

An aerial photograph showing a golf course in the upper half and a residential development in the lower half. The golf course has several green fairways and a small pond. The residential area consists of numerous houses with light-colored roofs, arranged in a planned layout with roads and parking areas. The entire image is overlaid with a dark blue semi-transparent layer.

Town Planning Report

Royal Queensland Golf Club Olympic Masterplan

Development Permit for Operational Works:

Removal, Destruction or Damage of Marine Plants and Work on Premises near a State Transport Corridor where the works involve extracting, excavating or filling more than 50 m³

Prepared for Royal Queensland Golf Club
Our Reference: 11871
8 May 2026

**Saunders
Havill**

PATHWAYS TO SUCCESS

© Saunders Havill Group Pty Ltd 2026

ABN 24 144 972 949

www.saundershavill.com

Saunders Havill Group Pty Ltd (SHG) has prepared this document for the sole use of its client and for a specific purpose, as expressly stated in the document. No other party should rely on this document without the prior consent of SHG. SHG undertakes no duty, nor accepts any responsibility, to any third party who may rely on upon or use the document. This document has been prepared based on SHG's client's description of their requirements and SHG's experience, having regard to assumptions that SHG can reasonably be expected to make in accordance with sound professional principles. SHG may have also relied upon information provided by its client and other third parties to prepare this document, some of which may not have been verified. Subject to the above conditions, this document may be transmitted, reproduced or disseminated only in its entirety.

Document Issue

Issue	Date	Prepared By	Checked By
Draft (for client review)	30/04/2026	JW and KH	JW
Final (for lodgement)	07/05/2026	JW and KH	JW



Table of Contents

1. Executive Summary	2
1.1. Operational Works - Site Particulars	2
1.2. Approved Adjoining MID Designation	2
1.3. Application Summary	2
1.4. Applicant Details	2
2. Introduction	3
2.1. Overview	3
2.2. Assessment Manager	4
2.3. Proposal Summary	4
2.4. Supporting Information	7
2.5. Recommendation	7
3. Olympic Masterplan Overview	8
3.1. Background	8
3.2. Olympic Games Context	9
3.3. Engagement with the State – Olympic Venue Delivery and Funding	10
4. Pre-Lodgement Discussions	11
4.1. State Assessment and Referral Agency	11
4.2. Summary of SARA Issues and Applicant Response	11
5. Development Proposal	14
5.1. Proposal Intent and Earthworks Characteristics	14
5.2. Proposal Summary	15
5.3. Infrastructure Planning	16
6. State Framework and Assessment	17
6.1. Planning Act 2016	17
6.2. State Planning Policy	17
6.3. Regional Plan	17
6.4. Planning Regulation 2017 – Referral Triggers	17
6.5. Key Considerations – State Code 1 Assessment Summary	18
7. Conclusion	19
8. Appendices	20



Appendix A: DA Form 1

Appendix B: MID Decision Notice and Plan of Designation (Ref: MID-0125-0907)

Appendix C: Survey Plan

Appendix D: Ecological Assessment Report and State Code 11 Response

Appendix E: SARA pre-lodgement advice and subsequent Written Advice

Appendix F: Earthworks Technical Memorandum

Appendix G: OCM RQGC Olympic Master Plan (assessed and approved via MID-0125-0907)

Appendix H: International Golf Federation Venue Analysis

Appendix I: State Code 1 Response

Appendix J: Architectural Plans

Appendix K: Annotated RQGC Master Plan

Appendix L: Stormwater Management Plan (prepared for the MID)



1. Executive Summary

1.1. Operational Works - Site Particulars

Site Address	Esplanade adjoining: 431 Curtin Avenue West, Eagle Farm 4009 (existing RQ Golf Course) 541 Curtin Avenue East, Eagle Farm 4009 (the vacant Eastern Land)
RPD	- Land adjoining Lot 45 on SP120367 (existing RQ Golf Course) - Land adjoining Lot 1158 on SP233736 (the vacant Eastern Land)
LGA	- Lot 45 on SP120367 - Economic Development Queensland (EDQ) - Lot 1158 on SP233736 - Brisbane City Council (BCC)
Current Uses	The Royal Queensland Golf Club and vacant land

1.2. Approved Adjoining MID Designation

DSDIP Reference	MID-0125-0907 – Approved 1 September 2025
Infrastructure Entity	Royal Queensland Golf Club
Infrastructure Type	Item 17 – Sporting Facilities
Designation Area	431 Curtin Avenue West, Eagle Farm (existing RQ Golf Course) 541 Curtin Avenue East, Eagle Farm (the vacant Eastern Land)
RPD	- Lot 45 on SP120367 - Lot 1158 on SP233736
Ownership	Leased in perpetuity by RQGC from the State of Queensland (Department of Resources)
Current Uses	RQGC and the new Eastern Short Course and wetland areas
Planning Scheme	<i>Brisbane City Plan 2014</i> – the Eastern Land <i>Northshore Hamilton PDA Development Scheme 2022</i> – the existing RQ Golf Course and Clubhouse

1.3. Application Summary

Approval Sought	Development Permit for Operational Work on premises near a State-controlled road (Gateway Motorway) where the works involve extracting, excavating or filling more than 50 m ³ and marine plant disturbance.
Category of Assessment	Code Assessable
Assessment Manager	State Assessment and Referral Agency (SARA)

1.4. Applicant Details

Applicant	Royal Queensland Golf Club C/- Saunders Havill 9 Thompson Street, Bowen Hills QLD 4006
Contact	Julian Wooderson – Principal / Associate Partner - Town Planning Telephone: 0477 991 779, Email: julianwooderson@saundershavill.com



2. Introduction

2.1. Overview

Saunders Havill has prepared this Town Planning Report on behalf of the Royal Queensland Golf Club (RQGC) (the Applicant) in support of a Development Application seeking a Development Permit for Operational Works associated with the implementation of the approved RQGC Olympic Master Plan located at 431 and 541 Curtin Avenue West, Eagle Farm 4009.

The application seeks approval for Operational Work on premises near a State-controlled road (Gateway Motorway), where the works involve extracting, excavating or filling more than 50 m³ and Operational Work involving marine plant disturbance.

The Olympic Master Plan establishes RQGC as a key venue for the Brisbane 2032 Olympic and Paralympic Games and delivers significant long-term legacy outcomes, including course modernisation, a new championship short course, infrastructure upgrades and environmental enhancements. The works subject to this application are necessary to complete these approved outcomes.

The RQGC Olympic Master Plan was approved on 1 September 2025 by the Minister for State Development, Infrastructure and Planning under a Ministerial Infrastructure Designation (MID) pursuant to Section 38 of the *Planning Act 2016* (refer Figure 1). The approved MID facilitates golf course redevelopment, associated earthworks, wetland rehabilitation and supporting infrastructure across Lot 45 on SP120367 and Lot 1158 on SP233736. The MID Decision Notice and Plan of Designation (Ref: MID-0125-0907) are included at Appendix B.

The proposed works subject to this application are located within the Esplanade adjoining the southern boundary of Lot 45 on SP120367 and Lot 1158 on SP233736 (refer Figures 1 and 2 and the Survey Plan included at Appendix C). The Esplanade has historically and continues to be utilised as part of RQGC's operational footprint. For clarity:

- The earthworks component of the application is assessed under State Code 1 and are confined to the Esplanade adjoining Lot 1158 on SP233736; and
- The proposed marine plant disturbance is assessed under State Code 11 and extends to portions of the Esplanade adjoining Lot 1158 on SP233736 and Lot 45 on SP120367.

The proposed Operational Works are not standalone development but form part of the delivery of the approved adjoining RQGC Olympic Master Plan (Ref: MID-0125-0907). The works are minor in nature and have been designed to protect surrounding infrastructure while enabling efficient construction sequencing within the golf course's limited growing seasons.

This Town Planning Report addresses the referral trigger arising from extracting, excavating or filling more than 50m³ within 25 metres of the Gateway Motorway and provides assessment against State Code 1 only. Matters relating to marine plants are addressed separately within the



Ecological Assessment Report and State Code 11 response prepared by the Saunders Havill Environment Team (refer to Appendix D for further detail).

2.2. Assessment Manager

Through detailed pre-lodgement engagement with SARA and the DETSI Coastal Team, the proposed works have been thoroughly reviewed to identify applicable State interests and development approval triggers. This process confirmed that the proposal is limited in scope and only requires assessment under Schedule 10 of the *Planning Regulation 2017* for:

- Schedule 10, Part 9, Division 4, Subdivision 2, Table 5, Item 1 – Operational work on premises near a State-controlled road, where the works involve extracting, excavating or filling more than 50 m³; and
- Schedule 10, Part 6, Division 3, Subdivision 1 – Operational work involving the removal, destruction or damage of marine plants.

Accordingly, this application is required to be lodged with SARA as the Assessment Manager. Please refer to the SARA pre-lodgement written advice and subsequent email correspondence dated 11/02/2026 for further detail (Appendix E).

2.3. Proposal Summary

The proposed works within the Esplanade comprise:

- Adjoining Lot 1158 on SP233736 - The continuation of the approved minor earthworks to complete the eastern short course (approved under MID-0125-0907), including minor cut and fill works to shape greens, fairways, tees and wetland areas;
- Adjoining Lot 1158 on SP233736 - Completion of the wetland rehabilitation areas approved under MID-0125-0907; and
- Adjoining Lot 1158 on SP233736 and Lot 45 on SP120367 - Targeted marine plant shaping and maintenance necessary to achieve the approved design and environmental outcomes (refer Appendix D).

The proposed earthworks form part of the staged implementation of the approved RQGC Olympic Master Plan (MID-0125-0907) and facilitate completion of the approved golf course and wetland landform outcomes within the Esplanade.

It should be noted from the outset that:

- The proposed earthworks remain landward of the identified Mean High Water Springs (MHWS) line, the existing rock revetment wall and are not located within the Coastal Management District.
- No prescribed tidal works are proposed, including stormwater pipes, tidal flushing infrastructure or works to the existing revetment wall.

As part of the pre-lodgement discussions, SARA confirmed that it is satisfied with the adopted MHWS level and raised no concerns regarding the methodology, calculations or conclusions for this matter (refer written correspondence included in Appendix E). As such, the proposed earthworks do not trigger the following matters under the *Planning Regulation 2017*:



- Schedule 10, Part 17, Division 3, Table 1, Item 1 - Operational work that is tidal works or work in a coastal management district.
- Schedule 10, Part 17, Division 3, Table 2, Item 1 - Operational work that is tidal works or work in a coastal management district in tidal waters.

For further detail, refer to the Earthworks Technical Memorandum and Concept Cut and Fill Earthworks Plan prepared by Burchills Engineering (Appendix F) and the Stormwater Management Plan (Appendix L), previously assessed by DSDIP as part of the MID process.

The proposed earthworks are typical of golf course development and are low-intensity and do not include bulk earthworks, deep excavation, retaining structures or loading works within proximity to the Gateway Motorway. Importantly, the works interface with an existing landscaped Esplanade corridor that forms part of the RQGC golf course operations and does not introduce new built form or infrastructure within proximity to the Gateway Motorway.

We note that the Department of Transport and Main Roads (TMR) previously reviewed the RQGC Olympic Master Plan, including works in proximity to the Gateway Bridge as part of the MID process. This review confirmed that the Master Plan does not adversely impact the structural integrity of the Gateway Bridge.

As demonstrated on the submitted Architectural Plans (including the Site Plan and Gateway Bridge Sections) prepared by Neylan Architecture (refer Appendix J) together with the annotated Master Plan (Appendix K), no works encroach upon the volumetric easement of the Gateway Bridge corridor. Works within proximity to the corridor comprise turfing and landscape treatments that provide a transitional interface to the golf course and are maintained at existing or near-existing ground levels (refer Drawing SK.05 dated 13.05.2025). These plans were also considered by TMR during the MID process, which informed the relevant conditions.

The timely delivery of these works is critical. Construction sequencing must align with the golf course's limited growing season to ensure successful turf establishment and minimise environmental risk. Delays in approval would have consequential impacts on the coordinated delivery of earthworks, wetland rehabilitation and course construction works associated with the Eastern Short Course and broader Olympic program.

Accordingly, the Applicant respectfully requests the timely processing and assessment of this Operational Works Application by SARA, to support the efficient delivery of both Olympic infrastructure and associated environmental enhancement outcomes.

The Applicant appreciates the constructive pre-lodgement discussions and technical guidance provided by SARA and relevant referral agencies in relation to the proposed Esplanade works (SARA Ref: 2511-49544 SPL). This early engagement has informed the design refinement and technical assessments accompanying this application.





Figure 1: Location of Esplanade works adjoining MID-0125-0907 and Lot 1158 on SP233736



Figure 2: Eastern Land MID boundary and Esplanade highlighted yellow



Figure 3: Approved Designation Area - Lot 45 on SP120367 and Lot 1158 SP233736

2.4. Supporting Information

This Town Planning Report should be read in conjunction and considered with the following supporting documentation:

Appendix A: DA Form 1

Appendix B: MID Decision Notice and Plan of Designation (Ref: MID-0125-0907)

Appendix C: Survey Plan

Appendix D: Ecological Assessment Report and State Code 11 Response

Appendix E: SARA pre-lodgement advice and subsequent Written Advice

Appendix F: Earthworks Technical Memorandum

Appendix G: OCM RQGC Olympic Master Plan (assessed and approved via MID-0125-0907)

Appendix H: International Golf Federation Venue Analysis

Appendix I: State Code 1 Response

Appendix J: Architectural Plans

Appendix K: Annotated RQGC Master Plan

Appendix L: Stormwater Management Plan (prepared for the MID)

2.5. Recommendation

The proposed Operational Works are consistent with the approved MID framework and facilitate the delivery of the RQGC Olympic Master Plan. The works are minor in nature, supported by appropriate design and will not adversely affect the safety, function or structural integrity of the adjoining Gateway Motorway corridor.

Accordingly, the application is considered to comply with the relevant outcomes of State Code 1 and is recommended for approval, subject to reasonable and relevant conditions.

3. Olympic Masterplan Overview

3.1. Background

Royal Queensland Golf Club is a private members' club and is widely recognised as one of Australia's premier golf clubs. Established in 1920, the Club holds a significant place in Australian golfing history and is renowned for its world-class facilities, challenging course design and strong connection with national and international golfing events.

The Club currently has approximately 2,108 members, including 258 non-active members. While there is an active waiting list for membership, the approved Master Plan does not propose to increase member numbers. Instead, it focuses on enhancing the quality of playing experience, clubhouse and supporting amenities for existing members, while delivering world-class facilities capable of hosting golfing events as part of the Brisbane 2032 Olympic and Paralympic Games.

Following a comprehensive two-year master planning process, visioning and member engagement program, the RQ Board approved the preliminary RQGC Master Plan on 26 October 2023 and endorsed it to proceed through the MID process. The approved MID (MID-0125-0907) provides the necessary statutory framework to facilitate the timely delivery of the Olympic Master Plan.

The current course configuration reflects earlier strategic infrastructure decisions, including the construction of the second Gateway Bridge over RQGC. Following this State infrastructure project, the Championship Course was redesigned by Michael Clayton and completed in December 2007. Since that time, RQGC has become the premier golf venue in South East Queensland and a major supporter of junior, amateur and professional golf, regularly hosting national and international tournaments including the Australian Amateur and Australian PGA Championships.

In recognition of the quality of its facilities and championship course, RQGC has been confirmed as the host venue for golf events for the Brisbane 2032 Olympic and Paralympic Games.

The central focus of the RQGC Master Plan is the delivery of a new championship-quality short course and supporting amenities on the eastern land, together with targeted upgrades to the existing Championship Course and Clubhouse. The design responds directly to the site's natural and riverine setting and is underpinned by a strong commitment to sustainability, wellbeing outcomes and environmental enhancement, supported by comprehensive ecological and technical investigations undertaken as part of the MID.

The Olympic Master Plan prepared by leading golf course architects OCM is illustrated in Figure 4 and included at Appendix G.



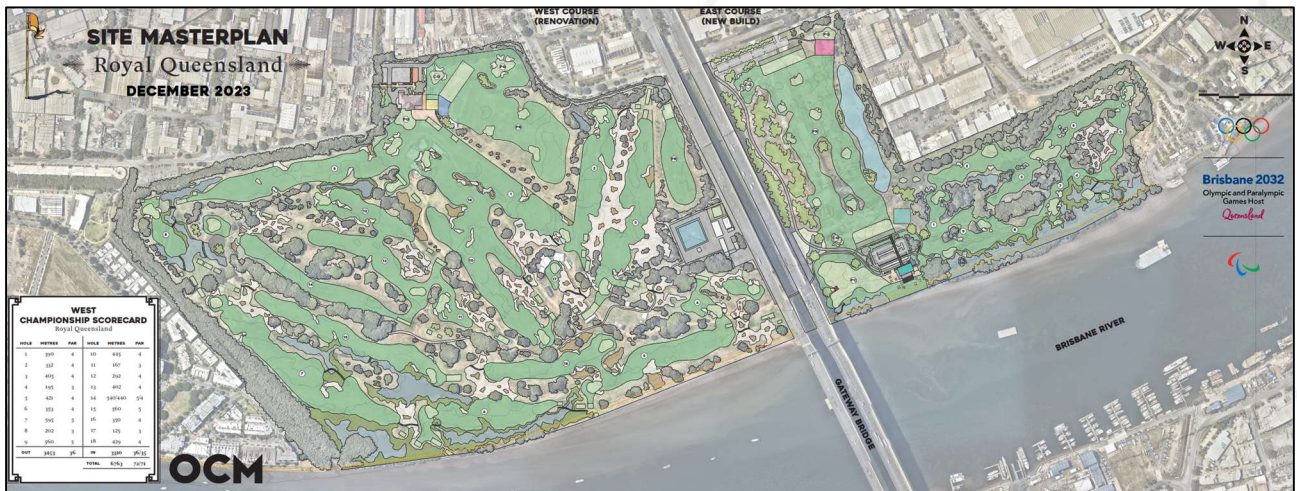


Figure 4: RQGC Master Plan (Source: OCM)

3.2. Olympic Games Context

In July 2021, the International Olympic Committee formally elected Brisbane as the host city for the Games of the XXXV Olympiad. Golf events for the Brisbane 2032 Olympic and Paralympic Games will be hosted at RQGC.

The RQGC Olympic Master Plan represents a critical enabling project for the delivery of Games-ready venue infrastructure. The project directly supports the State's obligations to:

- facilitate the timely delivery of Olympic competition venues;
- progress detailed design and construction of venues for Games-related uses; and
- ensure venues are fit-for-purpose and compliant with international sporting requirements.

The RQGC Olympic Master Plan represents a nationally significant project with enduring economic, social and environmental outcomes and forms an essential component of Queensland's Olympic venue network. The Master Plan was approved on 1 September 2025 by the Minister for State Development, Infrastructure and Planning under a MID (Appendix B).

The MID facilitates the construction of a new nine-hole short course, pavilion and car parking on the eastern land (Lot 1158 on SP233736), the refurbishment of the existing Championship Course and Clubhouse on the western lot (Lot 45 on SP120367) and the delivery of significant environmental improvements. These include irrigation storage, enhanced water efficiency and the establishment of new tidal wetland habitats, resulting in a net environmental benefit. The eastern land previously formed part of the Championship Course prior to the Gateway Bridge land resumption.

The RQGC Olympic Master Plan continues to receive strong and ongoing support from:

- the Minister for the Olympics;
- the Deputy Premier's Office; and
- the Department of State Development, Infrastructure and Planning.

3.3. Engagement with the State – Olympic Venue Delivery and Funding

RQGC has had ongoing engagement with DSDIP officers and the Olympic and Paralympic Games Infrastructure (Venues and Villages) team, in relation to the delivery of the Olympic Master Plan and the timing and funding of Games-related venue works.

These discussions have included briefings to senior State officers on the scope of the Master Plan, the planning and statutory pathway established through the MID, and the sequencing of works required to achieve Games-readiness within mandated delivery timeframes.

Engagement has also included consideration of potential eligibility for State funding programs supporting minor Olympic venues.

Discussions with the State regarding funding pathways and delivery coordination are ongoing and form part of the broader inter-agency engagement associated with Olympic venue planning and delivery.

Further confirmation of the suitability and capability of RQGC as an Olympic golf venue is provided through the International Golf Federation (IGF) venue analysis prepared by PGA Tour Design Services, included for reference at Appendix H.



4. Pre-Lodgement Discussions

4.1. State Assessment and Referral Agency

The proposed works located in the Esplanade were reviewed as part of a formal pre-lodgement meeting with SARA held on 4 December 2025. The meeting was attended by representatives from RQGC, Saunders Havill, the Department of State Development, Infrastructure and Planning (DSDIP), DETSI Coastal Team and Department of Primary Industries (DPI). Key matters discussed during the meeting and the Applicant's response are summarised in the table below. A copy of the SARA pre-lodgement advice (2511-49544 SPL) is included at Appendix E.

4.2. Summary of SARA Issues and Applicant Response

Relevant SARA Advice / Trigger	Applicant Response
Mean High Water Springs (MHWS) SARA requested confirmation of the MHWS level for the site to help identify whether works remain landward of tidal waters and whether coastal and tidal works triggers apply.	Following the SARA pre-lodgement meeting, a detailed MHWS assessment was undertaken using Queensland Tide Tables and permanent tide marks. A MHWS level of 1.107 m AHD was identified. The MHWS Plan and level was submitted to SARA for review and the DETSI Coastal Team confirmed the adopted MHWS level and methodology is acceptable and raised no concerns with the calculations. SARA email correspondence dated 9/04/2026 (refer Appendix E), advised: <i>"I have liaised with DETSI coastal regarding your further enquiry below, particularly regarding the adopted MHWS and State coastal triggers.</i> <i>Based on the information provided and noting that:</i> <i>the proposed earthworks remain landward of the identified MHWS line/existing retaining wall are not located within the Coastal Management District (CMD)</i> <i>no prescribed tidal works are proposed (e.g. stormwater pipes, tidal flushing piping or works to the existing revetment wall)</i> <i>the site is located outside the Brisbane Port Limits under DAMS (The extent of works and</i>



Relevant SARA Advice / Trigger	Applicant Response
	<i>confirmation whether the works are below high-water mark should be provided at lodgement)</i> <i>the proposal is not proposing to meet the relevant State transport threshold triggers under Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 (e.g. 10,000t material being transported to and/or from the premises)</i> <i>Confirmation is required at lodgement whether the proposed Operational works involves extracting, excavating or filling more than 50m³ for State transport proximity trigger under Schedule 10, Part 9, Division 4, Subdivision 2, Table 5, Item 1.</i> <u><i>SARA is satisfied that the adopted MHWS level is appropriate and no concerns were raised regarding the calculations provided and the conclusions for this matter.</i></u> <i>On that basis, the proposed earthworks are unlikely to trigger for the following State triggers under the Planning Regulation 2017:</i> <i>Schedule 10, Part 17, Division 3, Table 1, Item 1 - Operational work that is tidal works or work in a coastal management district</i> <i>Schedule 10, Part 17, Division 3, Table 2, Item 1 - Operational work that is tidal works or work in a coastal management district in tidal waters.</i> <i>Schedule 10, Part 13, Division 2, Table 1, Item 1 - Development below high-water mark and within port limits."</i>
Coastal Management District / tidal works triggers Potential triggers under Schedule 10, Part 17 for tidal works or works within a Coastal Management District were identified for consideration.	The proposed works remain landward of MHWS, are not located within a Coastal Management District and do not constitute prescribed tidal works. SARA confirmed the works are unlikely to trigger assessment under Schedule 10, Part 17.



Relevant SARA Advice / Trigger	Applicant Response
Development below high-water mark and port limits SARA noted that development below high-water mark and within port limits may trigger assessment under Schedule 10, Part 13.	The site is located outside Brisbane Port Limits and no works are proposed below the high-water mark. The Operational Works do not trigger Schedule 10, Part 13.
Removal, destruction or damage of marine plants SARA advised that the proposed works are likely to involve the removal, destruction or damage of marine plants and would require assessment under the Planning Regulation and SDAP State Code 11.	The application is lodged as Operational Works for removal, destruction or damage of marine plants, with SARA as the Assessment Manager. A full assessment against SDAP State Code 11 is provided, supported by marine plant impact plans (refer Appendix D).
State transport corridor proximity – Gateway Motorway SARA noted the site is within 25 m of a State-controlled road and advised that works involving more than 50 m³ cut/fill may trigger Schedule 10, Part 9, Division 4, Subdivision 2, Table 5, Item 1, requiring assessment against SDAP State Code 1.	This application responds to SDAP State Code 1. The earthworks are minor, located well away from the Gateway Motorway embankment and bridge structures and do not undermine, destabilise or affect State transport infrastructure. No new access, traffic generation or drainage impacts to the motorway are proposed.
State transport infrastructure impact thresholds (10,000 t haulage) SARA raised potential triggers under Schedule 10, Part 9, Division 4, Subdivision 1 where bulk material thresholds are exceeded.	The proposed works do not meet or exceed the haulage thresholds prescribed under Schedule 10, Part 9, Division 4, Subdivision 1. No assessment is triggered under this provision.
Esplanade road status and potential closure	RQGC is undertaking separate discussions with the Department of Natural Resources and Mines, Manufacturing and Regional and Rural Development. Any future proposal for the temporary or permanent closure of the Esplanade would be progressed under a separate statutory process.



5. Development Proposal

5.1. Proposal Intent and Earthworks Characteristics

The intent of the proposal is to undertake minor, well-controlled earthworks required to complete golf course shaping and wetland rehabilitation, while ensuring no adverse impact on the adjacent State-controlled road network.

The site is located within the Esplanade south of Lot 1158 on SP233736, with only a limited portion of the Esplanade adjoining the Gateway Motorway corridor. The adjoining land is already subject to MID-0125-0907 and the proposed works are consistent with the approved Master Plan framework.

The supporting technical earthworks memorandum prepared by Burchills Engineering, together with the architectural plans prepared by Neylan Architecture confirm that the proposed earthworks are modest in scale, typical of golf course development and have been deliberately designed to avoid sensitive State infrastructure. In particular:

- the works comprise minor land shaping only;
- no excavation, loading, retaining or significant ground treatment works are proposed within proximity to the Gateway Motorway or bridge support structures;
- buffers of undisturbed ground are retained between proposed works and the Gateway Motorway corridor;
- the minor earthworks are distributed along the Esplanade rather than concentrated near the Gateway Bridge;
- all proposed built form and earthworks are sited well away from the Gateway Motorway embankment and bridge structures;
- No stormwater is directed towards the Gateway Bridge as a result of the Masterplan. Please refer to the Stormwater Management Plan (SMP) prepared as part of the MID process (Appendix L).

ATLAS Golf Construction has confirmed that the earthworks volumes within the Esplanade are small and well-controlled, comprising approximately:

- Cut: 3,530 m³
- Fill: 3,061 m³

These volumes are modest in the context of the size of the site and the approved MID and do not result in any concentrated loading, subsidence risk or stability impact. Accordingly, the proposed earthworks do not undermine, destabilise or otherwise adversely affect the safe operation or structural integrity of the Gateway Bridge.



5.2. Proposal Summary

The proposed works within the Esplanade comprise:

- The continuation of the approved minor earthworks to complete the eastern short course (approved under MID-0125-0907), including minor cut and fill works to shape greens, fairways, tees and wetland areas;
- Completion of the wetland rehabilitation areas approved under MID-0125-0907; and
- Targeted marine plant shaping to achieve the approved design and environmental outcomes (refer to the supporting State Code 11 report).

For further detail, refer to the Earthworks Technical Memorandum and Concept Cut and Fill Earthworks Plan prepared by Burchills Engineering (Appendix F), which were previously reviewed by DSDIP as part of the MID process.

The proposed earthworks are typical of golf course development and are low-intensity in nature. They do not include bulk earthworks, deep excavation, retaining structures or loading works within proximity to the Gateway Motorway corridor. Importantly, the works interface with an existing landscaped Esplanade corridor that forms part of the RQGC golf course operations and do not introduce new built form or infrastructure elements within proximity to the Gateway Motorway.

It is further noted that the Department of Transport and Main Roads (TMR) previously reviewed the RQGC Olympic Master Plan, including works in proximity to the Gateway Bridge, as part of the MID process. This review confirmed that the Master Plan does not adversely impact the structural integrity of the Gateway Bridge.

As demonstrated on the submitted Architectural Plans (including the Site Plan and Gateway Bridge Sections) and the annotated Master Plan, no works encroach upon the Gateway Bridge volumetric easement. Works within proximity to the corridor comprise turfing and landscape treatments that provide a transitional interface to the golf course and are maintained at existing or near-existing ground levels (refer Drawing SK.05 dated 13.05.2025). These plans formed part of the material reviewed by TMR during the MID process and informed the relevant conditions of approval.

For completeness, it is noted that the future internal access driveway is located a minimum of 10m east of the Bridge Corridor (refer Drawing SK.05 dated 13.05.2025 and associated visualisation titled "View of Bridge Structure from New Access Driveway"). This access driveway is located outside the Esplanade and does not form part of this application.

MID Condition 3 requires that natural ground levels in proximity to the Gateway Bridge be maintained in accordance with Sheets SK.05 and SK.06 prepared by Neylan Architecture dated 13 May 2025 (Annexure 2 of MID Decision Notice). The proposed works comply with this requirement.



Overall, the proposed works form part of the staged implementation of the approved RQGC Olympic Master Plan (MID-0125-0907) and facilitate completion of the approved short course and wetland landforms within the Esplanade. A copy of the MID Decision Notice is included at Appendix B.

5.3. Infrastructure Planning

The proposed Operational Works:

- do not create any new access points to the Gateway Motorway;
- do not involve works within the State-controlled road corridor;
- do not alter or interface with existing State road drainage infrastructure.

The works are confined to minor earthworks and landscape-related activities associated with golf course development and are located well away from the Gateway Motorway formation and bridge structures. Accordingly, the proposal does not generate any demand for upgrades to State transport infrastructure and does not require the provision of additional trunk infrastructure.



6. State Framework and Assessment

6.1. Planning Act 2016

The proposed development is assessable and subject to Code Assessment and pursuant to section 45(3) of the Planning Act:

A code assessment is an assessment that must be carried out only –

- (a) Against the assessment benchmarks in a categorising instrument for the development; and*
- (b) Having regard to any matters prescribed by regulation for this paragraph.*

6.2. State Planning Policy

Pursuant to section 26(2)(a) of the *Planning Regulation 2017*, where the Chief Executive is the assessment manager, the development application is required to be assessed against the applicable assessment benchmarks being the State Development Assessment Provisions (SDAP).

The State Planning Policy is given effect through the SDAP, which establishes the relevant State interest assessment benchmarks for development assessed by the Chief Executive. Accordingly, the State interests contained in the State Planning Policy are addressed through assessment against the applicable SDAP State Codes and no separate assessment against the State Planning Policy is required.

6.3. Regional Plan

The subject land is located within the Urban Footprint identified under the *South East Queensland Regional Plan 2023 (ShapingSEQ)*. ShapingSEQ supports development within the Urban Footprint that consolidates urban land use and makes efficient use of existing infrastructure and services. The proposed development is consistent with this strategic intent. No provisions of ShapingSEQ are identified that would conflict with or preclude the proposed development.

6.4. Planning Regulation 2017 – Referral Triggers

The proposed development evaluated within this Town Planning Report triggers referral under:

- Schedule 10, Part 9, Division 4, Subdivision 2, Table 5, Item 1 – Operational works involving extracting, excavating or filling more than 50m³ on premises near a State-controlled road.

The relevant assessment benchmark is State Code 1 – Development in a State-controlled road environment. A detailed response to State Code 1 is provided at Appendix I.



6.5. Key Considerations – State Code 1 Assessment Summary

Safety and Structural Integrity

The proposed earthworks are confined to minor land shaping required for golf course functionality and are located well away from the Gateway Motorway bridge structures. No excavation, loading, retaining or significant ground treatment works are proposed within proximity that could undermine, destabilise or otherwise affect the structural integrity of the State-controlled road or associated bridge infrastructure.

Engineering advice confirms that the proposed works are limited in scale and nature and will not result in subsidence, undermining or destabilisation of the Gateway Motorway or Gateway Bridge structures, nor create a safety hazard for motorway users.

As demonstrated on the submitted Architectural Plans and the annotated Master Plan, no works encroach upon the volumetric easement associated with the Gateway Bridge corridor. Works occurring within proximity to the corridor are limited to turfing and landscape treatments that provide a transitional interface with the golf course and are maintained at existing or near-existing ground levels (refer Drawing SK.05 dated 13.05.2025).

These plans were considered by TMR during the MID process and informed the relevant conditions of approval.

Operational Performance

The proposed works do not obstruct, alter or interfere with the operation or future function of the Gateway Motorway. No traffic generation, access changes or haulage movements affecting the State-controlled road are proposed as part of the Operational Works.

Drainage and Stormwater

Stormwater will continue to discharge to lawful locations consistent with existing drainage patterns. The proposed earthworks do not redirect or concentrate flows towards the Gateway Motorway and do not introduce new discharge points within the State road corridor. Please refer to the Stormwater Management Plan (SMP) prepared as part of the MID process which demonstrates no stormwater will be directed towards the Gateway Bridge as a result of the masterplan (refer Appendix L).

Construction Impacts

Construction will be undertaken in accordance with approved designs and best-practice industry standards.

The proposed Operational Works comprise minor, well-controlled earthworks consistent with the approved MID framework. Technical evidence confirms the works will not adversely affect the Gateway Motorway or associated State transport infrastructure. On this basis, the development is consistent with the outcomes sought by State Code 1 and is suitable for approval.



7. Conclusion

This Town Planning Report has been prepared in support of an application for Operational Works associated with minor earthworks and marine plant disturbance required to implement the approved Royal Queensland Golf Club Olympic Master Plan.

Through detailed pre-lodgement engagement with SARA and the DETSI Coastal Team, the proposed works have been thoroughly reviewed to identify applicable State interests and development approval triggers. This process confirmed that the development is limited in scope and triggers assessment only under Schedule 10 of the *Planning Regulation 2017* for:

- Operational work on premises near a State-controlled road; and
- Operational work involving the removal, destruction or damage of marine plants.

The application demonstrates that the proposed works are minor, well-controlled and carefully designed to avoid adverse impacts on State transport infrastructure. Earthworks volumes are modest, typical of golf course development and located well away from Gateway Bridge structures, with buffers of undisturbed ground retained. Technical advice confirms that the works will not undermine, destabilise or otherwise affect the safety, operation or structural integrity of the State-controlled road network.

The application also responds comprehensively to the requirements of SDAP State Code 1 and State Code 11, supported by detailed plans, technical advice and rehabilitation. The proposed works are consistent with the approved Ministerial Infrastructure Designation (MID-0125-0907) and form a critical enabling component of the delivery of world-class facilities for the Brisbane 2032 Olympic and Paralympic Games.

On balance, the proposed Operational Works satisfactorily address all relevant State interests, comply with the applicable assessment benchmarks and are suitable for approval.



8. Appendices

Appendix A: DA Form 1

Appendix B: MID Decision Notice and Plan of Designation (Ref: MID-0125-0907)

Appendix C: Survey Plan

Appendix D: Ecological Assessment Report and State Code 11 Response

Appendix E: SARA pre-lodgement advice and subsequent Written Advice

Appendix F: Earthworks Technical Memorandum

Appendix G: OCM RQGC Olympic Master Plan (assessed and approved via MID-0125-0907)

Appendix H: International Golf Federation Venue Analysis

Appendix I: State Code 1 Response

Appendix J: Architectural Plans

Appendix K: Annotated RQGC Master Plan

Appendix L: Stormwater Management Plan (prepared for the MID)

