Date: 1 April 2025
Contact: Conor Pizzolato
Location: City Development
Telephone: 5582 8237
Your reference: 3631
Our reference: MCU/2025/53

CITY OF GOLDCOAST.

Mary Anne Development Pty Ltd
C/- Urban Planning Services Pty Ltd
PO Box 2091
SURFERS PARADISE QLD 4217

Dear Sir/Madam

Information Request

I refer to the development application lodged by:
Mary Anne Development Pty Ltd
C/- Urban Planning Services Pty Ltd

in relation to development of land/premises described as:
Lots 0 – 8 on BUP1114 – 19 Anne Avenue, BROADBEACH QLD 4218

Council of the City of Gold Coast (Council) officers have reviewed the development application and supporting information and determined that further information is required to properly assess the application.

Pursuant to sections 13.2 and 13.3 of the Development Assessment Rules under the *Planning Act 2016*, the applicant may respond to this information request by giving to the assessing authority:

1 all of the information requested below; or
2 part of the information requested below; or
3 part of the information requested below together with a notice advising the assessing authority that it must proceed with the assessment of the application; or
4 a notice stating that none of the information requested below will be provided; or
5 a notice stating that none of the information requested below will be provided together with a notice advising the assessing authority that it must proceed with the assessment of the application.

You are advised that pursuant to section 13.1 of the Development Assessment Rules, the period for the applicant to respond to this information request is three (3) months of the date of this letter.

If no response is provided or only part of the information is provided to this request within the three (3) month period, Council will continue its assessment of the application based on the information submitted.

It would be in the applicant's best interest to address all of the information requested.
Please note that the provision of sufficient information to properly assess an application is a

requirement for a favourable decision.

INFORMATION REQUEST

Preamble

In accordance with Section 22 of the Development Assessment Rules, the decision period is for the assessment manager to assess and decide the application based on the material submitted in response to the information request. The applicant is therefore encouraged to resolve all proposed changes with City officers prior to the commencement of the decision period as City officers do not intend to consider any further changes or provide any further advice about the proposed development during the decision period.

There are several key issues related to transport. Officers recommend the applicant resolve these matters prior to addressing the remaining items, as they may result in considerable layout and design changes.

Transport Assessment

1. Servicing

The proposed location of the 'standing area' for a Medium Rigid Vehicle (MRV) represents several conflicts with Transport code outcomes, as follows.

a. The proposed MRV 'standing area' conflicts with vehicle access to/from the site (does not allow two-way access for passenger vehicles to be maintained). An alternative location for MRV servicing (on-site) is requested to be demonstrated, supported by swept paths showing the ability for two-way passenger vehicle access to be maintained on-site (i.e. passing provision, at ground level) when an MRV is positioned in the 'standing area').
b. Swept paths showing access to/from the proposed MRV standing area show use of the 'turn from stop' function. Revised swept paths are requested to be submitted demonstrating access by an MRV to and from the standing area without using the 'turn from stop' function (and ensuring the vehicle position is maintained within the kerbside travel lane i.e. does not cross over the centre of Anne Avenue to enter or exit the site). Modification to the alignment of the vehicle crossover may be required, to align with the driveway (while ensuring that a compliant pedestrian sight triangle is maintained on the departure side of the western driveway).
c. It's unclear how far back the (minimum) 4.5m vertical clearance extends, from the front property boundary. Submit a drawing clearly depicting the length of driveway that accommodates compliant vertical clearance for an MRV.
d. The proposed MRV standing area is only 8.7m long; the standing area is requested to be 8.8m long (minimum).
e. The MRV standing area may be reduced to 2.5m wide (rather than 3.5m), as it is a standing area (rather than a dedicated service bay).

2. Active transport networks

Demonstrate the provision of the following pedestrian infrastructure on the development drawings:

a. A new 2m wide footpath along the site's frontage to Anne Avenue.
b. A minimum 1.5m wide 'connecting' pathway, located within the verge of Anne Avenue, connecting the development's proposed pedestrian access point to the new frontage road footpath.

3. Ingress and egress

Performance outcome PO14 of the Transport code requires all vehicles to enter and exit the site in a forward gear. Additional information is required to demonstrate compliance with PO14, including:

a. Submit a swept path demonstrating the ability for a B85 vehicle to turn around using the proposed turning bay located in the visitor car parking aisle (noting that the proposed turning area is impacted by columns and is only 2.3m wide, and is accessed from an aisle width of only 5.8m, instead of 6.1m).
Note: a compliant number of visitor car parking spaces must be maintained with any changes proposed to accommodate a compliant turn-around area.
b. Provide further information regarding the intended function of the porte cochere and drop-off area.

4. Integrated transport and land use

The development's trip generation has been calculated incorrectly in Table 9.1 of the *Transport Impact Assessment* (the table applies a trip rate based on the number of bedrooms to the total number of dwellings). Trip generation for the development would be significantly higher than that illustrated in Table 9.1 of the report (more in line with that indicated in Section 5.2 of the report). All SIDRA assessments shall be revised and resubmitted on this basis. Any mitigation measures or upgrade works required to Council's road network as a result of development traffic should be identified and supported by functional layout drawings, where relevant.

5. General

The proposed vehicle access and circulation arrangements demonstrate a number of non-compliances with AS2890.1 and Transport code requirements. Amendments to the proposal are requested to resolve the following issues:

Note: the traffic report appears to confuse 'basement' and 'podium' levels, particularly with respect to swept paths; the items contained herein refer to basement and podium levels as indicated on the development drawings (i.e. basement access from the western driveway, podium access from the eastern driveway):

a. Swept paths show that two-way, two-lane vehicle access is not achieved for access between the ground floor and basement level (western access); however, ramp management measures have not been identified. Development drawings are required to identify the location of a hold line at ground level (for vehicles entering the site), supported by swept paths demonstrating (a) the ability for a B99 vehicle (exiting the basement) to pass a vehicle waiting at the hold line, and (b) the ability for a B99 vehicle to move from the hold line to the basement ramp.

b. Further to item b, submit a queuing assessment identifying the 95th percentile vehicle queue expected in relation to ramp management measures for access to basement levels (western access). The hold line at ground level is to be positioned to provide sufficient queuing provision, consistent with the queuing assessment. The hold line position must also maintain two-way passenger vehicle access when an MRV is on-site, as per item c, below).
Note: a probability-based queuing assessment is required, quantifying the 95th percentile queue expected; the statement in the Transport Impact Assessment that 'it is considered the probability of a queue extending more than one vehicle during peak hour operation of the development is low' is insufficient.

c. Two-way passenger vehicle access to/from the site (western access) is not maintained when an MRV is on-site. Swept paths are required demonstrate the ability for passenger vehicles to pass each other at ground level when an MRV is on-site.

d. Within podium levels, the hold line location and vehicle position (for exiting vehicles) do not match. Revised swept paths are requested to demonstrate the ability for an exiting vehicle to move into the proposed hold line position (without corrective movements), and for an entering vehicle to pass a vehicle waiting at this location. Alternatively, the hold line location may be modified to match the swept path - however, a passing vehicle must still be able to maintain compliant clearances to the hold line, when passing.

e. Within podium levels, swept paths for the 'inside' movement (entering vehicles) are based on a B85 vehicle; as this represents the most constrained circulation movement, swept paths must be undertaken using a B99 vehicle, in accordance with AS2890.1 requirements; in addition, compliant circulation clearances must be demonstrated for this movement (600mm clearances on the outside of the swept path, not 300mm as shown; and 300mm clearances on the inside of the swept path).
Note - if compliant passing provision cannot be demonstrated within podium levels, and all passing is required to occur at ground level, sufficient queuing provision must be demonstrated (95th percentile vehicle queue).

f. Swept paths (eastern vehicle access) demonstrate that a vehicle waiting at the proposed hold line (entering the site) would overhang the front property boundary; all vehicle queuing must be contained within the boundaries of the site. Any change to the location of the hold line is requested to be supported by swept paths demonstrating the ability for (a) an entering vehicle (B99) to move from the hold line to the podium ramp, without corrective movements; and (b) for an exiting vehicle (B99), leaving podium levels, to pass a vehicle waiting at the hold line.

g. Further to item f, submit a queuing assessment, identifying the 95th percentile vehicle queue expected in relation to ramp management measures for access to podium levels (eastern access). The hold line at ground level should be positioned to provide sufficient queuing provision, consistent with the queuing assessment. Any change to the location of the hold line is requested to be supported by swept paths demonstrating vehicle access to the podium ramp (from the hold line), and passing of the hold line location by an opposing vehicle (i.e. two-way access).
Note – a probability-based queuing assessment is required, quantifying the 95th percentile queue expected; the statement in the Transport Impact Assessment that 'it is considered the probability of a queue extending more than one vehicle during peak hour operation of the development is low' is insufficient; further, the statement in the Transport Impact Assessment that 'there is sufficient space available for a second vehicle to queue clear of the frontage roadway without blocking exit travel route from the site' is incorrect.

h. Swept paths are requested to be submitted demonstrating vehicle circulation within basement levels, with any need for management of opposing vehicle movements clearly demonstrated, and measures reflected on development drawings (note - swept paths have only been provided for circulation in podium levels).
Note - if compliant passing provision cannot be demonstrated within basement levels, and all passing is required to occur at ground level, sufficient queuing provision must be demonstrated (95th percentile vehicle queue).
i. The 'centreline' of all hold lines are to be appropriately positioned to guide vehicles into the correct position, and to allow opposing vehicles to pass the hold line with compliant clearances maintained (to be clear, centrelines of hold lines, in all cases, are located too far over the 'centre' of the respective aisle and do not reflect vehicle movements, as shown in swept paths).
j. Swept paths show vehicles are unable to successfully exit visitor car parking space V1 - swept paths show a vehicle driving through the gate at the top of the basement ramp. This is likely due to the non-compliant aisle extension (<1m) at the end of the visitor parking aisle and also the non-compliant aisle width (5.75m measured to the gate at the top of the basement ramp).
k. Demonstrate a compliant width for the visitor car parking aisle (width of 6.1m required, between edge of parking spaces and vertical obstructions located opposite). Widths as low as 5.75m are currently shown.
l. Identify the space located between visitor car parking spaces V5 and V6 as 'No parking'.
m. The vehicle crossover and driveway (western access) do not align; demonstrate how the driveway area leading to the crossover (on exit from the western driveway) will be treated to guide vehicles appropriately (and preserving the pedestrian sight triangle area).
n. Ensure pedestrian sight triangles are shown consistently across all application material (and in compliance with AS2890.1 and AS2890.2 requirements). Figure 6.1 of the Transport Impact Assessment shows pedestrian sight triangles in locations inconsistent with the development drawings (particularly on the departure side of the western driveway). Development drawings shall include the following notation in relation to pedestrian sight triangles: 'Pedestrian sight triangles to be kept clear of obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level'.

Architecture Assessment / Planning Assessment

6. Podium bulk, form and scale

The development proposes a 13.45m high podium (including planter edge) with reduced setbacks to the side and rear boundaries of 1.15m and 0m to the Anne Avenue street frontage. This results in a bulky and dominant form. Officers note that the Light rail urban renewal area overlay code allows for built-to-boundary podiums which can extend to the street edge. However, it is equally as important that they present a form congruent with the character of the area, with generous landscaped areas, opportunities to engage with street life, well-defined, clearly visible entrances and screened podium parking.

The current ground plane and podium form does not achieve these outcomes. In accordance with Overall outcome OO(3)(a)(i)&(iii), 3(b)(ii), 3(c) and 3(e)(ix) of the Light rail urban renewal

area overlay code, Performance outcomes PO1 and PO2 of the High density residential zone code and PO1, PO2 and PO3 of the High rise accommodation design code, the applicant is requested to:

a. Provide a central recess within the podium towards the street frontage, to allow for a canopy tree to be accommodated at ground level (either in deep planting or raised planter box). The central recess must achieve a height and width that permits a canopy tree to grow without impacting upon the podium form.
b. Reduce the length of the podium form which interfaces with the streetscape, by removing some of the storage cages proposed at the podium levels.
c. Incorporate a combination of central recesses and shortened length of podium walls along the side and rear, to assist with reducing the length / bulk of the podium.
d. Provide the podium level landscaping on the architectural plans.
e. Provide additional opportunity for activation and amenity at the ground plane ie: integrated landscaping, seating etc.
f. Tier or reduce the height of the top level (Level 4) podium screen to reduce the perception of height and ensure that generous landscaping is visible. Consider dropping the height of the landscape planter box on the podium level to be partly recessed within the roof of podium parking level 3 to assist with reducing the visual dominance / height of the podium upon the streetscape.
g. Consider additional pockets of landscaping within the podium facades to further soften the built form.
h. Consider utilising a variety of colours, materials and textures to create a visually interesting podium form which complements the tower design.
i. In combination with providing recesses to the side and rear of the podium, utilise colours and materials to emphasize these recesses.

7. Additional information

The applicant has not provided sufficient information for the podium finishes. To allow further assessment, the applicant is requested to provide the following:

a. Provide a large-scale podium elevation from the north, demonstrating a high quality finish and materials to the rear interface.
b. Provide updated perspectives of the podium with the above changes incorporated, in addition to realistic landscaping and context.

Landscape Assessment

8. Frontage landscaping

The proposed size and scale of the podium is considered to achieve a dominant built form to the Anne Avenue road frontage with little opportunity to incorporate substantially sized landscaping at an appropriate setback from the building. The podium, combined with the service locations, are considered to negatively exacerbate the perceived bulk of the built form with little landscaping incorporated to assist in softening these elements.

To assist in demonstrating the amenity requirements of Performance outcomes PO1 and PO2 of the High density residential zone code and Performance outcome PO4 of the General

development provisions code are met, City officers request the applicant amend the design of the podium, ground floor level configuration and setbacks to reflecting the following:

a. A minimum one (1) landscape garden bed capable of supporting a tree planting is requested to be proposed within the site along the front boundary. The garden bed is suggested to be proposed at grade within the adjacent road verge and contain a minimum width of 1.5 metres and contain a minimum surface area of 6sqm.
b. The ground floor level is requested to include a large raised planter area within the frontage capable of supporting a feature tree planting. In order to support a tree, the planter is requested to be designed to achieve a minimum soil depth of 1m, a minimum width of 1.5m and achieve a minimum surface area of 6sqm.
c. The podium is requested to be re-designed to provide sufficient setback to allow for the requested tree planting described in part a of this item to be open to the sky and achieve a minimum 3m setback from the edge of the podium to allow for future canopy growth.
d. The podium façade design is requested to be amended to allow for additional landscaping opportunities through raised planters which are viable and accessible for cascade plantings.
e. Updated cross-section drawings are requested to be included within updated architectural and landscape drawings of the frontage landscaping design.
f. An amended Statement of Landscape Intent (SLI) is requested to be submitted reflecting any changes to the site layout as a result of this information request letter.

9. Ground Floor landscaping – north and east boundary

Officers have concerns with accessibility to the raised podium planter along the northern and eastern boundaries at the ground floor level. In particular, the approximate 1m wide raised planter does not provide direct access from one side of the planter to allow for regular garden maintenance. Accordingly, officers request the applicant either provide clarification on how these planters will be accessed or amend the design to allow for access.

10. Anne Avenue street tree planting

The Anne Avenue streetscape adjoining the subject site includes overhead powerlines, limiting opportunity for substantially sized street tree plantings to be incorporated within the road reserve. To allow for future street tree planting in compliance with Performance outcome PO7 of the Driveway and vehicle crossings code, the applicant is requested to:

a. Clarify if the existing power lines within the road reserve will be retained or if the power will be redirected underground. Where overhead powerlines are to be redirected underground, large *Araucaria columnaris* (Cook Pine) street tree specimens are requested to be proposed consistent with the streetscape.
b. Show street tree planting at centres in compliance with Standard drawing 05-103 within SC6.12 City Plan policy – Land development guidelines is requested to be proposed within the Anne Avenue road reserve.
c. Provide an amended Statement of Landscape Intent (SLI) reflecting any changes.

Water and Waste

11. Waste servicing

Council acknowledges that a waste servicing/temporary storage point is allocated and identified on the plan and a waste management plan has been provided. However, the size of this location fails to accommodate all the bins required for the development to manage the solid waste generated.

While the total number of bins is three, the waste servicing point can only handle two bins at a time. To ensure that all waste from the waste room can be serviced at any time without any space constraints, applicant is requested to demonstrate a waste servicing location that can accommodate all the allocated bins for the proposed development.

Project team

Conor Pizzolato Planner 07 5582 8237 cpizzolato@goldcoast.qld.gov.au	Melinda Plank Transport Engineer 07 5582 9364 mplank@goldcoast.qld.gov.au	Meagan York Principal Architect 07 5581 7799 myork@goldcoast.qld.gov.au
Ryan Smith Landscape Planner 07 5582 8151 rsmithy@goldcoast.qld.gov.au	Abel Assefa Civil Engineer 07 5582 8726 aassefa@goldcoast.qld.gov.au	

Response format

As this application was lodged electronically, please direct all future correspondence regarding this application in the required PDF format (ie)

- **Forms** (**combine** as one single PDF)
- **Supporting documents** (combine as one single PDF)
- **Plans** (combine as one single PDF)
- **Specialist reports** (combine as one single PDF)

The electronic response should be forwarded to mail@goldcoast.qld.gov.au

Contacting us

Should you wish to clarify any issues contained in this letter, please do not hesitate to contact Conor Pizzolato on 07 5582 8237 or via email cpizzolato@goldcoast.qld.gov.au.

Yours faithfully

Katelyn Eccles
Coordinator Planning Central
For the Chief Executive Officer
Council of the City of Gold Coast