

**Supplementary Report - Application to Modify Development Consent 0085/16DM
Modifications to Approved Transitional Group Home,
215 Randalls Road, Bucca (Lot 13, DP 1161416)**

This supplementary report further addresses the proposed modification to the upgrading of Randalls Road required by Condition 15 of Development Consent 0259/12.

Condition 15 as currently provided in Development Consent 0259/12 provides as follows:

Road Design and Services - Works to Randalls Road:

1. The following works for Randalls Road:
 - Provide sufficient carriageway width to accommodate two way traffic;
 - Ease the vertical curve at the steep section leading to the Bucca Bucca Creek bridge crossing.
 - Provide stabilised table drains as necessary.
 - Remove sufficient exotic vegetation from the road reserve on the northern portion (the last 260m, approximately, before the bridge) of Randalls Road to reduce shading and improve visibility for motorists travelling north on this section of road.
 - Provide a notice on the Bucca Bucca Creek Bridge setting a 20 tonne load limit.
 - Provide a gravel turnaround area on the northern side of the Bucca Bucca Creek bridge.

shall be provided to serve the development with the works conforming with the standards and requirements set out in Council's Development Design and Construction specifications and relevant policies (Water Sensitive Urban Design).

Note: Where it is impractical due to adverse site constraints to widen the carriageway to accommodate two way traffic, passing bays can be provided within sight distance of one and the other but with no greater than 50m spacing.

Plans and specifications are to be submitted to Council and approved **prior to the issue of the relevant Construction Certificate**. Plan submissions are to be accompanied by payment of prescribed fee.

Plans and specifications submitted later than six (6) months from the date of development consent shall comply with Council's current specifications at a date six (6) months prior to submission.

All work is to be at the developer's cost.

DeGroot and Benson Consulting engineers have undertaken an assessment of the condition of the road and reviewed the upgrading required to service the development. Detail provided includes design plans of work proposed (drawings 10193–301 & 10193–302 prepared by de Groot and Benson Pty Ltd and dated 30 July 2015). The plans of the proposed work largely address dot point one (and the note) of Condition 15. The plans show a finished road carriageway width and passing bays at appropriate points. Passing bays have generally been located at existing culvert crossings and at road crests. These locations allow a driver to see if there is another vehicle at the next bay (or on the road in-between) when they are at the previous bay.

The traffic generation for this development is expected to be approximately 40 vehicles per day. This is equivalent to approximately four dwellings. Council's Sustainable Infrastructure Section has advised that the standard of construction that is provided for in these plans is satisfactory given the traffic generation and nature of the proposed development. A carriageway width to accommodate two way traffic for the entire length of Randalls Road is not necessary for a development with this traffic generation.

Dot point two of Condition 15 requires as follows; 'ease the vertical curve at the steep section leading to the Bucca Bucca Creek bridge crossing'. This requirement has been reconsidered and the relevant section of Randalls Road re-examined. The existing vertical curve does not appear to be an issue for conventional two wheel drive vehicles, to traverse this section of Randalls Road. It is considered that this requirement can be removed.

Dot points three to six of Condition 15 have not been contested and should remain. Detail provided by DeGroot and Benson does show a turnaround area on the northern side of the Bucca Bucca Creek Bridge, but this includes a proposal for a new bridge. Development Consent 0259/12 does not require any works to the existing bridge. The applicant has advised that they will pursue this matter separate to the development consent process. Notwithstanding, a turnaround area is still required and plans and specifications showing this detail (without the new bridge) will need to be provided.

It is recommended that Condition 15 be deleted and be substituted with Condition 15 as provided in the revised Appendix A.