CITY OF GOLDCOAST.

Date: 29 May 2025
Contact: Conor Pizzolato
Location: City Development
Telephone: 5582 8237
Your reference: 3631
Our reference: MCU/2025/53

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

Dear Sir/Madam

Further advice – Assessment Manager
(Given under section 35 of the Development Assessment Rules)

I refer to the development application lodged by:

Applicant name:	Mary Anne Development Pty Ltd C/- Urban Planning Services Pty Ltd
Applicant contact details:	PO Box 2091 SURFERS PARADISE QLD 4217

in relation to development of land/premises described as:

Street address:	19 Anne Avenue, BROADBEACH QLD 4218
Real property description:	Lot 0 BUP1114, Lot 1 BUP1114, Lot 2 BUP1114, Lot 3 BUP1114, Lot 4 BUP1114, Lot 5 BUP1114, Lot 6 BUP1114, Lot 7 BUP1114, Lot 8 BUP1114

Council of the City of Gold Coast (Council) officers have reviewed the application for the premises described above and provide further advice for your consideration and action where appropriate:

Architecture Assessment / Planning Assessment

1. Podium setbacks

Officers acknowledge the design improvements made to the front elevation of the podium, however, retain concerns with the reduced side and rear setbacks of 1m - 1.2m. The current podium intensity does not respect or complement the existing character of the area and results in a dominant and bulky interface to adjoining neighbours.

The planning report provided at lodgement nominates that the nearby *"Signature"* development to the north-east was used as an exemplar with regard to podium setbacks. However, above ground level, *Signature* achieves podium setbacks of approximately 2.9m - 3.3m to OMP at the

sides and rear with deep planting areas incorporated at the south-east and south-west corners. Officers acknowledge the reduced setback to the awning at Level 4, however, this is considered to have a vastly different physical presence to neighbouring properties than the sheer walls of the proposed development.

Officers must also have consideration for the cumulative impacts of similar development on adjacent sites. Should similar podium setbacks be replicated on future development applications, the result is a tokenistic 2m separation between podiums, which creates an unusable space which gets minimal sunlight and may cause wind impacts.

To comply with Overall outcome (3)(a)(i) and (iii) and (3)(b)(ii) of the Light rail urban renewal area overlay code, Performance outcomes PO1 and PO2 of the High density residential zone code and Performance outcomes PO1, PO2 and PO3 of the High-rise accommodation design code, the applicant is requested to:

a. Make meaningful improvements to the side and rear podium setbacks to reduce the extent of sheer wall in proximity to adjoining lots, increase building separation and promote an adequate standard of amenity for nearby residents. This may be achieved by providing recesses in the podium walls. The applicant should explore incorporating landscaping in the rear corners and landscaping within wall recesses where possible to improve the interfaces with adjoining neighbours.
b. Set back and tier the podium edge at Level 4 to reduce the perceived height of the podium walls. This may be achieved by setting down the planters at the edges over the car park below.

Note: Officers note that increasing the podium setbacks may have implications on the current podium parking arrangement, including provision of car parking, vehicle circulation and on-site queueing space. The applicant is requested to ensure all traffic matters are addressed following changes to the podium to ensure functional and efficient podium parking. This is to be read in conjunction with Transport Assessment's further advice below.

Transport Assessment

2. Design of parking facilities

To address Performance outcome PO20 of the Transport code, the applicant is requested to address the following matters:

a. Figures 5.4 and 5.5 of the Rytenskild traffic report show long distances where the swept paths of opposing vehicles overlap when circulating the basement and podium parking levels. The swept paths of opposing vehicles have not been overlaid to identify where and how vehicles can pass, except for the hold point on Podium 1. Even if it can be demonstrated that vehicles can pass with required circulation clearances, avoiding this conflict would require a driver to stop well before they could see the opposing vehicle. Convex mirrors are not considered sufficient to mitigate this conflict given the length of swept path overlap. Passing, if demonstrated, is also likely to require drivers to stop in very specific locations to allow another vehicle to reasonably pass. This is an unreasonable assumption to place on drivers if hold locations are not delineated. Provide amended vehicle swept paths to show how circulating vehicles in opposing

directions can reasonably pass on all parking levels, otherwise propose some form of ramp signal management system to manage the conflict.

b. Where relevant, provide an updated queuing assessment for the development based on any design changes proposed to address Item (a) above.

c. The Rytenskild Traffic Engineering response states that the pedestrian sight triangles have been annotated on the architectural drawings; however, these have not been shown. Amend the drawings to annotate the pedestrian sight triangles as follows: *'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'.*

d. The B99 entry vehicle swept path provided by Rytenskild Traffic Engineering in Figure 5.3 does not provide 300mm clearance to the wall when entering the vehicle ramp. Reducing the length of the hold bay to 5.5 metres and pulling the hold line away from the ramp may assist with this vehicle manoeuvre. Submit amended drawings and vehicle swept path showing compliant entry circulation from the hold bay to the ramp in accordance with AS2890.1 requirements.

e. The architectural drawings appear to lines that represent kerbs running along the vehicle ramps between car parking levels. However, the swept path analysis does not maintain clearance to these lines. Therefore, the applicant is requested to remove these lines from the drawings as kerbs are not supported and provide no practical benefit.

f. The proposed 2300mm wide turning bay and 2200mm wide small car space at ground level are not supported. In this instance, Council officers will accept a uniform width of 2400mm within the visitor car parking area. Therefore, submit amended drawings showing a width of 2400mm for V2, V3, Turning Bay, V4, V5 and V6. This can be achieved without relocating any columns.

g. Show bollards fronting any areas of bicycle parking within the car parking levels to prevent vehicle encroachment.

Landscape Assessment

3. Podium façade – trellis system

The latest design does not provide a suitable canopy tree planting location within the ground floor frontage, which is typically considered necessary to satisfy the vegetation and amenity expectations of Performance outcomes (PO1 and PO2) of the High density residential zone code as well as Performance outcome (PO4) of the General development provisions code. Officers acknowledge that the revised proposal includes three (3) substantial climber/vine elements along the frontage of the podium façade, as illustrated in the submitted perspectives. These have been proposed in lieu of the requested canopy tree planting at ground level. However, upon review of the latest drawings, officers hold concerns regarding the available soil volumes within each planter and the adequacy of the trellis system to support the climber/vine coverage shown in the perspectives. To ensure that a high-quality trellis interface is achieved and contributes meaningfully to the streetscape, officers request the submission of amended drawings addressing the following:

a. The proposed central canopy planter on the mezzanine level above the pedestrian entrance reflects a total depth of 200mm. To support a soil depth which supports vine coverage across the central podium façade, the canopy planter is requested to be increased in height an additional 220mm, resulting in a total depth of 420mm.

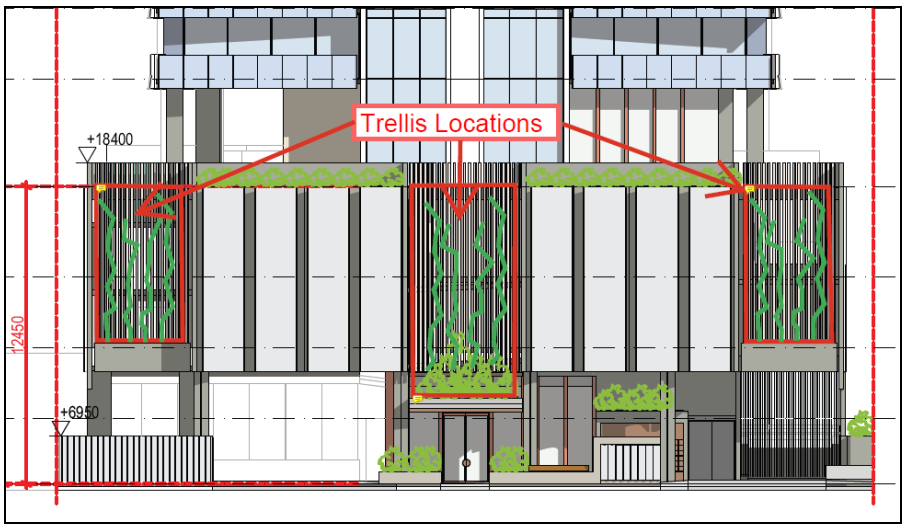
b. A cross-section of the central canopy planter is requested, demonstrating minimum 50mm drainage cell layer and 370mm of soil depth.

c. The two (2) 1,200mm deep planters located at the podium façade articulations are requested to be increased in height by 250mm, resulting in a total height of 1,450mm, to provide adequate soil volume for maximising climber/vine coverage.

d. A cross-section of these two (2) edge planters on the second podium level is also requested, showing a minimum 300mm drainage layer and 1,150mm of soil depth.

e. A stainless-steel cable trellis system is requested to be incorporated on the podium façade for the full height where identified in the excerpt (below) to support extensive climber/vine coverage and deliver a high quality interface with the streetscape.

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 request for further clarification.



Current Period
Notwithstanding the advice provided by the Council, assessment of your application will continue.

Please note - Any additional information provided by you during the development assessment process, is not required to be accepted by Council as assessment manager unless by agreement.

If you require additional time to consider the advice provided and any actions you may wish to take in response, you may wish to consider stopping a current period in the development assessment process in accordance with section 32 of the Development Assessment Rules.

Response format
As this application was lodged electronically, please direct all future correspondence regarding this application in the required PDF format i.e.:

- **Supporting documents** (separate the supporting documents into individual PDF appendices)
- **Plans** (combine as one single PDF)
- **Specialist reports** (separate each specialist report into individual PDF appendices)

Do not password protect the PDF.

The electronic response should be forwarded to mail@goldcoast.qld.gov.au with the Assessment Manager, Conor Pizzolato, copied into the email cpizzolato@goldcoast.qld.gov.au
Please note, all development applications are publicly viewable on the Council's City of Gold Coast's PD Online: cityofgoldcoast.com.au/pdonline

Contacting us

Should you wish to clarify any issues contained in this letter, please do not hesitate to contact Planning Assessmenton 07 5582 8866.

Yours faithfully



Eli Stevenson
A/Coordinator Development Assessment (Central)
For the Chief Executive Officer
Council of the City of Gold Coast