URBIS

TOWN PLANNING ASSESSMENT REPORT

Material Change of Use for Multiple Dwelling & Short-term Accommodation (x100) at 7-9 Surf Parade, Broadbeach

Prepared for

H&F PROPERTY GROUP

2 April 2025

URBIS STAFF RESPONSIBLE FOR THIS REPORT

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APPLICANT DETAILS

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PROJECT TEAM

ROLE	CONTACT DETAILS	
Town Planner	Urbis Ltd	URBIS
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Landscape Architect	Urbis Ltd	URBIS
Traffic Engineer	Urbis Ltd	URBIS
Civil Engineer	OSKA Consulting Group	OSKA CONSULTING GROUP
Acoustic Engineer	Acoustic Works	acousticworks)))
Stormwater Engineer	OSKA Consulting Group	OSKA CONSULTING GROUP
Waste Specialist	Rhodium Environmental	R
Wind Specialist	Windtech	WINDTECH

We acknowledge the Traditional Custodians of the lands we operate on. We recognise the First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years. We pay our respects to First Nations Elders, past and present.

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EXECUTIVE SUMMARY

Urbis Ltd (**Urbis**) has been commissioned by *H&F Property Group* (the **Applicant**) to prepare this town planning assessment report to support a Development Application which seeks approval from the Council of the City of Gold Coast (**Council**) for a Development Permit for a Material Change of Use for a Multiple Dwelling and Short-term Accommodation development.

This application applies to the land at 7-9 Surf Parade, Broadbeach (the **site**), formally described as Lots 0-6 on BUP3459 and Lots 0-6 on BUP2545.

This report addresses the merits of the development with regard to the provisions of the *Gold Coast City Plan 2016 (Version 11)* (the **City Plan**) and relevant sections of the *Planning Act 2016* (Qld) (the **Planning Act**).

The site is situated in the High density residential zone of the City Plan. Pursuant to the Tables of Assessment for Material Change of Use in this zone, a Multiple Dwelling and Short-term Accommodation development is subject to **Code Assessment**.

KEY DETAILS

KEY DETAILS	PROPOSAL DETAILS
Site Address	7-9 Surf Parade, Broadbeach
Real Property Description	Lots 0-6 on BUP3459 and Lots 0-6 on BUP2545
Site Area	1,012m^2
Zone	High Density Residential Zone
Proposed Development	Multiple Dwelling & Short-term Accommodation (x100 units)
Level of Assessment	Code Assessment
Referral Agencies	N/A
Car Parking	100 residential spaces, 10 visitor spaces (compliant)

REASONS FOR APPROVAL

Overall, this report demonstrates that the proposed development should be approved for the following reasons:

- The proposed development involves a Multiple Dwelling & Short-term Accommodation development in the High density residential zone, which is a supported and expected land use in this zone.
- The proposed will offer 100 units of housing within Broadbeach, offering 200 bedrooms in total, supporting the growth of the city and housing demand.
- This Multiple Dwelling development will offer the flexibility of conversion to Short-term Accommodation when deemed necessary, providing a dynamic solution to meet evolving community needs and enhance the local economy.
- The proposed will offer a Landmark location to Broadbeach, with an attractive and eye-catching architectural design that stands out, while simultaneously blending in with its surrounding character.
- The development will include substantial landscaping throughout the Ground to Podium levels, softening the streetscape and providing a welcoming and memorable streetscape for Surf Parade.

1. THE SITE

1.1. SITE DETAILS

The site is located within the suburb of Broadbeach and is situated within the High density residential zone.

Key details of the site are as follows:

CATEGORY	DESCRIPTION
Site Address	7-9 Surf Parade, Broadbeach
Real Property Description	Lots 0-6 on BUP3459 and Lots 0-6 on BUP2545
Site Area	1,012m^2
Local Government	Gold Coast City Council
Easements	The site is not burdened by any easement
Residential Density	RD8: up to 769 bedrooms per net hectare (1 bed/13m²)
Existing Land Use	Multiple Dwelling & Short-term Accommodation
Frontages	Surf Parade – approximately 34m
Topography	The site is generally flat

1.2. SURROUNDING CONTEXT

The site is situated in the vibrant Broadbeach area, known for its mix of residential, commercial, and tourism developments. It is surrounded by a variety of residential development, including high-rise, medium-rise, and low-rise buildings, with the popular Pacific Fair Shopping Centre just a few hundred meters to the west. Additionally, the site is within close proximity to the beach and 200 meters from Broadbeach State School.

Broadbeach enjoys exceptional transport connectivity, with the Broadbeach South Light Rail Tram Stop located approximately 400 meters to the west. Major roads such as the Gold Coast Highway and Hooker Boulevard offer convenient access to local amenities, recreational areas, and the surrounding region. The location capitalises on the area's excellent connectivity, recreational offerings, and essential services, all within easy walking distance. Key attractions such as the foreshore and major shopping precincts including Pacific Fair, Oasis Shopping Centre, and additional key sites along Gold Coast Highway, are all nearby. The site also benefits from its proximity to the Broadbeach South Light Rail Station, a transport hub that provides both light rail and bus services, under 400 metres to the west. The light rail network, including both existing and future extensions, ensures residents and visitors have seamless access to high-frequency public transport, enhancing the site's appeal.

The image below offers a broader view of the site's location within its vibrant and well-connected locality.

Source: Nearmap, 2024

The surrounding area is comprised of the following:

- **North** – adjoining the site to the north is a small-scale residential development, followed by a mix of high-rise apartment and hotel developments and medium-low density residential developments. Further north is the Star, Gold Coast Convention and Exhibition Centre, followed by Isle of Capri.
- **East** – to the east, the site adjoins a medium-scale residential development, followed by the Broadbeach State School and the foreshore.
- **South** – to the south, the site adjoins small-scale residential development, followed by further high-rise apartment and hotel developments and medium-low density residential developments. Continuing south is Mermaid Beach and Nobby Beach.
- **West** – to the west is the Bel Air on Broadbeach resort complex. Further west is Gold Coast Highway with the Broadbeach South tram stop. This is further followed by Pacific Fair Shopping Centre, then eventually Clear Island Waters.

1.3. SURROUNDING HIGH-RISE BUILDINGS

The site is surrounded predominantly by high and medium-rise developments, with numerous high-rise buildings contributing to the iconic eastern strip of the Gold Coast. The below illustrates just some of the nearby developments in the vicinity similar to the proposed project in height, with both short- and long-term accommodation.

The new development will not only complement the existing urban landscape but also enhance the area by providing much-needed housing stock in this well-serviced and highly sought-after part of the Gold Coast, located along the vibrant eastern corridor of the city.

1. “Bel Air on Broadbeach”, 2633 Gold Coast Highway, Broadbeach – Three towers, approximately 21 storeys high, offering 1, 2 & 3 bedroom apartments.
2. “Mantra Sierra Grand Broadbeach”, 22 Surf Parade, Broadbeach – Approximately 30 storeys high, offering 1, 2 & 3 bedroom apartments.
3. “Ocean Pacific Resort”, 25 Surf Parade, Broadbeach – Approximately 21 storeys high, offering 1 & 2 bedroom apartments.
4. “Ultra Broadbeach”, 14 George Avenue, Broadbeach – Approximately 30 storeys high, offering 1, 2 & 3 bedroom apartments.
5. “Carmel by the Sea”, 177 Old Burleigh Road, Broadbeach – Approximately 30 storeys high, offering 1, 2 & 3 bedroom apartments.
6. “Sandown”, 14 Philip Avenue, Broadbeach – Approximately 35 storeys high, offering 1, 2 & 3 bedroom apartments.
7. “272 Hedges Avenue”, 272-272 Hedges Avenue, Mermaid Beach – 44 storeys high, offering 2, 3 & 4 bedroom apartments.
8. “Bela by Mosaic”, 49 Peerless Avenue, Mermaid Beach – 26 storeys high, offering 2,3 & 4 bedroom apartments.

The below figure depicts these high-rise residential developments on a Map.

Figure 1 Surrounding High-Rise Building Map

Source: Nearmap, 2024

1.4. PRELODGEMENT BACKGROUND

A prelodgement meeting was held with Council Officers from the Council of the City of Gold Coast on 16 January 2025 to discuss the proposed Multiple Dwelling development over the site at 7-9 Surf Parade, Broadbeach. The prelodgement meeting request was submitted along with a brief planning report including conceptual drawings and outlining three (3) key points of discussion. A summary of the discussions held with Council during the prelodgement meeting are as provided within the formalised prelodgement meeting minutes (refer to **Appendix J**).

AGENDA	COUNCIL RESPONSE
1. Confirmation of suitability of the proposed use	▪ Zoning & Height: The site is in a High density residential zone with no height limit. Given the site's amalgamation and its location within a Light Rail Frame area, Council supports the proposed scale and height. ▪ Podium/Tower: Council has no in-principle concerns, provided the design aligns with overlay, zone, and development code outcomes. ▪ Design Considerations: Key expectations include appropriate setbacks, site cover, and architectural quality to enhance amenity, maintain an open skyline, and deliver a high-quality tower development.
2. Request for Architectural Design Input	▪ Podium Setbacks & Interface: Further justification is needed for the proposed 1m (north/south) and 2m (rear) podium setbacks, particularly regarding the relationship with adjoining developments. Enhancing landscaping, materials, and façade articulation will help soften the built form. ▪ Tower Setbacks & Adjacency: The proposed 4m side setbacks may impact future development on neighbouring sites. Increased setbacks are recommended to improve separation and long-term development potential. ▪ Design & Landscaping: Greater modulation and articulation of the podium and tower are encouraged to enhance visual interest and protect adjacent amenity. Additional northern boundary setbacks are recommended for a large canopy tree and at-grade planting. ▪ Future Design Refinements: The applicant acknowledges these plans are preliminary and will integrate feedback, with potential adjustments to the tower plate, balcony orientation, and landscaping.
3. Request for Transport, Access and Servicing Design Input	▪ Waste Servicing: Further clarification is needed to confirm that kerbside collection will not impact vehicle movements and that on-site servicing allows for efficient forward-gear entry/exit. ▪ Vehicle Access & Circulation: While parking supply meets requirements, vehicle circulation on ramps requires refinement, including hold lines, compliant swept paths, and a queuing assessment for ground-level access. Two-way access must also be demonstrated when an MRV is on-site. ▪ Parking & Bicycle Facilities: Aisle extensions, PWD space identification, and manoeuvring space must comply with standards, and a physical restraint is needed for the temporary bin area. Bicycle parking locations should be identified. ▪ Pedestrian Connectivity: A 1.5m wide pathway along Surf Parade needs to be demonstrated. ▪ Next Steps: The applicant's Traffic Engineer supports the current design, with potential further investigations into hold points and signalisation options.

2. PROPOSAL

2.1. OVERVIEW OF PROPOSAL

The proposed development seeks approval for a Development Permit for a Multiple Dwelling and Short-term Accommodation at 7-9 Surf Parade, Broadbeach. The residential development features a 30-storey high-rise apartment building, reaching a maximum height of 99.4m above natural ground level (**NGL**).

The residential tower will have the following features:

- **Basement Levels 1-3** – Three levels of underground Basement comprising of 61 residential and 2 visitor car parking spaces, bike storage space and services rooms, and deep planting.
- **Level 1 Ground Floor** – Ground Floor level featuring lobby, 7 residential, 8 visitor and 1 PWD car parking spaces, bin storage area, services and associated areas. This level is also complimented by landscaping along its boundary, with heavy landscaping at the façade and deep planting.
- **Mezzanine** – Mezzanine level contains lobby, 3 residential car parking spaces, and various service rooms.
- **Level 2 Podium** – This level comprises of 18 residential car parking spaces, and bike storage and service area. This level also includes planters in eastern corners.
- **Level 3 Podium** – Level 3 Podium contains lobby, 11 residential car parking spaces, and bike storage and various service rooms.
- **Level 4** – Communal/recreational level with pool, hot spa, decked area with sun beds, pool lounge/games room, cold spa, lobby, gym, open space seating areas, yoga deck, and outdoor BBQ area. This level also has generous landscaping.
- **Levels 5-29** – Containing all 100 residential units, 50x2-bedroom and 50x2-bedroom + MPR.
- **Level 30** – Plant Level which contains dining lounge, lobby, landscaped areas and service rooms.

2.2. KEY PROPOSAL DETAILS

The key parameters of the proposed development are outlined in the table to the right.

The following aspects of the proposal have been discussed in-depth herein:

- Siting and Design
- Building Height
- Dwelling Mix and Residential Density
- Landscaping
- Communal Open Space
- Access and Parking Arrangements

The above components are outlined in **Section 2.3** of this report **-**

PARAMETER	PROPOSAL
Land Use	Multiple Dwelling & Short-term Accommodation
Building Height	30 storeys | 99.4m
Dwelling Breakdown	50 x 2-bedroom 50 x 2-bedroom + MPR
Site Cover	54.8%
Residential Density	1 bedroom per 5.065m^2
Setbacks	**FRONT (WEST)**: 1 - 3m **SIDE (SOUTH)**: 0.95 – 4.4m **SIDE (NORTH)**: 0.95 – 4.4m **REAR (EAST)**: 1.5 – 4.8m
Private Open Space	Each dwelling has its own private balcony which is 13.5m^2 in size.
Landscaping	The site will include extensive landscaping, with 19m^2 of deep planting from Basement 1 to Ground Floor and 32.5% coverage across Ground to Podium levels.
Car Parking	110 car parking spaces in total, comprising 100 residential and 10 visitor spaces.
Bicycle Parking	45 bicycle parking spaces in total, comprising 36 residential spaces and 9 visitor spaces.
Servicing and Access	Vehicle access is provided by a new vehicular crossover from Surf Parade situated within the western portion of the site. The existing driveway crossover to the existing development will be replaced.

2.3. DEVELOPMENT DETAIL

2.3.1. Architectural Design

The proposed development has incorporated a number of design elements and external façade finishes in order to produce an articulated and attractive built form outcome. The following are those elements broken down into detail.

2.3.1.1. Basement

The development has been designed to provide a high-quality architectural outcome on all levels. Three levels of underground basement carparking effectively provide sufficient car parking for all residents, whilst also screening these levels from public eye.

2.3.1.2. Podium

The podium has been meticulously designed to showcase a distinctive and iconic architectural form, incorporating a cultural element known as “Karat Paraki” – a traditional term meaning weave or basket. This intricate weave pattern wraps around the podium façade, creating a visually striking yet harmonious design that allows the building to stand out while seamlessly integrating with its surroundings.

Subtropical landscaping at the podium level enhances the streetscape, softening the built environment and reinforcing South East Queensland’s natural character. This verdant greenery not only elevates the aesthetic appeal but also protects and enhances local biodiversity. Thoughtfully designed recesses in the podium break up the massing, reducing visual bulk and lending a sense of lightness and elegance. These recesses also improve airflow and natural light penetration, enhancing both comfort and sustainability.

Figure 2 Podium form

Source: Rothelowman

2.3.1.3. Tower

The proposed tower provides an eye-catching, intricately detailed, and asymmetrical design. While inherently square in form, the integration of recessed balconies creates depth, allowing for ample light and air circulation across all levels. The balconies are situated on the corners of the building, reinforcing this effect and enhancing the tower’s distinctive appearance. The tower also incorporates a vertical ‘rib’ style structure, with these recessed balconies contributing to the illusion that the square form is less rigid, creating a more dynamic aesthetic.

The podium and tower feature warm brown tones through concrete/masonry, lightweight cladding, aluminium screening, and podium glazing, creating a vibrant yet natural colour palette. With sharp angles and a distinctive silhouette, the tower exudes a bold yet refined modern aesthetic. It will serve as a standout architectural statement in Broadbeach, offering a memorable and unique presence that differentiates it from neighbouring developments.

At the same time, its form harmonises with the evolving Gold Coast skyline, contributing to the city’s iconic spike skyline.

Figure 3 Tower form

Source: Rothelowman

Figure 4 Tower form design

Figure 5 Tower form balcony recess design

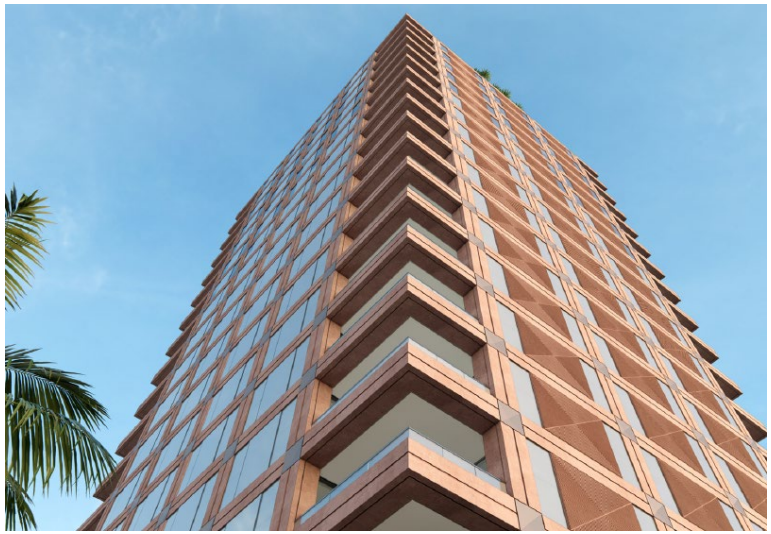
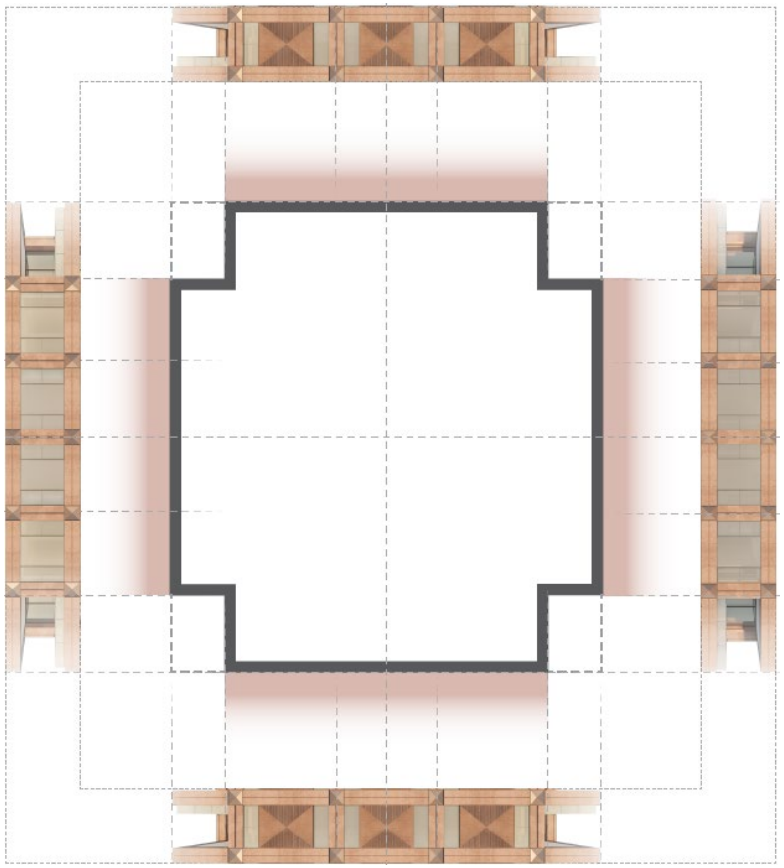


Figure 6 Tower design floor plate



Source: Rothelowman

As can be seen in **Figure 6** and mentioned above, the tower's inherently square form is enhanced by recessed balconies, adding depth while maximising natural light and airflow across all levels.

2.3.2. Building Height

The proposed development reaches a total building height of 30 storeys and is consistent with the designated 'unrestricted' (HX) building height under the Building Height Overlay Map. The overall building height, which includes the roof plant and mechanical level and the roof top dining area as well as the roof form itself, is RL 104.400 AHD, equating to a building height of 99.4m.

Figure 7 Render of proposed development

Source: Rothelowman

2.3.3. Dwelling Mix & Residential Density

The subject site is afforded a residential density designation of RD8: up to 769 bedrooms per net hectare (1 bed/13m²) under the Residential Density Overlay Map which equates to approximately 78 bedrooms on the site. The proposed density exceeds this designation, proposing 100 dwellings (200 bedrooms) at a net density of 1 bedroom per 5.065m².

While it is acknowledged that the proposed residential density exceeds that envisaged under the Residential Density Overlay Map, such is considered appropriate for the site and broader locale and is consistent with the prevailing high-rise, high density character of the site and proximity to the existing future Light Rail expansion. An assessment of the Residential Density as a non-compliance with the Performance Outcome of the High density residential zone code is set out in **Section 6.5**. The development provides the following dwelling mix:

- 50 x 2-bedroom dwellings
- 50 x 2-bedroom + MPR dwellings

The below figures show the internal design of the apartments.

Figure 8 Example of living room

Figure 9 Example of kitchen

Source: Rothelowman

2.3.4. Setbacks

The development proposes the following setbacks:

Levels	Front	Side (S)	Side (N)	Rear
Ground	3.000m	950mm	946mm	1.500m
Mezzanine	1.000m OMP 2.700m	950mm	946mm	1.500m
Podium Levels	1.000m OMP 3.000m	950mm	946mm	1.500m
Tower	3.000m	4.400m	4.400m	4.775m

The proposed development adopts a carefully considered setback strategy across different levels, striking a balance between spatial efficiency and high-quality urban design. While the proposed setbacks deviate from the benchmarks outlined in Acceptable Outcome 1 of the High density residential zone code, they have been thoughtfully designed to enhance the building's functionality, streetscape presence, and overall integration within the urban

fabric. A detailed assessment of these setbacks and their merits is provided in **Section 6.1** below.

2.3.5. Landscaping

The proposal is complemented by a Landscape Intent package prepared by Urbis. As detailed in Section 2.2.1.2 Podium above, the landscape elements are thoughtfully integrated within the podium form, creating a striking and memorable addition to the building and streetscape. Deep planters extend from the basement level to the upper levels, ensuring a continuous green presence. The Ground Level features landscaping along its boundary, while the communal recreational area on Level 4 boasts generous plantings both along its perimeter and throughout the space.

Figure 10 Level 4 Podium Recreation Level Landscaping

Source: Urbis

2.3.6. Communal Open Space

The proposal includes the provision of extensive communal recreation facilities on the site for use by residents and visitors of the development. Collectively, the communal area is located on Level 4 Podium, with an area of 790.5m^2.

This level is meticulously designed to enhance the resident experience, seamlessly integrating thoughtfully placed landscaping for a visually striking, almost dream-like ambiance. Ample shaded areas provide spaces for relaxation, while premium amenities such as the gym and games room encourage an active lifestyle. An exceptional addition to the development, this level fosters a resort-like atmosphere, offering a comprehensive range of facilities for residents to enjoy.

These facilities include:

- Pool
- Decked area with sunbeds and cabanas
- Pool lounge/games room
- Gym and yoga deck
- Lawned area
- Lobby
- Hot spa
- Sauna
- Seating area
- Cold spa
- Outdoor BBQ area
- Restroom facilities

Figure 11 Pool render

2.3.7. Access & Parking Arrangement

Vehicle access to the site is to be taken from Surf Parade via the construction of a new vehicle crossover. Car parking associated with the development is to be provided within 3 levels of Basement, Ground Level, Mezzanine Level, and Podiums 2-3. A total of 100 residential car parking spaces are to be provided on site, which complies with parking requirements under the Transport Code.

Residential car parking spaces are placed over varying levels, with 23 located in Basement 3, 22 located in Basement 2, 16 located in Basement 1, 7 located on the Ground Level, 3 located on the Mezzanine Level, 18 located within the Podium 2 Level, and 11 located within the Podium 3 Level.

Visitor car parking is provided with 10 spaces, with 2 spaces located within Basement 1 and 8 spaces located within the Ground Level. Separate driveways offer access for residents and visitors to the Basement levels.

Bicycle parking is also provided on site, with 36 spaces designated for residents and 9 additional spaces for visitors located across Basement Levels 1-3, and Level 2 Podium.

Complete manoeuvrability is provided for vehicles across all levels and shown within the accompanying traffic assessment in **Appendix D**. Servicing is provided via an MRV, with a standing space positioned within the Ground Level western frontage entrance.

Figure 12 Ground Level to Basement car parking render

Source: Rothelowman

2.4. SUPPORTING SPECIALIST REPORTS

This report should be read in conjunction with the following supporting documentation.

2.4.1. Statement of Landscape Intent

A Statement of Landscape Intent has been prepared by Urbis. The development features a generous landscaping scheme with diverse planting across multiple levels. The Ground Level includes deep soil planters with layered shrubs and groundcovers, while Level 2 incorporates on-structure planters with climbing greenery. Level 4 enhances the podium edge with continuous deep soil planters, palms, and mixed vegetation. This level also includes stepping stones, large pots, seating elements, and a shallow bowl water feature, creating a lush and inviting space.

Refer to Statement of Landscape Intent prepared by Urbis enclosed in **Appendix C**.

2.4.2. Traffic Impact Assessment

A Traffic Impact Assessment has been prepared by Urbis. The report outlines that the proposed development meets City of Gold Coast Transport Code and Australian Standards requirements. It is expected to have minimal impact on the local transport network.

Refer to Traffic Impact Assessment prepared by Urbis enclosed in **Appendix D**.

2.4.3. Engineering Infrastructure Report

An Engineering Infrastructure Report has been prepared by OSKA Consulting Group. The report outlines the connection of the proposed development to existing stormwater drainage, sewerage, water systems, and other utility services. The report details earthworks, roadworks, stormwater management, sewerage, water, electrical, and telecommunications services. Hydrological and hydraulic analyses were conducted, and recommendations for infrastructure upgrades and connections were provided.

Refer to Engineering Infrastructure Report prepared by OSKA Consulting Group enclosed in **Appendix E**.

2.4.4. Acoustic Report

An Acoustic Report has been prepared by Acoustic Works. The assessment identified potential noise impacts on nearby sensitive receivers. Recommendations for acoustic treatments and operational adjustments were provided to mitigate these impacts.

Refer to Acoustic Report prepared by Acoustic Works enclosed in **Appendix G**.

2.4.5. Stormwater Management Plan

A Stormwater Management Plan has been prepared by OSKA Consulting Group. The plan outlines the planning, layout, and design of stormwater infrastructure for both construction and operational phases. The plan includes performance criteria, conceptual designs, and measures to ensure stormwater quality and quantity management. Hydrological and hydraulic analyses were conducted, and recommendations for on-site detention and water quality improvement devices were provided.

Refer to Stormwater Management Plan prepared by OSKA Consulting Group enclosed in **Appendix F**.

2.4.6. Waste Management Plan

A Waste Management Plan has been prepared by Rhodium Environmental. The plan outlines the waste storage and collection activities for the operational phase of the proposed development. Recommendations for bin storage, waste chutes, and servicing points were provided.

Refer to Waste Management Plan prepared by Rhodium Environmental enclosed in **Appendix H**.

2.4.7. Wind Environment Statement

A Wind Environment Statement has been prepared by Windtech. The statement outlines the wind conditions per level of the development, discussing in detail effects.

Refer to Wind Environment Statement prepared by Windtech enclosed in **Appendix I**.

3. STATE PLANNING FRAMEWORK

A summary of compliance with the relevant state planning instruments is outlined in the table below.

INSTRUMENT / ASSESSMENT BENCHMARK	DATE OF INSTRUMENT	ASSESSMENT
Planning Act 2016 (**Planning Act**)	29 November 2024	The proposed development is subject to the procedures of Code Assessment and is to be assessed in accordance with Section 45(3) of the Planning Act.
Planning Regulation 2017 (Qld) (**Planning Regulation**)	20 December 2024	Schedule 8 of the Planning Regulation identifies the Council of the City of Gold Coast as the assessment manager for the development application.
Development Assessment Rules 2017 Version 2.0 (**DA Rules**)	22 July 2024	The Development Assessment Rules is a statutory instrument made pursuant to Section 68(1) of the Planning Act regulating the development assessment process.
State Planning Policy (**SPP**)	3 July 2017	The site is not mapped as affected by any relevant parts of the SPP that have not been integrated into the City Plan, such as the Natural hazards, risk and resilience (coastal hazards) state interest, Biodiversity – Policy (2) and Water quality – Policies (4) and (5).
South East Queensland Regional Plan (**ShapingSEQ 2023**)	15 December 2023	The site is located within the Urban Footprint area of the regional plan. When considering the nature of the proposal, the development accords with the objectives of the Urban Footprint and therefore facilitates an outcome consistent with the Regional Plan.
Referral Agencies & State Development Assessment Provisions Version 3.0 (**SDAP**)	18 February 2022	No SDAP referrals are triggered as part of the proposed development.

4. LOCAL PLANNING FRAMEWORK

The *Gold Coast City Plan 2016 (Version 11)* (**City Plan**) is the local planning instrument relevant to the assessment of the proposed development. The following sections of this report provide an overview of the components of the planning scheme relevant to the subject site and the proposed development.

4.1. ZONING

In accordance with the City Plan, the site is designated within the High density residential zone, as shown per the image on the right. The purpose of the High density residential zone is:

> *"To provide for higher density multiple dwellings supported by community uses and small-scale services and facilities that cater for local residents."*

4.2. LAND USE

The proposed land use is Multiple Dwelling & Short-term Accommodation, which is defined in the City Plan as follows:

> ***Multiple Dwelling*** *– A residential use of premises involving three or more dwellings, whether attached or detached, for separate households.*
>
> ***Short-term Accommodation*** *–*
> *The use of premises for:*
>
> *a) providing accommodation of less than three consecutive months to tourists or travellers; or*
> *b) a manager's residence, office, or recreation facilities for the exclusive use of guests, if the use is ancillary to the use in (i); but*
> *c) does not include a hotel, nature-based tourism, resort complex or tourist park.*

4.3. CATEGORY OF DEVELOPMENT AND ASSESSMENT

The City Plan as the categorising instrument determines the category of development for all relevant development applications. As the site is situated within the High density residential zone, the category for the development is assessed as per Table 5.5.3 MCU – High Density Residential zone.

Per this table, both Multiple dwellings and Short-term accommodation use are categorised as **Code Assessable** development.

4.4. OVERLAYS

Parts of the site are identified within the following overlays:

OVERLAYS	SUB-CATEGORY
Acid Sulfate Soils Overlay	▪ Land at or below 20m AHD
Airport Environs Overlay	▪ Obstacle Limitation Surface (OLS) ▪ Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces – PANS-OPS contour
Building Height Overlay	▪ HX (unrestricted)
Coastal Erosion Hazard Overlay	▪ Foreshore seawall setback (0-500m west)
Dwelling House Overlay Area	▪ N/A
Light Rail Urban Renewal Area	▪ Boundary and Frame Areas
Residential Density Overlay Area	▪ RD8 (1 bed/13m^2)
Regional Infrastructure Overlay	▪ State Controlled Roads, Rail Corridor and Transport Noise Corridors – Transport noise corridor – State-controlled road
Local Government Infrastructure Plan Maps	▪ Priority Infrastructure Area

4.5. ASSESSMENT BENCHMARKS

The planning scheme assessment benchmarks for the proposed development are summarised in the table below:

ZONE CODE	PRESCRIBED SECONDARY CODES	OVERLAY CODES
▪ High Density Residential Zone Code	▪ Driveways and Vehicle Crossings Code ▪ General Development Provisions Code ▪ Healthy Waters Code ▪ High-rise Accommodation Design Code ▪ Solid Waste Management Code ▪ Transport Code	▪ Acid Sulfate Soils Overlay Code ▪ Airport Environs Overlay Code ▪ Coastal Erosion Hazard Overlay Code ▪ Light Rail Urban Renewal Area Overlay Code

4.5.1. Assessment against the Light rail urban renewal area overlay code

The Light Rail Urban Renewal Area Overlay Code fosters high-quality urban spaces, enhancing walkability, light rail access, and economic growth. It drives city transformation into a connected, compact hub with vibrant centres and specialised precincts, emphasising efficient land use and lively streets.

As per section 8.2.12.2(3) of the City Plan, the purpose of the code is met if the development complies with the Overall Outcomes. The following assessment will demonstrate how the development aligns with the Overall Outcomes of the Light rail urban renewal area overlay code, fulfilling the code's purpose.

Overall Outcome	*Comment*
Creating communities	
(a) Place making helps development contribute to strengthening communities' local character through: *(i) neighbourhood analysis that evaluates the distinct local character patterns, opportunities, and challenges and how the proposed development enhances them;* *(ii) master planning for larger sites to coordinate the staged development of multiple buildings, new internal streets, or parks across larger sites;* *(iii) locating and designing development to respect and complement the scale, character, form and setting of on-site and adjacent properties;* *(iv) public art opportunities or similar for high-rise sites and sites that interface with public open space to enhance the quality of the development, the public realm and the city; and* (v) *direct, safe, and accessible pedestrian and cycling connections that connect through to adjacent routes, streets, parks, open space, and transit stations.*	**COMPLIES** ▪ The proposed development aligns well with the local area, as it is within a High density residential zone. The high-rise residential building enhances the neighbourhood and offers valuable opportunities for residents. ▪ The development features a pedestrian-friendly frontage along Surf Parade, contributing to the local character and activating the streetscape. ▪ The design of the development respects and complements the surrounding properties, with carefully integrated footpaths and landscaping that soften the built form and blend with the area. ▪ The podium's landscaping and design provide a high-quality, attractive finish at street level, enhancing the public space and overall appearance of the building. ▪ The development is located in a well-connected area with easy access to public transport. Pedestrian and cycling paths directly link to nearby streets, public transport, and commercial areas, ensuring seamless connectivity for all users. ▪ In essence, the proposed development presents as an asset to the local area, contributing if not improving place making and strengthening the character of the area.
Streets and spaces for people	
(b) Built form interfaces with the street to create strong defined building edges and provides opportunities to engage with street life by:	**COMPLIES** ▪ The built form faces Surf Parade, actively engaging with the street through its prominent entrance, lush landscaping, and thoughtful architectural design. Balconies are strategically placed throughout the

(i) integrating balconies, building overhangs and canopies into the built form that are carefully designed and scaled to support the street and positioned to maximise function and pedestrian comfort; *(ii) protecting sunlight and sky views within the surrounding network of streets, parks, public and private open space, and other shadow sensitive areas;* *(iii) providing high quality pedestrian environments that are adequately spaced between the built form and kerb to safely and comfortably accommodate movement, streetscape elements, and at-grade active uses;* *(iv) the inclusion of streetscape and landscape design elements that are high-quality, sustainable and positively engage the built form with adjacent streets, parks, and open space;* *(v) providing entrances that are well-defined, clearly visible from pedestrian paths and orientated to front new or existing streets;* *(vi) highly visible and accessible public open space provided at-grade to complement, connect, and extend the existing network of public streets, parks and open space; and* *(vii) within mixed use and specialist centres, opportunities for social interaction, cultural expression, artwork and meeting places are encouraged and provide attractive and safe, legible and connected pedestrian and public space environments.*	tower, offering residents clear views from all angles of the development, ensuring easy visual connection to the surrounding streets. ▪ The shadow analysis conducted by Rothelowman indicates that the proposed development will cast expected shadow during summer solstice, equinox, and winter solstice on adjacent properties throughout the day. These shadows only shadow these properties temporary and will not cause any negative implications. ▪ The proposal prioritises a high-quality pedestrian experience by incorporating well-designed public spaces with landscaped areas that complement the built form, enhancing the streetscape character. These spaces will be safely separated from traffic, providing ample room for movement and ensuring safety for all residents and visitors. ▪ Landscaping within the development will be of the highest standard. The design will seamlessly integrate with the surrounding environment while standing out as a visually striking and attractive landmark. ▪ The development's entrance will be highly visible and easy to identify, with a distinctive design that ensures it is unmistakable. The frontage is clearly defined and easily accessible via public pedestrian pathways. ▪ The ground level will feature clearly visible public open spaces, facilitating easy wayfinding for residents and visitors, and providing convenient connections to the street and open areas.
Design buildings to foster 'street life'	
(c) The building form interfaces with the street, creating strongly defined building edges and providing opportunities to engage with street life. Built form, uses that activate the street, tree planting and pedestrian facilities improve the comfort, environmental and visual quality of streetscapes. *(d) Quality building form at the street-level interacts and enhances street life by:* *(i) identifying and framing viewpoints from the public realm to prominent visual man-made areas like major intersections, transit nodes, street corridor terminuses, or natural features like the ocean, rivers, and parklands;*	**COMPLIES** ▪ The proposed development seamlessly integrates with the streetscape, fostering an engaging and vibrant street presence. Thoughtful ground-level design elements encourage interaction with the public realm, while tree planting and pedestrian-friendly features enhance both comfort and visual appeal. ▪ A well-considered setback from the street creates a smooth transition between public and private spaces, ensuring accessibility and security. The development prioritises ease of movement while incorporating measures to enhance safety.

(ii) setbacks and street level design that promotes positive public to private realm transition and appropriate level of access and surveillance based on the nature of the uses; *(iii) locating low-rise buildings or podiums to frame active edges of streets, parks, open space, and to reinforce street corners; and* *(iv) walkable catchments to light rail stations activating the street edges with animated frontages sleeved by small, well-glazed, individually accessed, and grade-related tenancies.*	▪ Positioned in a dynamic and central urban hub, the development is just a few hundred metres from Pacific Fair Shopping Centre and within easy reach of the beachfront. Its prime location ensures convenient access to nearby transit stations, while the active frontage promotes social interaction and community engagement.
Design buildings to foster distinct Gold Coast character	
(e) Local character reflects a combination of built form and mix of uses, and is characterised by the following areas and their outcomes: *(i) building form is characterised by either:* *A. medium rise buildings that have a 'perimeter form' with buildings generally built to street edges, interspersed or 'fractured' by public spaces, landscaped areas or pedestrian access ways; and* *B. high rise buildings with a clearly defined 'tower and podium form', where podiums are built to the street edge and may be interspersed or 'fractured' by public spaces, landscaped areas or pedestrian access ways.* *(ii) mix of uses are characterised by:* *A. 'Primary focus areas' encompass the established centres of Surfers Paradise and Broadbeach and allow for the highest concentrations of activity, commerce and intensity of buildings utilising tower and podium form;* *B. 'Frame areas' are high density neighbourhoods which allow for a range of intense built form outcomes and activity and commerce of a scale that services the local neighbourhood requirements and supports the light rail stations; and* *C. 'Transition areas' are medium density neighbourhoods and ensure the logical tapering of built form intensity and height down to adjacent lower intensity neighbourhoods.* *(iii) 'Primary focus areas' and 'Frame areas' encourage innovative high rise towers that advance the Gold Coast's iconic skyline and are free*	**COMPLIES** ▪ The proposed development is a high-rise tower with a tower and podium design. The podium sits at the street edge, integrating open spaces and walkways to activate the streetscape. It provides a strong foundation for the sleek, angular tower, which is proportionate to the podium's scale. ▪ Located in Broadbeach, a designated Primary Focus Area, the development aligns with the area's high-density character. Its prominent tower and podium form complements the surrounding urban environment and enhances the evolving skyline. ▪ As the site falls within a High density residential zone with an unlimited height overlay, the development is well-suited to its setting. Primary Focus Areas encourage innovative high-rise design, with height determined by architectural quality and site suitability rather than fixed limits. This project embodies those principles, delivering a striking yet contextually appropriate addition to Broadbeach. ▪ Situated within the Light Rail Urban Renewal Area, the development introduces 100 residential units with a total of 200 bedrooms, contributing to diverse housing options. Thoughtfully designed pedestrian-friendly spaces ensure safe and accessible street-level interaction, reinforcing a vibrant and walkable neighbourhood. ▪ This high-rise will make a noteworthy contribution to the Gold Coast skyline, seamlessly integrating into the city's architectural rhythm while standing out as a distinct, modern addition. Above-ground parking is discreetly integrated across the Ground to Podium levels, concealed by a visually striking podium façade. The podium features a unique, high-

from a height designation. Appropriate height will be determined by design criteria and site context; *(iv) 'Transition areas' are purposely low-to-medium rise ensuring a definitive shift in built form and the delivery of buildings that provide more affordable housing choices;* *(v) public transport hubs and centres support a mix of uses and activities with fine-grain non-residential uses concentrated at the street edge and lower levels or where fronting meeting places including squares, open spaces and urban parks;* *(vi) mixed use neighbourhood centre level activity is intended to grow around public transport hubs that are not already established within the network of centres;* *(vii) the light rail urban renewal area provides a mix of small scale retail and commercial uses and activities; a mix of types and intensity of housing; and a safe and accessible street environment where pedestrians, cyclists and public transport take priority over private cars;* *(viii) building types and locations reinforce concentrations of activity and often protect local appearance. Not all light rail urban renewal areas will accommodate high-rise buildings; and* *(ix) above-ground car parking structures, including the ground floor level, are located behind a viable depth of commercial or residential floor space for the majority of the street frontage. Alternative treatments, such as integrated and curated artwork, layered facades with screening and textured depths or adaptive reuse of above-ground car parking for future habitable uses, must be of a high standard of design and appearance to complement the character of the local area.*	quality woven design, ensuring it is not only functional but also an architectural statement in its own right.

4.6. ASSESSMENT SUMMARY

A comprehensive assessment of the proposed development against the relevant codes is included in **Appendix K**. This assessment demonstrates that the proposed development complies with, or can be conditioned to comply with, the relevant assessment benchmarks.

KEY PLANNING MATTERS	ACCEPTABLE OUTCOME	PROPOSAL	COMPLIANCE
Building Height	▪ HX (unrestricted)	▪ 30 storeys | 99.4m	▪ Complies
Site Cover	▪ 30% of net site area or 750m^2 per building, whichever is the lesser, above 15 storeys	▪ 54.8%	▪ Complies
Setbacks (Front)	▪ 4m at ground ▪ 4m at Mezzanine ▪ 4m at Podium ▪ 4m at Tower (up to 23m – Level 7) ▪ 6m upper Tower (up to Roof)	▪ 3m at Ground Floor ▪ 1.000m OMP & 2.700m wall at Mezzanine ▪ 1.000m OMP & 3.000m wall at Podium Levels ▪ 3.000m up to Level 7 ▪ 3.000m up to Roof	▪ PO1 – refer to section 5.1 ▪ PO1 – refer to section 5.1 ▪ PO1 – refer to section 5.1 ▪ PO1 – refer to section 5.1 ▪ PO1 – refer to section 5.1
Setbacks (Side & Rear)	▪ 1.500m at ground (up to 4.500m) ▪ 1.500m at Mezzanine (up to 4.500m) ▪ 2m at partial Podium (between 4.5m – 7.5m – partial Mezzanine and Level 2 Podium) ▪ 2m base for Tower (and height exceeding 7.5m: an extra 0.5m added for every 3m in height – Level 3 to Roof)	▪ 946mm – 1.500m at Ground Floor ▪ 946mm – 1.500m at Mezzanine ▪ 946mm – 1.500m at Podium Levels ▪ 4.400m – 4.775m at Levels 3 – Roof	▪ PO1 – refer to section 5.1 ▪ PO1 – refer to section 5.1 ▪ PO1 – refer to section 5.1 ▪ PO1 – refer to section 5.1
Car Parking	▪ 1 per unit or dwelling and 1 per 10 units or dwelling for visitors – (100 units)	▪ 100 residential car parking spaces ▪ 10 visitor car parking spaces	▪ Complies

5. LOCAL GOVERNMENT INFRASTRUCTURE PLAN

The Local Government Infrastructure Plan (“LGIP”) integrates and coordinates land use planning and infrastructure planning and ensures the trunk infrastructure is planned and provided in an efficient and orderly manner.

The plans for trunk infrastructure do not identify any new LGIP items within proximity of the site.

6. KEY PLANNING MATTERS

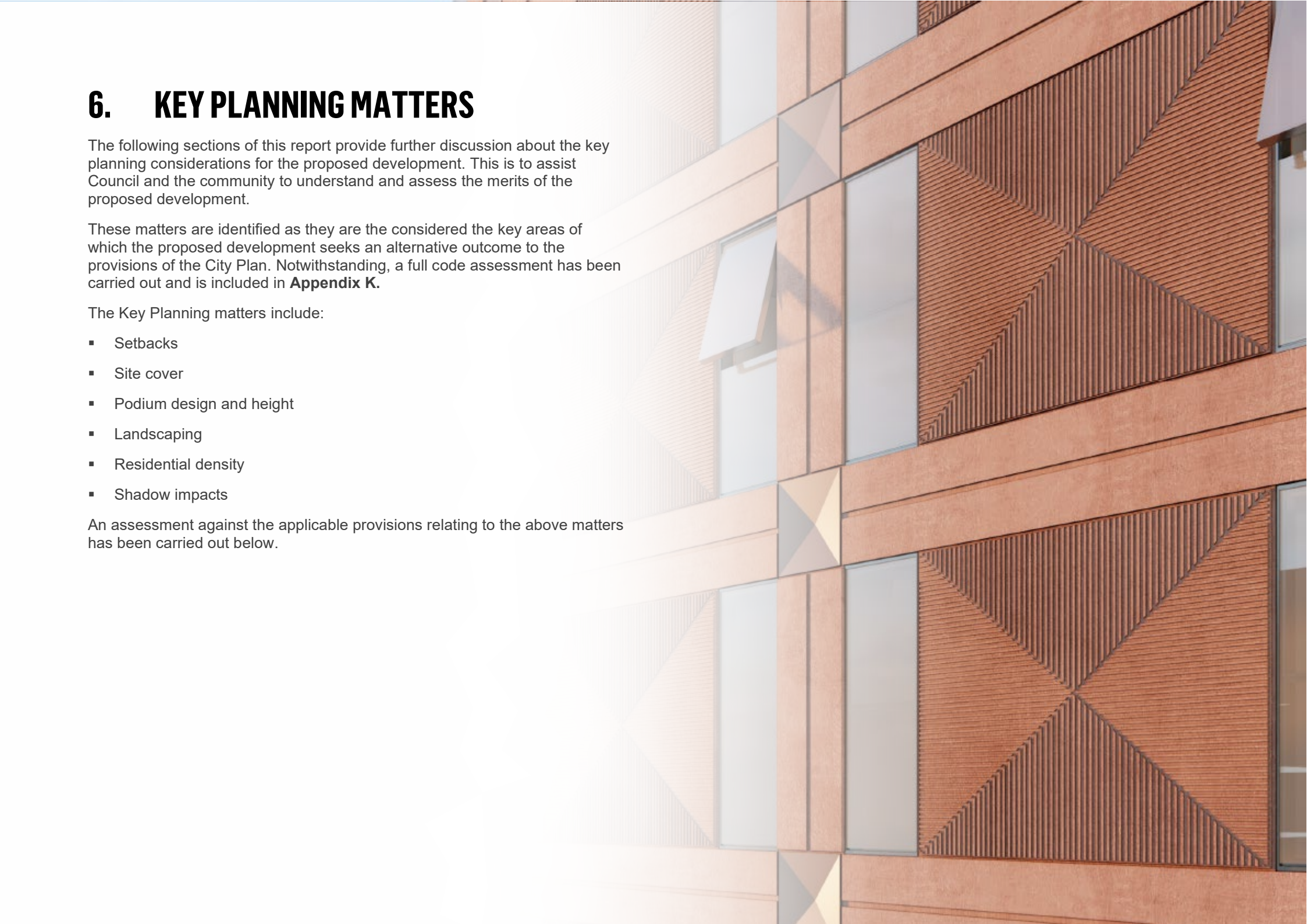
The following sections of this report provide further discussion about the key planning considerations for the proposed development. This is to assist Council and the community to understand and assess the merits of the proposed development.

These matters are identified as they are the considered the key areas of which the proposed development seeks an alternative outcome to the provisions of the City Plan. Notwithstanding, a full code assessment has been carried out and is included in **Appendix K.**

The Key Planning matters include:

- Setbacks
- Site cover
- Podium design and height
- Landscaping
- Residential density
- Shadow impacts

An assessment against the applicable provisions relating to the above matters has been carried out below.



6.1. SETBACKS

The proposed development involves variations to the required setbacks under the High density residential zone code.

The following section offers a detailed assessment of the proposed alternative outcomes to justify technical non-compliances with the applicable Acceptable Outcomes in relation to the relevant Performance Outcomes. By focusing on these Performance Outcomes, we aim to demonstrate how the development aligns with the broader objectives of the zone, ensuring a balanced and forward-thinking approach to urban growth.

Acceptable Outcome (AO) 1 of the High density residential zone code reads as follows:

<table>
<tr><th>PERFORMANCE OUTCOMES</th><th>ACCEPTABLE OUTCOMES</th></tr>
<tr><td colspan="2">Setbacks</td></tr>
<tr><td>PO1

Setbacks:

(a) assist in the protection of adjacent amenity;

(b) allow for access around the building;

(c) contribute to streetscape character; and

(d) allow for off-street car parking.</td><td>AO1

Setbacks are as follows:

<table>
<tr><th>Setback</th><th colspan="2">Minimum distances measured in metres (m)</th></tr>
<tr><td>Front</td><td colspan="2">6m</td></tr>
<tr><td rowspan="4">Side and rear</td><td>Height</td><td></td></tr>
<tr><td>up to 4.5m</td><td></td></tr>
<tr><td>between 4.5m – 7.5m</td><td></td></tr>
<tr><td>exceeding 7.5m</td><td></td></tr>
<tr><td>Between on site habitable buildings (where not attached)</td><td colspan="2">Double the applicable side setback.</td></tr>
</table>
</td></tr>
</table>

LEVELS	FRONT	SIDE (S)	SIDE (N)	REAR
Ground	3.000m	950mm	946mm	1.500m
Mezzanine	1.000m OMP 2.700m	950mm	946mm	1.500m
Podium Levels	1.000m OMP 3.000m	950mm	946mm	1.500m
Tower	3.000m	4.400m	4.400m	4.775m

As can be seen in the table above, the proposal involves variations to all setbacks with the exception of the rear setbacks to the ground and mezzanine level. Assessment has therefore been carried out against the corresponding Performance Outcome (PO) below.

Assist in the protection of adjacent amenity:

In assessing the potential impacts of the reduced boundary setbacks proposed on adjacent amenity, it is important to first determine the contextual characteristics of neighbouring developments.

The subject site adjoins two-storey residential dwellings to the north and south, and a three storey Multiple dwelling to the east. The adjoining Dwelling houses to the north and south are oriented to their primary street frontages, being Surf Parade to the north, and Alexandra Avenue to the south. The Multiple dwelling located to the east maximises outlooks to the ocean by orienting to the east, and locating it's communal open space area at the street frontage.

From the outset, it is important to note that the proposed podium involves a building height of effectively three storeys and 12 metres, similar to that of a residential dwelling. Notwithstanding, the design and siting has been carefully considered so as to minimise adverse impacts to adjoining amenity.

At the ground and podium levels, the proposal involves setbacks of approximately 0.95m to the north and south and 1.5m to the east. The enclosed podium levels will primarily host car parking that will be appropriately

screened and attenuated to ensure no adverse impacts on amenity or existing noise levels. At the communal open space area atop Level 4, generous landscape planter beds perimeter the floor plate with a minimum with of 0.9m. This will have a dual effect of providing visual screening for the retention of privacy, while also maintaining a noise buffer in conjunction with acoustic treatment. The podium levels are illustrated in **Figures 15 – 18** below.

The tower levels achieve a generous side and rear boundary setback of 4.4 – 4.75m, respectively. This, in conjunction with a carefully considered building design comprising light-weight slab projections, high quality colours and materials and glazed windows will ensure that adjacent amenity is protected through the preservation of view corridors, and the mitigation of a dominant built form.

In addition to the above, the proposal will feature generous sub-tropical plantings and landscaping at street level, along with varied building articulation across different levels. This approach will soften the built form, create an attractive and appropriate scale, and help protect the adjacent amenity.

In light of the above, the proposed development involves setbacks that will assist in the protection of adjacent amenity.

Figure 13 North Elevation

Figure 14 South Elevation

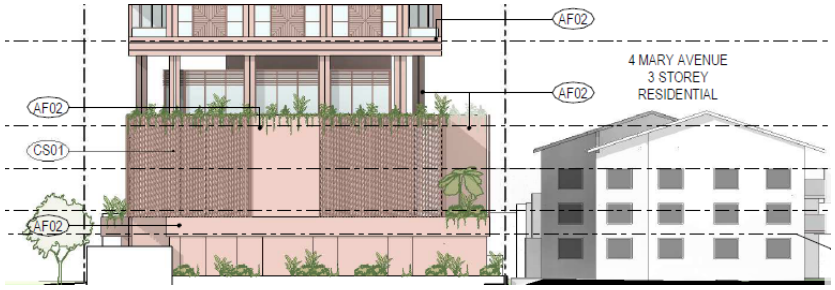


Figure 15 East Elevation

Figure 16 West Elevation

Source: Rothelowman

Allow for access around the building:

The proposed setbacks facilitate appropriate space for access around the building at all four dimensions.

Contribute to streetscape character:

As outlined in the table above, the proposed development involves road boundary setbacks of approximately 3m at the ground level, approximately 2.7m at the podium levels, and 3m to the tower.

While representing a reduced setback the proposal is considered to positively contribute to the streetscape character through carefully considered design.

The proposal significantly enhances the streetscape character. The Ground and Podium Levels, which interact with the street, feature a unique and aesthetically pleasing cultural design element called "Karat-Paraki," a traditional owners' term relating to weave or basket.

This design creates a landmark podium Levels design that complements the street and adjacent properties. Generous sub-tropical landscaping covers this architectural element, adding to its appeal. The frontage facing Surf Parade is particularly striking, with a central recess in the built form covered in lush wall-planted greenery. These elements greatly enrich the streetscape character.

Allow for on-site car parking:

The proposal offers generous on-site car parking. There are 100 residential car parking spaces on-site, as well as 10 visitor car parking space, all located on varying levels from Basement 1-3, Ground Floor, Mezzanine and Podiums 2 and 3.

Provide separation between buildings to maintain view corridors.

The proposed setbacks ensure adequate separation between buildings, both existing and future, preserving view corridors for current and upcoming developments. As previously detailed, the tower design involves setbacks ranging from 4.4 – 4.75m. This thoughtful spacing not only maintains visual connectivity but also enhances the overall urban experience by allowing light and air to flow freely between structures. By safeguarding these view corridors, the development supports a harmonious integration with the surrounding environment, promoting a sense of openness.

6.2. SITE COVER

AO2 of the High density residential zone code prescribes a varying site cover for towers greater than 8 storeys in height.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES
Site cover	
PO2 Site cover: (a) is balanced between built form and green areas for landscaped private open space; (b) contributes to neighbourhood character and amenity; (c) promotes slender bulk form; (d) promotes an open, attractive and distinct skyline; and (e) facilitates small, fast moving shadows. (e)	**AO2** Site cover does not exceed 50% for Dwelling houses on lots with areas equal to or greater than 400m^2 and Dual occupancies. OR Site cover does not exceed 70% for Dwelling houses on lots less than 400m^2. OR For all other uses, site cover does not exceed a cumulative total of: (f) 50% of net site area up to 8 storeys; (g) 40% of net site area from 9 to 15 storeys; and (h) 30% of net site area or 750m^2 per building, whichever is the lesser, above 15 storeys.

The proposed development involves a maximum site cover of 80% at the podium level, with a typical tower site cover of 54%. The development therefore does not comply with AO2 and is referred to the corresponding PO2.

Assessment against the criteria of PO2 is detailed to the right.

Balanced between built form and green areas for landscaped private open space

The development achieves a site cover of 54.8%, which is balanced with substantial landscaping. The design includes extensive green areas from the basement to the podium levels, ensuring a harmonious blend of built form and natural elements. This approach not only enhances the aesthetic appeal but also provides ample private open space for residents.

Contributes to neighbourhood character and amenity

The architectural design of the development, featuring a distinctive "Karat Paraki" weave pattern on the podium, integrates seamlessly with the local character of Broadbeach. The lush landscaping and thoughtful design elements enhance the streetscape, contributing to the overall amenity of the neighbourhood. The development respects and complements the surrounding built environment, reinforcing the area's high-density residential character.

Promotes slender bulk form

The tower's design incorporates recessed balconies and a vertical 'rib' structure, creating a slender and dynamic form. This design strategy reduces the visual bulk of the building, ensuring it appears less imposing and more elegant. The slender form is further accentuated by the use of lightweight materials and glazing, which enhance the building's overall aesthetic.

Promotes an open, attractive and distinct skyline

The proposed 30-storey high-rise contributes to the iconic Gold Coast skyline with its unique and modern design. The tower's asymmetrical form and recessed balconies create an open and attractive silhouette. The development's height and design are consistent with the area's high-rise character, ensuring it stands out while blending harmoniously with the existing skyline.

Facilitates small, fast-moving shadows

The shadow analysis conducted indicates that the proposed development will cast expected shadows during different times of the year. However, these shadows are temporary and move quickly, ensuring minimal impact on adjacent properties. The design's slender form and strategic placement of balconies help to mitigate shadow impact, maintaining adequate sunlight and sky views for the surrounding area.

6.3. PODIUM DESIGN & HEIGHT

As previously detailed within this report, the proposed development involves a podium height of approximately 12m in lieu of the maximum 10.5m prescribed in AO1.1 of the High rise accommodation code, shown below.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES
Tower base (podium)	
PO1 Where podiums are envisaged by the zone, tower base form respects the framework of established built form, adjacent streets, parks and public or private open spaces.	**AO1.1** Tower base heights: (a) are well-proportioned to frame adjacent park land and on-site open space; (b) match neighbouring low-set built form; or (c) are no greater than 10.5 metres in height where no neighbouring low-set built form exists.

An assessment against the corresponding Performance Outcome (PO) 1 has therefore been undertaken as follows.

It is noted that the immediate and broader surrounding suburb of Broadbeach is currently undergoing a period of transition. As a rapidly growing suburb, with proximity to landmark amenities and facilities including the Pacific Fair Shopping Centre and the Star Casino to the west, and Kurrawa Beach to the east, the development character of the area is rapidly evolving to maximise the suburb's idyllic location. As a result, the development character of the area is quickly evolving from historic low-medium rise dwellings, to high-rise accommodation. This is exemplified by the numerous approved podium heights exceeding the prescribed maximum 10.5m, as shown in the figures overleaf.

It is important to keep this in mind when considering the built form of the surrounding area.

The podium involves a building height of approximately 12.5 metres, which represents a height consistent with existing medium rise developments to the east, as illustrated in **Figure 17.** Designed as a striking and iconic landmark, it enhances the area's evolving identity while respecting the existing built form. In a rapidly growing inner-city suburb, high-quality architecture is essential in shaping a vibrant and attractive urban environment.

The podium incorporates generous landscaping and recessed elements, carefully softening its presence to ensure seamless integration into the streetscape. Its culturally significant weave design adds depth and character, celebrating local heritage while maintaining a balanced and harmonious relationship with its surroundings. Further enhancing its appeal, the podium features high-quality greenery integrated within its façade, elevating the building's presence while promoting a breathable, open entry space.

This thoughtful design approach enhances natural ventilation. The inclusion of subtropical plantings enhances coastal character, introducing visual interest, human-scale proportions, and an engaging street frontage that activates the public realm. While the adjoining properties do not currently feature podium and tower forms, similar developments are prevalent in the area. This ensures the proposal is not only contextually appropriate but also contributes positively to the area's ongoing evolution as a high-density coastal urban hub.

Examples of approved podiums that exceed the 10.5 height limit for AO1.1.

Figure 17 Proposed development frontage showcasing 11.5m podium façade

Source: Rothelowman

Figure 18 Approved development at 137 Old Burleigh Road, Broadbeach
Podium height: 13m | MCU/2024/145

Source: Rothelowman

Figure 19 Approved development at 33 Armrick Avenue, Broadbeach
Podium height: 11.9m | MCU/2022/445

Source: Plus Architecture

Figure 20 Approved development at 22 Mary Avenue, Broadbeach
Podium height: 13.3m | MCU/2024/456

Source: Fraser & Partners

Figure 21 Approved development at 42 Chelsea Avenue, Broadbeach
Podium height: 12m | MCU/2022/95

Source: Archidiom

6.4. LANDSCAPING

The proposed development does not achieve the minimum and average landscape widths detailed in AO11.2 below. Assessment against the corresponding PO11 has therefore been carried out to the right.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES
Communal and private space areas	
PO11 Communal space areas: (a) are accessible, useable and safe; (b) are designed for the subtropical climate, maximising outdoor living opportunities and enhancing amenity for residents; (c) enhance the attractiveness of the development; (d) provide opportunities for social interaction; and (e) create pleasantly shaded outdoor areas.	**AO11.2** Landscaping in open communal space areas: (a) have minimum and average widths of 1.5m and 3m; (b) are at-grade with adjacent footpaths; (c) comprises 50% deep planting; and (d) do not screen views to the street or entries.

Overall, the proposed development places a strong emphasis on on-site landscaping, which significantly shapes the overall identity and character of the project. The thoughtful integration of green spaces not only enhances the aesthetic appeal but also promotes a sense of community and well-being.

The proposed communal space on Level 4 – Recreation is designed to be accessible, useable, and safe for all residents and visitors. While there is a minor non-compliance regarding the minimum width of the landscaped strip along the boundary, which varies between 0.5m and 2.2m (not meeting AO11.2(a) of the High-rise accommodation code), these landscaped strips still provide effective screening for residents using this communal area.

The layout of this level ensures clear and easily navigable pathways, with safe and accessible footpaths that facilitate seamless movement. Amenities are well-positioned with intuitive wayfinding elements to enhance accessibility for all users.

The landscaping and overall design embrace the subtropical climate, creating a resort-style atmosphere. Carefully selected plant species are well-suited to the Gold Coast's climate, ensuring resilience while maintaining lush greenery. The open-air design, featuring decking, sunbeds, a hot spa, and a lawned area with BBQ facilities, maximises outdoor living opportunities and enhances the overall amenity of the space.

This communal area significantly enhances the attractiveness of the development by offering a beautifully designed and relaxing environment. It serves as a key feature of the project, adding aesthetic value and creating a welcoming space for both residents and visitors.

The space has been thoughtfully designed to foster social interaction, with ample seating, shared facilities, and a layout that encourages community engagement. The inclusion of multiple gathering areas ensures that all residents have opportunities to connect and socialise.

Shaded outdoor areas have been incorporated to provide comfort and protection from the sun. This includes four cabanas overlooking the pool, as well as a combination of covered and open-air spaces that allow users to choose between sun exposure and shade as they relax and enjoy the amenities.

6.5. RESIDENTIAL DENSITY

AO4/PO4 of the High density residential zone code requires that development remains consistent with the density prescribed under the Residential density overlay.

The site is mapped within the RD8 – 1 bedroom per 13m² residential density overlay designation. The proposed development incorporates a total of 100 units and 200 bedrooms. Based on the site area of 1,012m^2, the proposed development has a residential density of one bedroom per 5.065m², therefore exceeding the mapped residential density for the site.

Notwithstanding, the proposed density is considered appropriate, aligning with the existing character of the surrounding area, and proximity to the Light Rail expansion. A further and detailed assessment against the Overall Outcome OO(2)(b) of the High density residential zone, as outlined below.

Orderly and economically efficient settlement pattern

(i) degree of public transport service within a 400 metre walking distance, being the most desirable distance for pedestrian access, and the ease and safety of pedestrian access to that service;

(ii) proximity to major employment concentrations, centres, social and community infrastructure facilities and important amenity features, including the coast, recreational waterways and parkland;

(iii) capacity of available infrastructure to support the development, including water, sewer, transport and social and community facilities;

It is important to note that the High density residential zone is envisaged to accommodate the highest densities and intensities of the built form in the City of Gold Coast.

The proposed development is considered to facilitate an orderly and economically efficient settlement pattern as follows:

- Public transport is conveniently accessible within 400m of walking distance from the site. The site is just a few hundred metres from the front of Pacific Fair shopping centre, where the Broadbeach South tram station is located. There are two pedestrian routes to this station: one via Alexandra Avenue/Gold Coast Highway, approximately 250m away, and the other via Surf Parade followed by Margaret Avenue/Gold Coast Highway, approximately 400m away. Both routes offer safe pedestrian access with well-established and connected footpaths and on-street cycle lanes and signalised crossings.
- The site is located only a few hundred metres from major shopping centre Pacific Fair, which offers residents access to employment, social and community infrastructure, and recreational opportunities. Surrounding the area is also many other opportunities for the above, as this area is in a bustling and vibrant area of the Gold Coast City. The proposed development is also just 300m from the Broadbeach beachfront, as well as parkland which fronts the shore.
- The proposed development is within a well serviced and established area, and will have access to all water, sewer, transport and social and community facilities.

Housing needs

(iv) delivery of a generous mix of housing form, sizes and affordability outcomes that meet housing needs (including housing needs of the future) for the locality;

The proposed development will offer 100 units, with a mix between 2 bedrooms and 2 bedrooms with multi-purpose room (MPR). These units offer a mix of housing form, size and affordability, meeting the urgent need for housing in the Gold Coast region.

Design and amenity

(v) whether intended outcomes for building form/city form and desirable building height patterns are negatively impacted, including the likelihood of undesirable local development patterns to arise if the cumulative effects of the development are considered;

(vi) retention of important elements of neighbourhood character and amenity, and cultural heritage;

(vii) *whether adjoining residential amenity is unreasonably impacted;*

(viii) achievement of a high quality urban design through highly functional, accessible, attractive, memorable and sustainable buildings and public spaces;

The proposed development aligns with the intended city and building form of Broadbeach and will not negatively impact established patterns. Although as mentioned above, the proposed development does not achieve full compliance with the Acceptable Outcome requirement for Setbacks, it is still considered to meet the Performance Outcome.

Broadbeach is characterised by high-rise buildings, and this development will seamlessly integrate into the existing skyline. The site is designated as HX, an area specifically planned for high-density developments, ensuring consistency in building height and urban form. Additionally, numerous nearby high-rises of similar or greater height reinforce this pattern. This project will not only contribute to the intended vision of the Gold Coast skyline but also provide much-needed housing while enhancing the vibrancy and appeal of the city.

The proposed development will not adversely affect important elements of the neighbourhood character, amenity, and cultural heritage of the surrounding area. It will seamlessly blend within its surroundings, only enhancing the character and amenity of the area. Cultural heritage is also preserved and amplified with the design of the podium form, designed to reflect traditional owner characteristics, as well as sub-tropical landscaping that reflects the location.

The adjoining residential amenity will not be unreasonably impacted by the development, with the design including elements to mitigate any potential impacts to adjacent properties.

The proposed development will be constructed with meticulous attention to detail, ensuring high-quality and attractive urban design. The podium design will create a unique streetscape, complemented by generous landscaping, making the building a memorable and eye-catching landmark. Sustainable, high-quality materials will be used throughout the construction.

Environment

(ix) the impacts of any site constraints, including natural hazard and environmental-based constraints; and

The site is not significantly hindered by natural hazard or environmental constraints. Acid sulfate soils will be addressed through an Acid Sulfate Soils Management Plan.

Community Benefit

(x) where the development:

- *is appropriate having regard to overall outcome (b) (i) to (ix);*
- *meets all other overall outcomes for the zone; and*
- *incorporates community benefits in addition to those that could be lawfully conditioned to be provided (i.e. that are required to be provided by this City Plan or reasonably required in relation to the development or use of premises as a consequence of the development), development bonuses are applied in accordance with the SC6.5 City Plan policy – Community benefit bonus elements.*

As the proposed development complies with Overall Outcomes (2)(b)(i)-(ix), there is no requirement to demonstrate compliance with OO(2)(b)(x). Given this compliance with Overall Outcome OO(2)(b) of the High density residential zone, the proposed residential density aligns with the City Plan provisions and is deemed appropriate for this location.

6.6. SHADOW IMPACTS

Figure 22 Summer Solstice

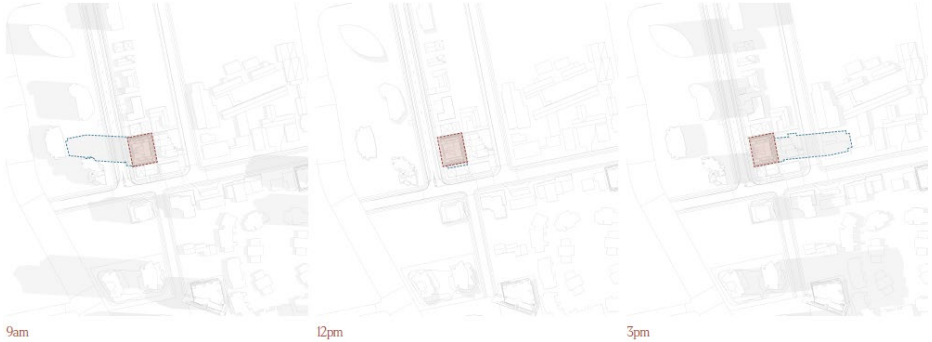


Figure 23 Equinox

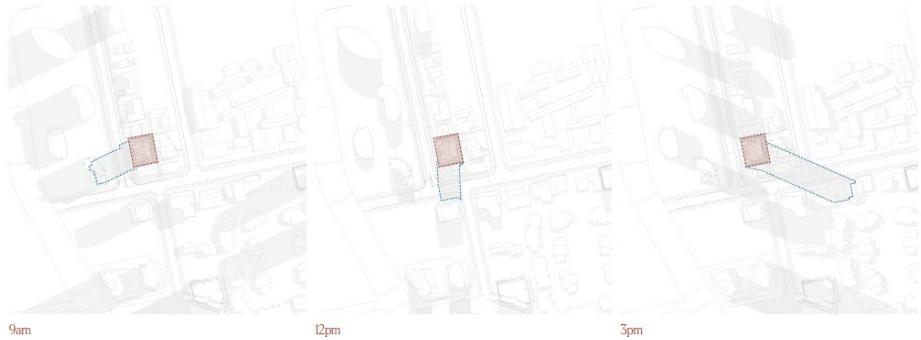
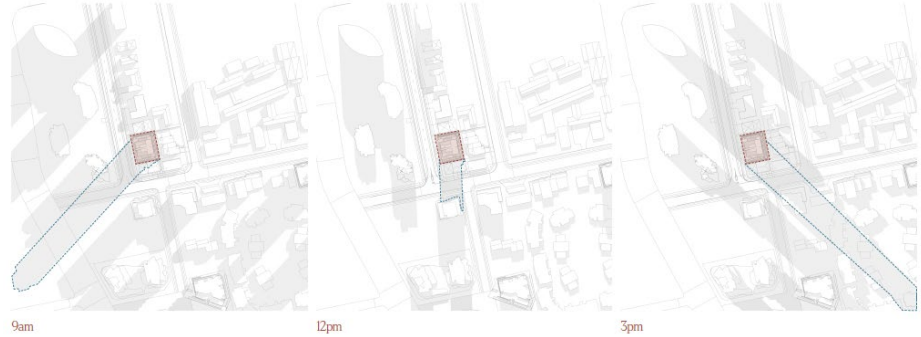


Figure 24 Winter Solstice



The proposed development will not meet AOs 8.1 and 8.2 of the General development provisions in relation to shadow impacts.

An assessment against the corresponding PO8 has therefore been undertaken herein. For ease of reference, **Figures 22 – 24** to the left illustrate the anticipated shadows cast by the development.

the cumulative impact of the shadow and existing shadows;

The immediate surrounding area is predominantly comprised of low to medium-rise buildings. Given the site is zoned as High-density residential with a building height designation of HX, the development is not anticipated to contribute to cumulative shadow impacts beyond what is anticipated for the zone and local area. In any case, the generous tower separation maintains the passage of sunlight to the ground level throughout periods of the day.

the effect of the shadow on the ocean beach, Broadwater foreshore, or riverside or beachside public open space;

The site is not within proximity of the ocean beach or public open space area and will therefore have no shadow impacts to these areas.

the location of the shadow on non-residential areas external to the site; and

The site is entirely surrounded by residential areas, with the exception of the Surf Parade road reserve to the west, and Broad Beach State School to the east. As illustrated in the figures to the left, the development will have marginal shadow impact on the school, with shadows cast limited to the summer afternoon hours.

the effect of the shadow on any other site or other building.

As previously outlined within this report, the surrounding developments are oriented to their primary frontage, being Surf Parade to the northern property, Alexandra Avenue to the South, and towards the beach to the east. While shadows cast will fall within these properties, this will primarily occur within the morning hours or afternoon hours. The adjoining sites and buildings will therefore have access throughout the majority of the day given the fast-moving shadow. Further, to reiterate, shadow impacts are anticipated within the High Density Residential Zone.

7. CONCLUSION

Urbis Ltd has been commissioned by *H&F Property Group* (the **Applicant**) to prepare this town planning assessment report to support a development application for a Development Permit for a Material Change of Use (Code Assessment) for a Multiple Dwelling & Short-term Accommodation development.

This report evaluates the proposed development against the Planning Scheme and Planning Act, demonstrating its strong alignment with relevant Performance Outcomes. Our assessment confirms that the project meets high architectural standards, integrates seamlessly with the local context, and enhances the site's design and visual appeal. With 100 new residential units, this development makes a valuable contribution to the City of Gold Coast's housing supply. Given its merits, the proposal warrants approval as a well-designed and positive addition to the area.

On the basis of the above assessment contained within this report, Council is respectfully requested to favourably consider the proposed development and approve it subject to reasonable and relevant conditions,

DISCLAIMER

This report is dated 2 April 2025 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, H&F Property Group **(Instructing Party)** for the purpose of Town Planning Assessment Report **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above

APPENDIX A DA FORM 1 AND OWNERS CONSENT

APPENDIX B ARCHITECTURAL PLANS

APPENDIX C STATEMENT OF LANDSCAPE INTENT

APPENDIX D TRAFFIC IMPACT ASSESSMENT

APPENDIX E ENGINEERING INFRASTRUCTURE REPORT

APPENDIX F CONCEPTUAL STORMWATER MANAGEMENT PLAN

APPENDIX G ACOUSTIC REPORT

APPENDIX H WASTE MANAGEMENT PLAN

APPENDIX I WIND ASSESSMENT REPORT

APPENDIX J PRE-LODGEMENT MEETING MINUTES

APPENDIX K CODE RESPONSES

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