposed 12m wide access road between Lot 103 and Lots 92 – 95 has been removed and replaced with a 17m wide cul-de-sac. Furthermore, Lots 103 – 106 have been reconfigured slightly to accommodate the new cul-de-sac – refer to the revised plans in **Attachment A**.

**1.4** There are numerous streets within the reconfiguration layout where the length between slow points (i.e.; intersections or curves) exceeds 120m and the provision of a maximum speed of 40km/h will not be achieved. The applicant has stated appropriate speed calming devices can be conditioned in the approval. The Plan C-R0201 shows traffic calming to be applied at two intersections Road 2/Road 5 and Road 2/Road 7 but there is no indication what type of device will be installed. Council wants the applicant to determine what traffic calming treatment could be imposed. A treatment such as a raised intersection may impact overland flows, while a modified/offset tee arrangement is not favoured by Council due to operational issues. The best solution may be to alter the street alignment and reconfiguration layout between Lots 143-146 to restrict the length of through road. There are other streets where the length exceeds 120m and there is no indication as to how speeds will be limited to a maximum of 40km/h.

Please advise what type of traffic calming devices could be provided on Road 2 Local Access Street to restrict speeds to a maximum of 40km/h. Please review the street layout between Lots 143-146 with a view to removal of the through road. Please advise what type of traffic calming devices could be provided on other streets where the straight length of street exceeds 120m.

**Response:**

Refer to the response from RMA Engineers in **Attachment B**.

**STORMWATER**

**2.1** The applicant proposes that a bio-retention basin be provided within the floor of the detention basin MB01. This is not an arrangement that is favoured by Council as the basin will be flooded during all storm events and likely to suffer through siltation and extensive inundation. The existing detention basin at Drayton Wellcamp Road has been sized to include at least 3,000m<sup>2</sup> of bio-retention basin in the basin floor to service the Glenvale Devine Road Development and Gainsborough. Council requires the existing detention basin to be used for Gainsborough stormwater quality treatment to confine the risk of failure to one site rather than two sites. Council will also require operational works design of the MB01 detention basin to include 1 in 6 batters (as outlined in PSP No 2) instead of 1 in 4 batters given that the size of the bio-retention basin is no longer dictating the basin shape.

No further information is currently required. Please be advised that Council will condition for stormwater quality treatment for Gainsborough to be provided within the Drayton Wellcamp Road detention basin and the batters of proposed detention basin MB01 to be 1 in 6.

**Response:**

Refer to the response from RMA Engineers in **Attachment B**.

**EARTHWORKS**

**3.1** The retaining wall plan has been updated to include the maximum height of retaining walls but there are no walls shown against the Balance Lot 2001 and the earthworks plans shows significant cuts in the vicinity of Road 2.

Please provide updated plans that indicate the maximum height of retaining walls within the Balance Lot 2001. These walls will need to be located within Lot 2001 and be terraced if their height exceeds 1m.

**Response:**

Refer to the response from RMA Engineers in **Attachment B**.

**WATER INFRASTRUCTURE**

**4.1** There has been no further information presented for water supply. The assumptions within the modelling undertaken is that Council will undertake external augmentation works sufficient to service the development. However, the nature and timing of those works have not been identified in the report.

No further information is currently required however please be advised that the identification of the nature and timing of augmentation works to service the development will be conditioned to occur and be agreed with Council prior to the lodgement of any Development Application for Operational Work.

**Response:**

Noted.

**WASTE COLLECTION**

**5.1** A dimensioned turnaround area for a waste collection vehicle has not been demonstrated at the end of Road 11.

Please provide a dimensioned waste collection vehicle turnaround area at the end of Road 11 on amended plans, including a swept path diagram. Please refer as required, to Council's Technical Guidelines for New Developments Waste Storage and Collection Requirements for assistance.

While Council may reasonably condition the provision of such a turnaround area, it is requested that the area required for a turnaround at the end of Road 11 is demonstrated prior in response to this Further Advice letter.

**Response:**

There is an ~18m wide area of future road reserve at the end of Road 11 (next to Lot 261) which is able to comfortably accommodate any required temporary RCV turn around (refer to **Figure 2** below). This will be designed as part of any future OPW application and can be conditioned by Council to be provided.

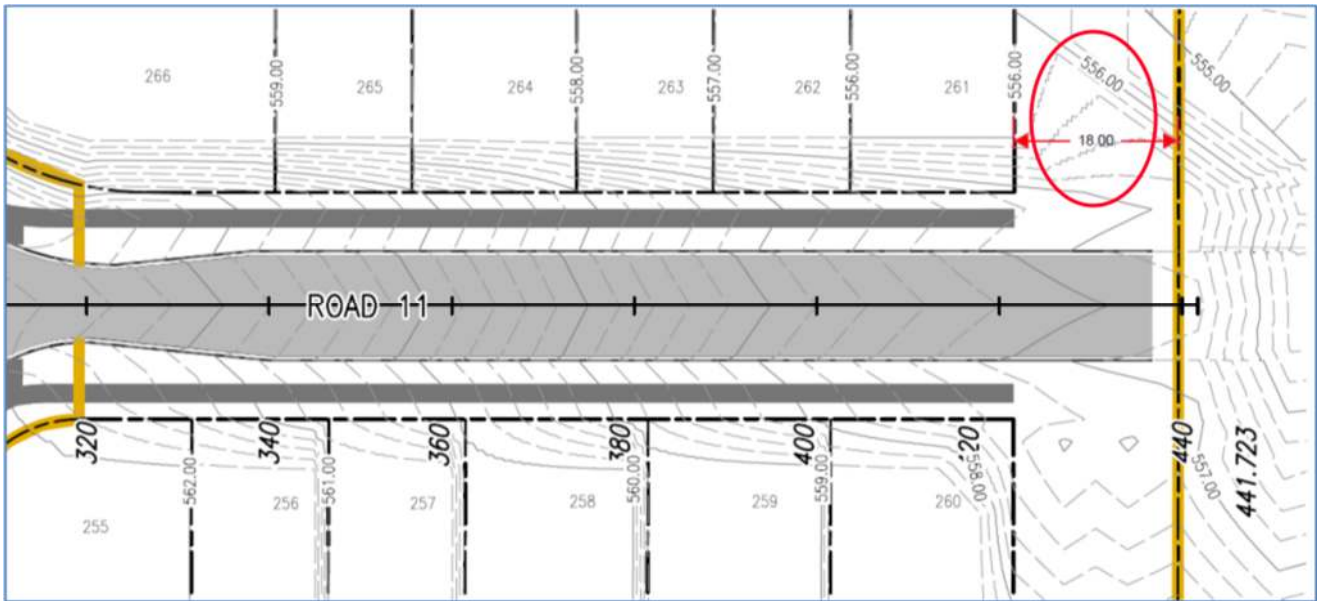


Figure 2 – Indicative temporary RCV turn around area (in red)

Should any clarification be required, please contact me on (07) 3251 9456 or email at [liamwiley@saundershavill.com](mailto:liamwiley@saundershavill.com).

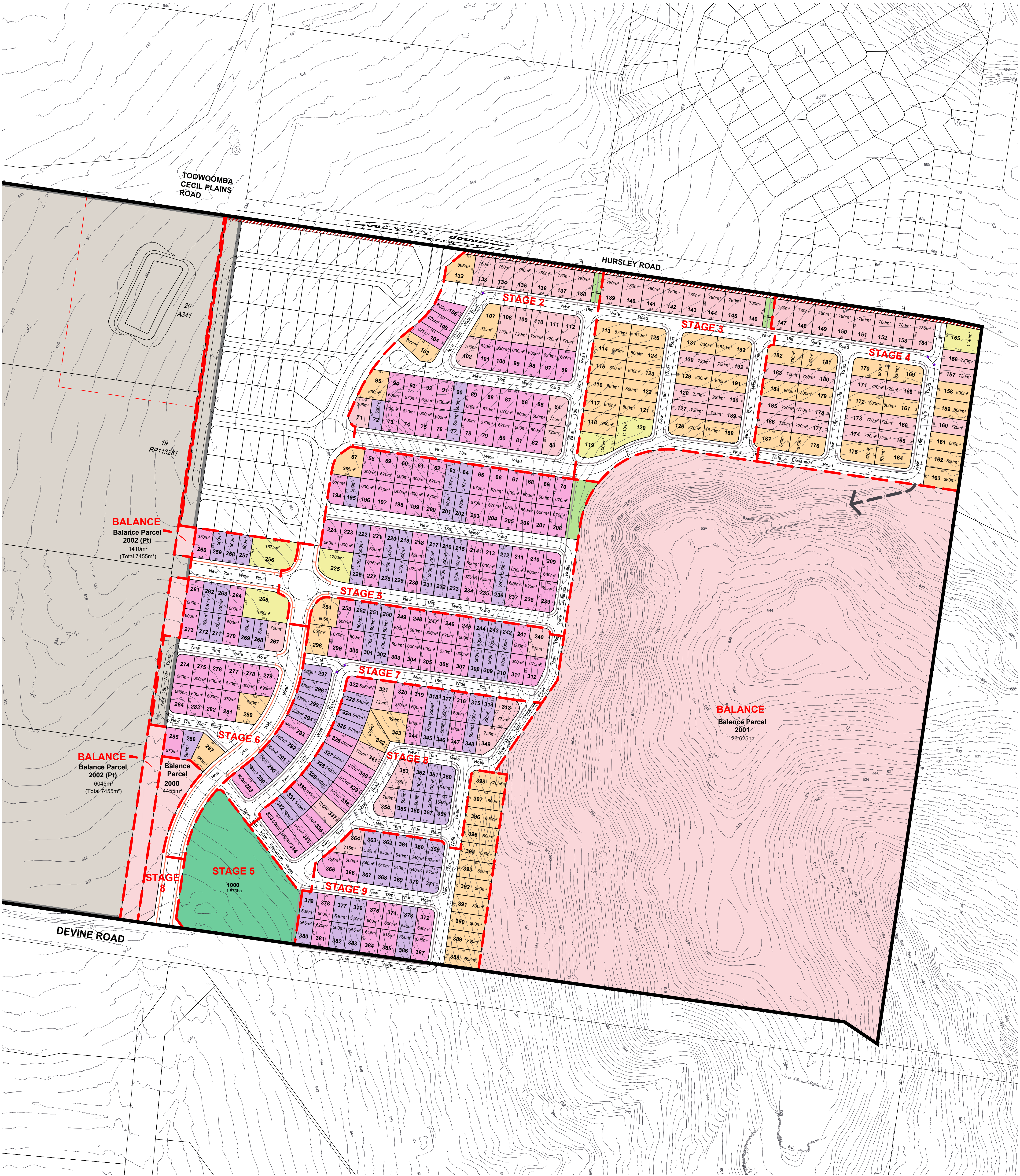
Yours sincerely

**Saunders Havill Group**

Liam Wiley

**Senior Town Planner**





Land Budget											
Land Use	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6	Stage 7	Stage 8	Stage 9	Balance	Overall	(%)
Area of Proposed Stage	5.211 ha	3.995 ha	4.448 ha	6.794 ha	3.757 ha	3.375 ha	4.606 ha	3.071 ha	27.372 ha	62.629 ha	100.0%
Saleable Area											
Residential Allotments	3.306 ha	2.695 ha	3.230 ha	3.639 ha	2.112 ha	2.365 ha	2.781 ha	2.568 ha	—	22.696 ha	36.2%
Balance Allotments	—	—	—	—	—	—	0.445 ha	—	27.372 ha	27.817 ha	44.4%
Total Area of Allotments	3.306 ha	2.695 ha	3.230 ha	3.639 ha	2.112 ha	2.365 ha	3.226 ha	2.568 ha	27.372 ha	50.513 ha	80.7%
Open Space											
Indicative Basin	—	—	—	1.573 ha	—	—	—	—	—	1.573 ha	2.5%
Total Area of Open Space	—	—	—	1.573 ha	—	—	—	—	—	1.573 ha	2.5%
Road											
Distributor Road	—	—	—	0.358 ha	1.026 ha	—	0.204 ha	—	—	1.588 ha	2.5%
Collector Road	0.580 ha	—	—	—	—	—	—	—	—	0.580 ha	0.9%
Local Access Road	1.221 ha	1.178 ha	1.113 ha	1.100 ha	0.619 ha	1.010 ha	1.151 ha	0.503 ha	—	7.895 ha	12.6%
Hursley Road Resumption	0.071 ha	0.088 ha	0.105 ha	—	—	—	—	—	—	0.264 ha	0.4%
Pedestrian Linkage/Landscaping	0.033 ha	0.034 ha	—	0.124 ha	—	—	0.025 ha	—	—	0.216 ha	0.3%
Total Area of New Road	1.905 ha	1.300 ha	1.218 ha	1.582 ha	1.645 ha	1.010 ha	1.380 ha	0.503 ha	—	10.543 ha	16.8%

Legend

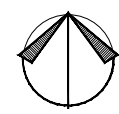
- Site Boundary
- Stage Boundary
- Future Access
- Existing Rural (TRC)
- Indicative Basin (RMA)
- Indicative 2.0m Wide Footpath
- Indicative 1.5m Wide Footpath
- Bin Pad for Lot 132, 155, 156 298 and 299

**Note:**  
All Lot Numbers, Dimensions and Areas are approximate only, and are subject to survey and Council approval.  
Dimensions have been rounded to the nearest 0.1metres.  
Areas have been rounded down to the nearest 5m².  
The boundaries shown on this plan should not be used for final detailed engineers design.

**Source Information:**  
Site boundaries: Saunders Havill Group.  
Adjoining information: DCCB.  
Contours: Saunders Havill Group.  
Environment constraints: Saunders Havill.  
Staging: RMA Engineers.  
Indicative Basin : RMA Engineers.  
Roundabout Truncation: RMA Engineers.  
Lot Truncation: Bitizios.

Yield Breakdown										
Single Family Dwellings	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6	Stage 7	Stage 8	Stage 9	Overall	
33.5m - 40m Deep Product	Yield	Yield	Yield	Yield	Yield	Yield	Yield	Yield	Yield	(%)
500m² - 599m²	3	—	—	19	10	19	22	18	91	26.8%
600m² - 699m²	27	—	—	39	16	18	15	10	125	36.8%
700m² - 799m²	15	14	23	—	1	1	7	1	62	18.2%
800m² - 999m²	4	17	17	1	2	2	2	11	56	16.5%
1,000m²+	—	2	1	1	2	—	—	—	6	1.8%
Total Residential Allotments	49	33	41	60	31	40	46	40	340	100.0%

PLAN REF: 136664 – 33  
Rev No: H  
DATE: 01 AUGUST 2023  
CLIENT: GAINSBOROUGH LODGE  
DRAWN BY: NF / JC  
CHECKED BY: PHE



GAINSBOROUGH LODGE  
OVERALL PROPOSAL PLAN

URBAN DESIGN  
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4 August 2023



**Attn: Mr Jayden Forbes-Mitchell**  
Toowoomba Regional Council  
PO Box 3021  
TOOWOOMBA QLD 4350

**Re: Development Application Further Advice (RAL/2022/4965)**

**Project No: 17162**  
**Project Title: Gainsborough Lodge**

Dear Jayden,

This letter provides a response to the following items listed in the request for information letter dated 9/05/23:

- 1. Reconfiguration Layout
- 2. Stormwater
- 3. Earthworks

The following comments are made to the requests outlined in the Request for Information letter dated 9/05/23 and subsequent email correspondence.

**1. RECONFIGURATION LAYOUT**

1.1	Issue:
	The 16m wide Esplanade Road (Road 2 and Road 9) is not consistent with PSP No 2. Council will not accept a reduced road reserve width for Road 2 Local Access Esplanade (75-175 lots) as identified in the Road Hierarchy Design Plan C-R0201 provided within the RMA Preliminary Engineering Assessment Report. This street requires the provision of footpaths both sides of the street given it provides pedestrian access to the Balance Lot, links with the footpaths both sides of the collector Road 2, and services including sewer, water and power will be required to service the Balance Lot 2001 and may need space within the verge along with street trees.
	Council will consider a reduced road reserve width for Road 9 Local Access Esplanade as shown on Plan C-R0201 provided the Applicant can demonstrate how the Balance Lot 2001 could be serviced by water, sewer and power, and the eastern verge of Road 9 is not required to accommodate these services.
	Information Required:
	Please amend the reconfiguration layout to include a 19m wide reserve for the Local Access Street section of Road 2 as shown on Plan C-R0201. Please provide details showing how the Balance Lot 2001 could be serviced by water, sewer and power and demonstrate the eastern verge of Road 9 adjacent to the Balance Lot 2001 is not required to convey these services.

	<p><b>Response:</b></p> <p>A modified local access typology has been proposed for the hill-base esplanade internal roads. The modification is for a reduction to the hillside verge width from 5.5m to 2.9m and an overall road reserve width from 19m to 16m. The verge reduction is considered the optimal outcome for the following reasons:</p> <ul style="list-style-type: none"> <li>▪ The boundary interface of Esplanade Roads and Balance Lot 2001 is fixed due to escarpment constraints. Any increase in reserve width to Road 2 Esplanade would be applied to the north, resulting in increased retaining wall heights at Hulsey Road or steeper longitudinal grades to Roads 6, 7 and 8, which are currently approximately 10%.</li> <li>▪ As demonstrated in Esplanade Road cross sections, there are no services proposed within the Hilltop-facing verge: <ul style="list-style-type: none"> <li>› Water and electrical/telecommunications are proposed on the Lot-facing verge</li> <li>› Stormwater gully and pipe systems will be within roads, as standard</li> <li>› Sewer is proposed within Lot frontages in line with Council's PSP.</li> </ul> </li> </ul> <p>While service to Balance Lot 2001 is subject to detail design and a future MCU application. Generally, service to Balance Lot 2001 would be provided via service crossings and connection stubs, as it makes no sense to run parallel services within the Hilltop-facing verge. An example of this would be:</p> <ul style="list-style-type: none"> <li>› Water: End of line provided at Lot 163</li> <li>› Sewer: End of lines provided near Lot 163, Lot 70/208 and Lot 313</li> <li>› Stormwater: Drainage stubs from stormwater gullies within Road 2 and 9</li> <li>› Electrical and Telecommunication: Service crossing near Lot 163.</li> </ul> <p>To confirm, no service are intended within the Hilltop verge. This can be controlled via approval conditions and future staged Operational Works Applications.</p> <p>Council has previously raised concerns with Road 2 Esplanade northern verge footpath "directness" with respect to driveway and street crossing obstacles in justification of an additional southern footpath.</p> <p>However, there are <b>no driveway crossovers proposed to Road 2 Esplanade</b>. Lots north of Road 2 Esplanade will gain driveway access via north-south orientated roads. The topology constraints fixing these driveway locations is demonstrated in the retaining wall details previously provided; refer <i>RMA Preliminary Engineering Assessment Report Revision 1 - Appendix B, Drawing Number C-E0604 Issue B</i>.</p> <p>Noting the side lot retaining along Road 2 Esplanade, there is no justification for an additional path due to northern verge obstacles.</p>
1.3	<p><b>Issue:</b></p> <p>Proposed lots 92 to 95 gain street access via a common driveway within a 12m road reserve. Lot 103 may also use this driveway to gain rear lot access. This type of street is not a road hierarchy category supported within PSP No 2 Engineering Standards Roads and Drainage Infrastructure. Council does not support this number of blocks being serviced by a driveway some 70m long.</p> <p><b>Information Required:</b></p>



	Please amend the reconfiguration layout reducing the number of lots requiring access to the street via a driveway. This could include provision of a cul-de-sac.
	<b>Response:</b> An updated Plan of Development has been provided by RPS which provides provision of a culdesac at the subject location. Engineering details will be provided with future Operational Works Applications.
1.4	<b>Issue:</b> There are numerous streets within the reconfiguration layout where the length between slow points (i.e.; intersections or curves) exceeds 120m and the provision of a maximum speed of 40km/h will not be achieved. The applicant has stated appropriate speed calming devices can be conditioned in the approval.  The Plan C-R0201 shows traffic calming to be applied at two intersections Road 2/Road 5 and Road 2/Road 7 but there is no indication what type of device will be installed. Council wants the applicant to determine what traffic calming treatment could be imposed. A treatment such as a raised intersection may impact overland flows, while a modified/offset tee arrangement is not favoured by Council due to operational issues. The best solution may be to alter the street alignment and reconfiguration layout between Lots 143-146 to restrict the length of through road.  There are other streets where the length exceeds 120m and there is no indication as to how speeds will be limited to a maximum of 40km/h.
	<b>Information Required:</b> Please advise what type of traffic calming devices could be provided on Road 2 Local Access Street to restrict speeds to a maximum of 40km/h. Please review the street layout between Lots 143-146 with a view to removal of the through road. Please advise what type of traffic calming devices could be provided on other streets where the straight length of street exceeds 120m.
	<b>Response:</b> The east-west alignment of Road 2 segment fronting Lots 134-154 is not a trip generated route as there is no connection to the external traffic network via this route. Rather, the subject alignment is required for lot access and service, specifically stormwater. The major stormwater management for the north-eastern portion of Gainsborough Lodge is supported by Road 2 east-west alignments and cannot be modified.  Traffic calming, where required, is preferred to be applied at T-intersections. Deflected T-intersections with optional island treatment has previously been accepted in the region.  Mid-block traffic calming is not supported for the following reasons: <ul style="list-style-type: none"> <li>▪ Lighting nuisance to surrounding residential properties</li> <li>▪ Noise nuisance from acceleration and braking to surrounding residential properties</li> <li>▪ May prohibit or limit access and movement from driveways and may be restrictive for emergency and service vehicles</li> <li>▪ Street trees contribute to a narrowing affect and ad hoc on-street parking naturally provide restriction and reduces speed</li> <li>▪ There is clear visibility to end of roads.</li> </ul>

	Traffic calming will be appropriately considered and applied (if necessary) with future Staged Operational Works Applications.
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## 2. STORMWATER

2.1	<b>Issue:</b>
	<p>The applicant proposes that a bio-retention basin be provided within the floor of the detention basin MB01. This is not an arrangement that is favoured by Council as the basin will be flooded during all storm events and likely to suffer through siltation and extensive inundation.</p> <p>The existing detention basin at Drayton Wellcamp Road has been sized to include at least 3,000m<sup>2</sup> of bio-retention basin in the basin floor to service the Glenvale Devine Road Development and Gainsborough. Council requires the existing detention basin to be used for Gainsborough stormwater quality treatment to confine the risk of failure to one site rather than two sites.</p> <p>Council will also require operational works design of the MB01 detention basin to include 1 in 6 batters (as outlined in PSP No 2) instead of 1 in 4 batters given that the size of the bio-retention basin is no longer dictating the basin shape.</p>
	<b>Information Required:</b>
	No further information is currently required. Please be advised that Council will condition for stormwater quality treatment for Gainsborough to be provided within the Drayton Wellcamp Road detention basin and the batters of proposed detention basin MB01 to be 1 in 6.
	<b>Response:</b>
	<p>Whilst no information response was requested, we can confirm acceptance of bioretention consolidation within the Drayton Wellcamp Road Trunk Basin.</p> <p>QUDM Section 5.11 states that basin maximum embankment slope is 1 in 4. To allow egress, the southern basin embankment is provided at 1 in 6, refer <i>RMA Preliminary Engineering Assessment Report Revision 1 - Appendix B, Drawing Number C-B0201 Issue B</i>. Detention basins with all batters at 1 in 6 are workable in locations that are not spatially and topologically constrained.</p> <p>Additionally, as outlined in of the <i>RMA Stormwater Management Plan Revision 1 Section 4.8.1</i> it is expected that detention basin MB01 is recognised by Council as trunk and creditable infrastructure within the Development Approval conditions for the following reasons:</p> <ul style="list-style-type: none"> <li>▪ The detention basin nominated as MB01 (southern basin) is a component of the Draft Spring Creek Stormwater Management Report's trunk infrastructure</li> <li>▪ The MB01 detention basin is assumed hydraulically necessary to support the size and capacity of the downstream trunk drainage channel approved and constructed as part of the adjacent Drayton Wellcamp Road subdivision development (OW/2018/6192).</li> <li>▪ The basin supports approximately 200 residential lots within the PIA boundary.</li> </ul>

## 3. EARTHWORKS

3.1	<b>Issue:</b>
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	The retaining wall plan has been updated to include the maximum height of retaining walls but there are no walls shown against the Balance Lot 2001 and the earthworks plans shows significant cuts in the vicinity of Road 2.
	<b>Information Required:</b>
	Please provide updated plans that indicate the maximum height of retaining walls within the Balance Lot 2001. These walls will need to be located within Lot 2001 and be terraced if their height exceeds 1m.
	<b>Response:</b>
	In reference to <i>RMA Preliminary Engineering Assessment Report Revision 1 - Appendix B, Drawings S-E0602 - C-E0604</i> , retaining wall height within Balance Lot 2001 is nominated on plan as a green dashed line and referenced in legend as "Sandstone Retaining Wall 2.0-5.0m".