DELEGATED AUTHORITY REPORT FOR CODE ASSESSMENT DEVELOPMENT APPLICATION FOR MATERIAL CHANGE OF USE FOR A MULTIPLE DWELLING AND SHORT-TERM ACCOMMODATION (56 UNITS) AT 19 ANNE AVENUE, BROADBEACH
MCU/2025/53 **DIVISION 10**

1 APPLICATION SUMMARY

Application information	
Address	19 Anne Avenue, Broadbeach Qld 4218
Lot and plan	Lot 0-8 BUP1114
Site area	1,032sqm
Type of development and proposed use	Material change of use for a Multiple dwelling and Short-term accommodation (56 units)
Categories of development and assessment	Code assessment
Properly made date	27 February 2025
Decision due date	11 July 2025
Applicant and Applicant's consultancy team	**Mary Anne Development Pty Ltd** – Applicant **Urban Planning Services** – Town Planning **BDA Architecture** – Architect **LDG** – Landscape Architect **Rytenskild Traffic Group** – Traffic Engineer **Arcadis** – Civil and Hydraulic Engineer **Acoustic Works** – Acoustic Consultant **MRA Environmental** – Waste Consultant
Owner details	Mary Anne Development Pty Ltd
City Plan version	Version 11
Zone / Precinct	High density residential zone
Overlays	• Acid sulfate soils overlay • Airport environs overlay • Building height overlay • Coastal erosion hazard overlay • Dwelling house overlay • Light rail urban renewal area overlay • Residential density overlay (RD5) • Regional infrastructure overlay
Submissions	Not applicable – Code assessment
Referral agencies	Not applicable
Officer's recommendation	Approval, with conditions

2 PROPOSAL

The purpose of this report is to assess an application for a Development permit for a Material change of use (Code assessment) for a Multiple dwelling and Short-term accommodation at 19 Anne Avenue, Broadbeach.

The City Plan defines Multiple dwelling as follows:

> *A residential use of premises involving three or more dwellings, whether attached or detached, for separate households.*

The City Plan defines Short-term accommodation as follows:

a. The use of premises for:

i. providing accommodation of less than three consecutive months to tourists or travellers; or

ii. 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

b. does not include a hotel, nature-based tourism, resort complex or tourist park.

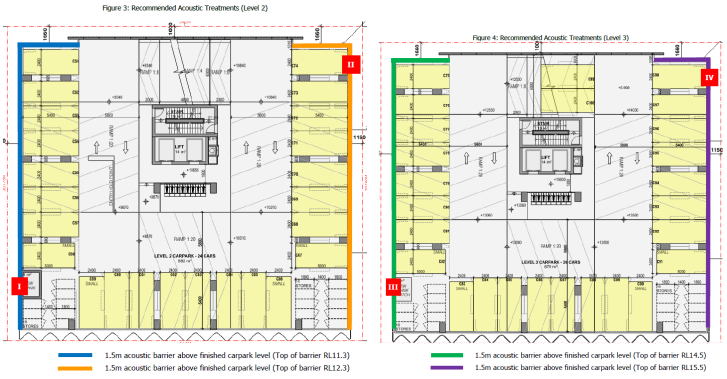
Table 5.5.3 of the City Plan categorises the land uses as subject to Code assessment.

2.1 Brief description of proposed development

The proposed development includes a pad mount, access to basement (2 levels), ground parking and pedestrian lobby. The development has also included a Medium Rigid Vehicle (MRV) loading bay on site. Above ground floor is two (2) levels of podium car parking. Above the 2 levels of podium parking is level 4 with communal open space followed by 2 units on each level up to level 31. Level 32 includes 2 units equipped with rooftops terraces on level 33.

The development key details of the proposal are outlined in the table below:

<table>
<tr><th colspan="2">Development proposal</th></tr>
<tr><td>Site area</td><td>1,032sqm</td></tr>
<tr><td>Height</td><td>33 storeys / 105 metres</td></tr>
<tr><td>Yield</td><td>58 x 3-bedroom units</td></tr>
<tr><td>Density</td><td>1 bedroom per 6.1sqm</td></tr>
<tr><td>Setbacks</td><td>
<table>
<tr><th></th><th>North</th><th>East</th><th>South</th><th>West</th></tr>
<tr><td>Podium</td><td>1.11m - 1.7m</td><td>1.5m - 2.09m</td><td>0m</td><td>1.5m - 2.09m</td></tr>
<tr><td>Tower</td><td>4m to OMP
4.6m - 7.4m to MBL</td><td>4m to OMP
4m - 6m to MBL</td><td>4m to edge
6m - 7.15m to glazing</td><td>4m to OMP
4m - 6m to MBL</td></tr>
</table>
OMP: Outer most projections
MBL: Main building line
</td></tr>
<tr><td>Site cover</td><td>Podium: 86%
Tower: 45%</td></tr>
<tr><td>Car parking</td><td>Resident: 100 spaces</td></tr>
</table>

	Visitor: 7 spaces
Communal space	700m2 on level 4 includes swimming pool, yoga deck, terrace, indoor and outdoor dining and wellness area (sauna, steam, hot and cold plunge)
Private open space	Unit type A and B: 19sqm Unit Type C and D: 134sqm
Waste management	2 x 2000L general waste bulk bins 1 x 2000L recycle bulk bin
Stormwater management	2.2sqm detention tank Bio retention basin with 11.5sqm filter media
Acoustic attenuation	1.5m acoustic barrier to the eastern and western side of the podium on level 2 and 3, as shown below. 

The following figures identifies the proposed development.

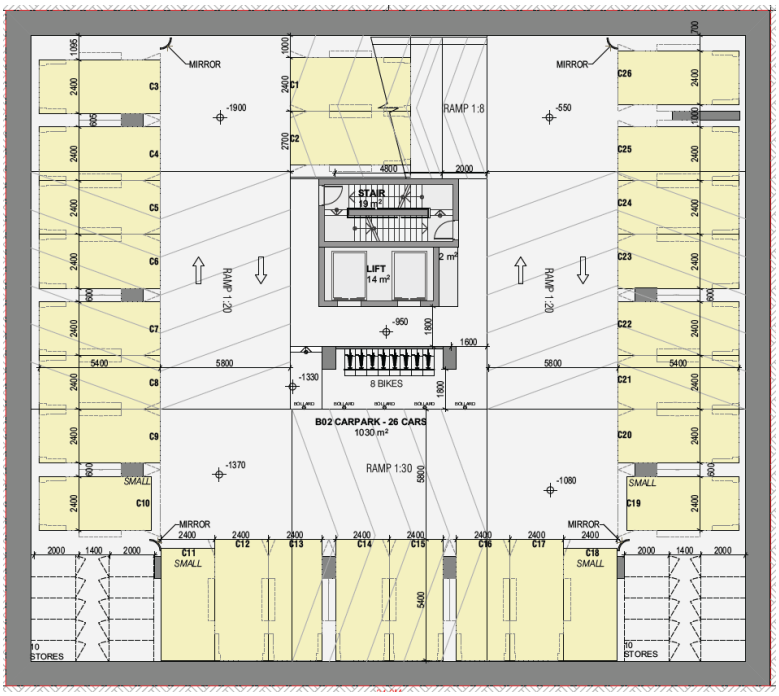


Figure 1: Proposed basement 2 (Source: BDA Architecture)

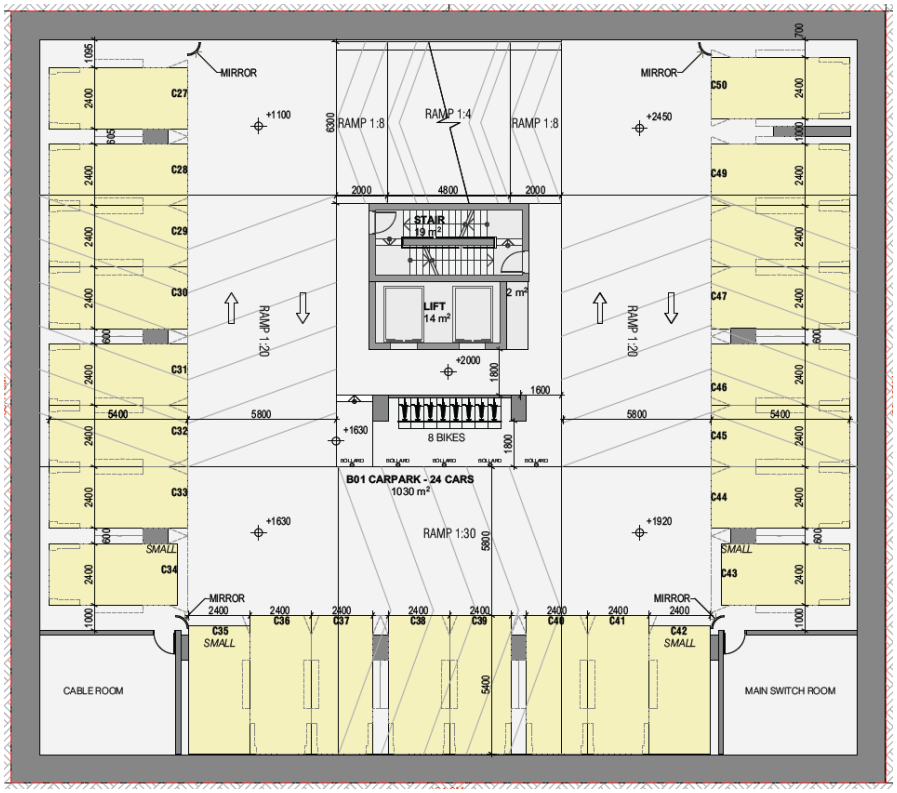


Figure 2:Proposed basement 1 (Source: BDA Architecture)

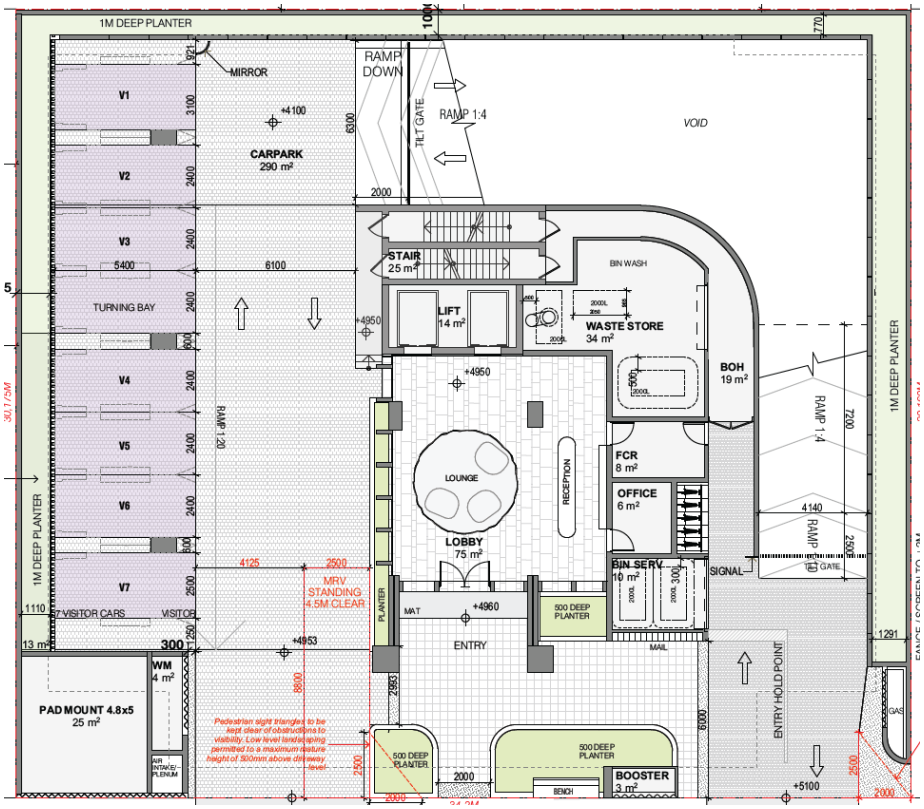


Figure 3: Proposed level 1 - ground (Source: BDA Architecture)

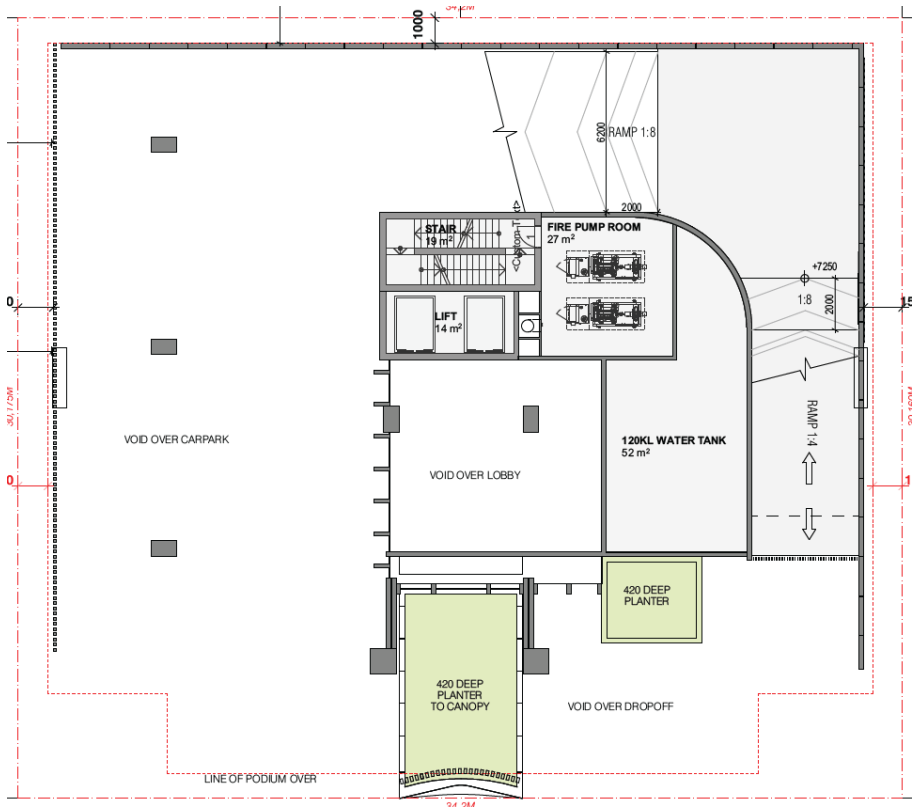


Figure 4: proposed mezzanine level (Source: BDA Architecture)

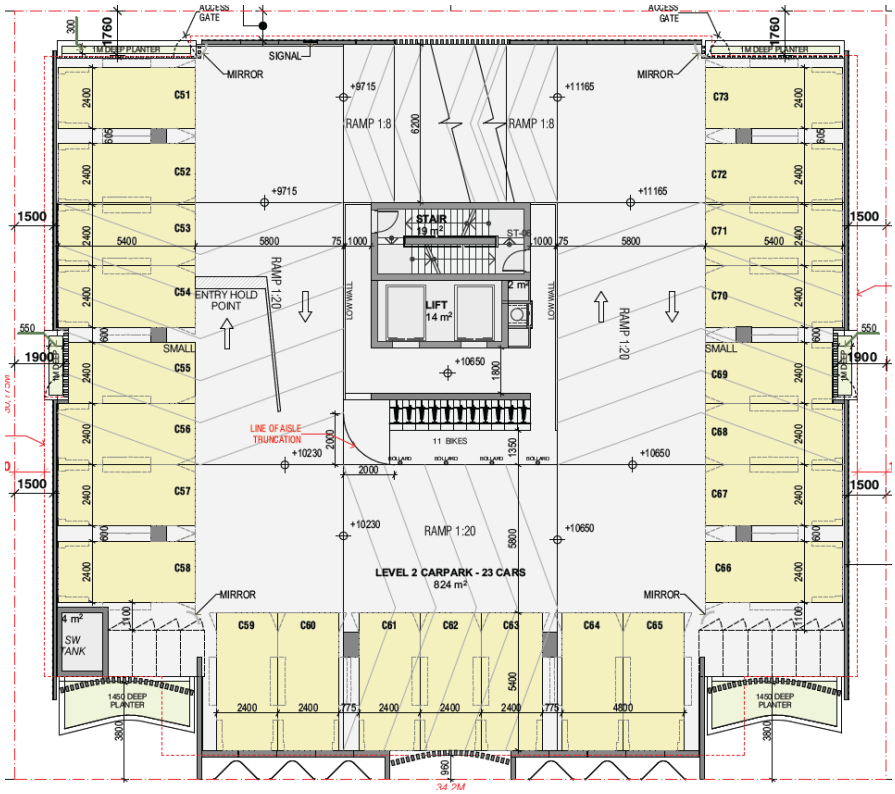


Figure 5: Proposed level 2 (Source: BDA Architecture)

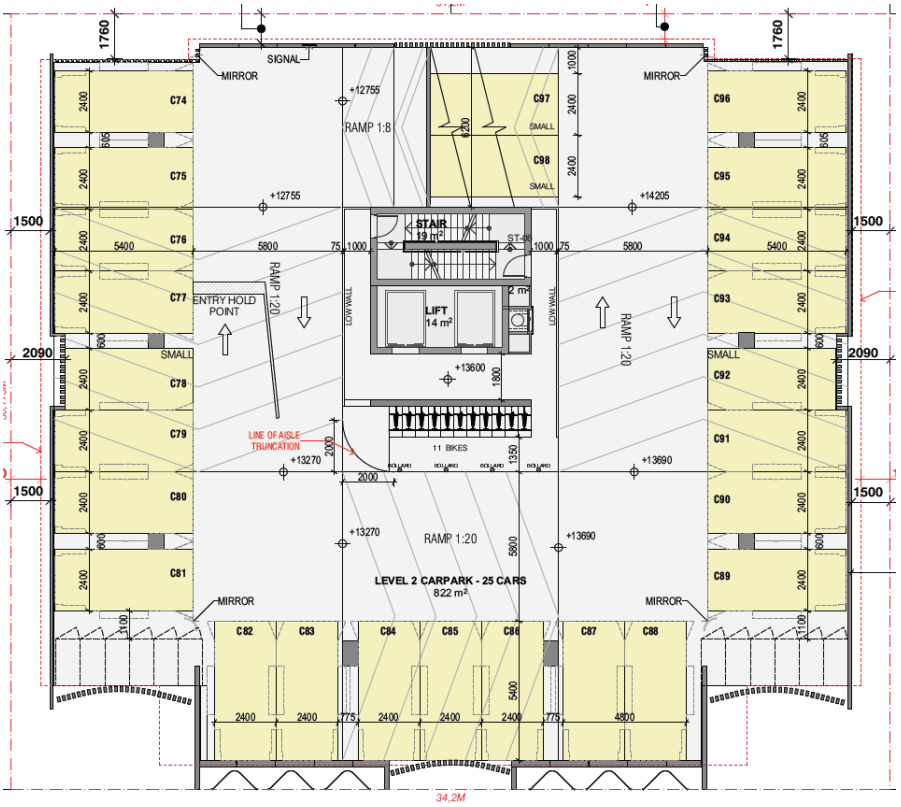


Figure 6: Proposed level 3 (Source: BDA Architecture)

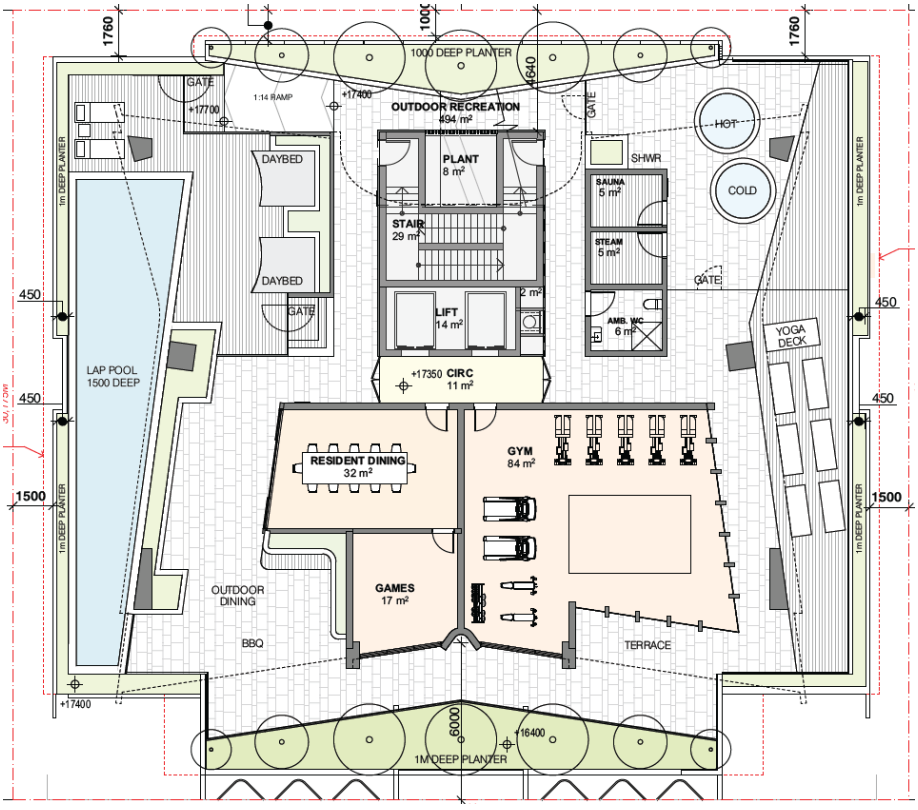


Figure 7: Proposed level 4 (Source: BDA Architecture)

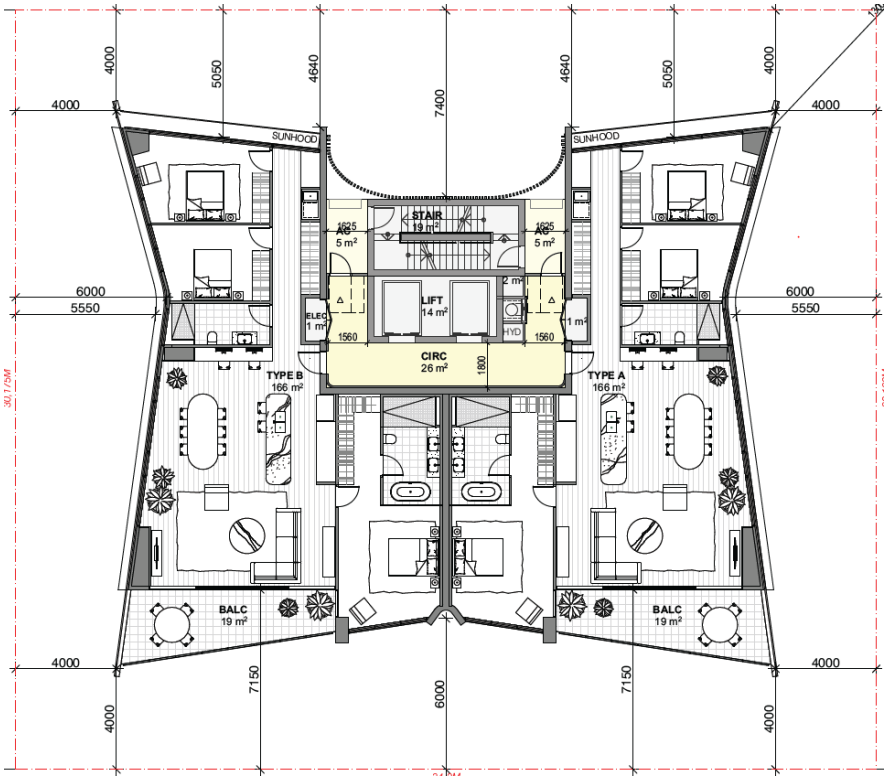


Figure 8: proposed level 5 - 31 (typical tower) (Source: BDA Architecture)

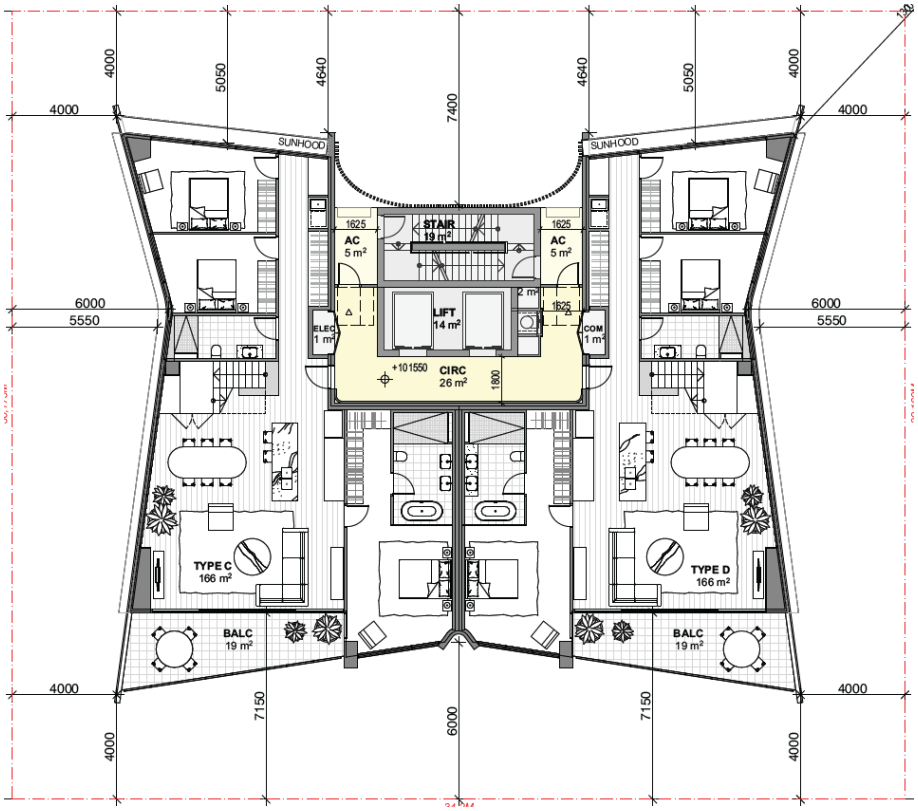


Figure 9: Proposed level 32 (Source: BDA Architecture)

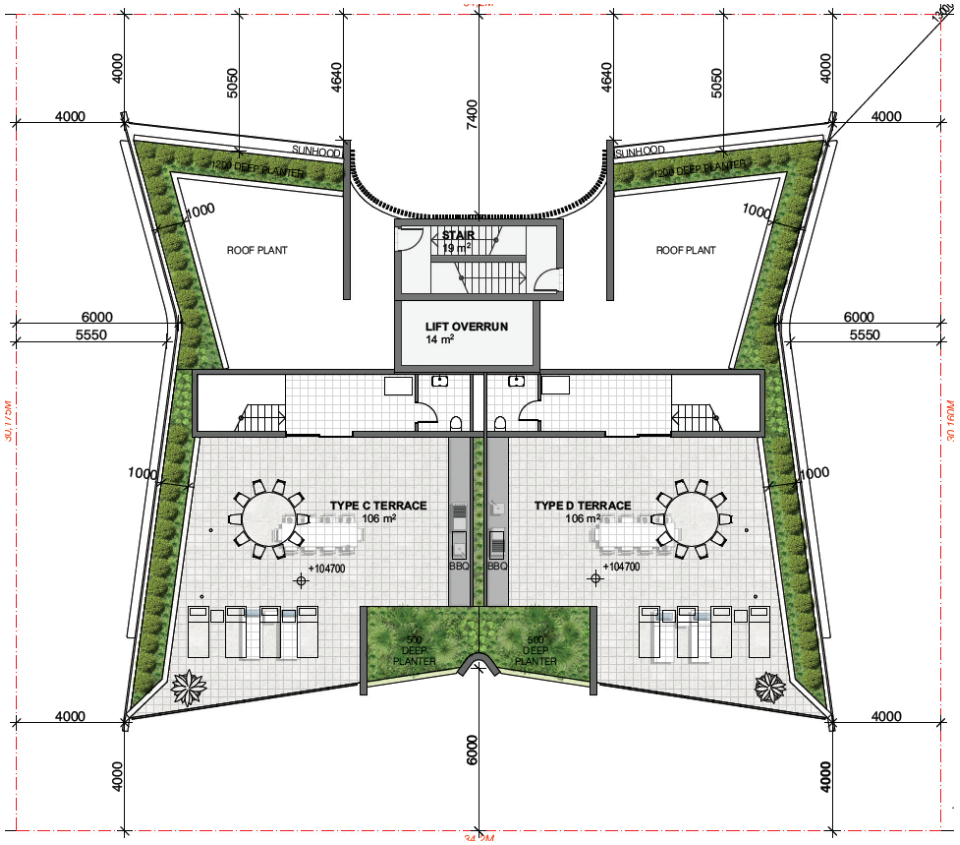


Figure 10: Proposed roof terrace (Source: BDA Architecture)

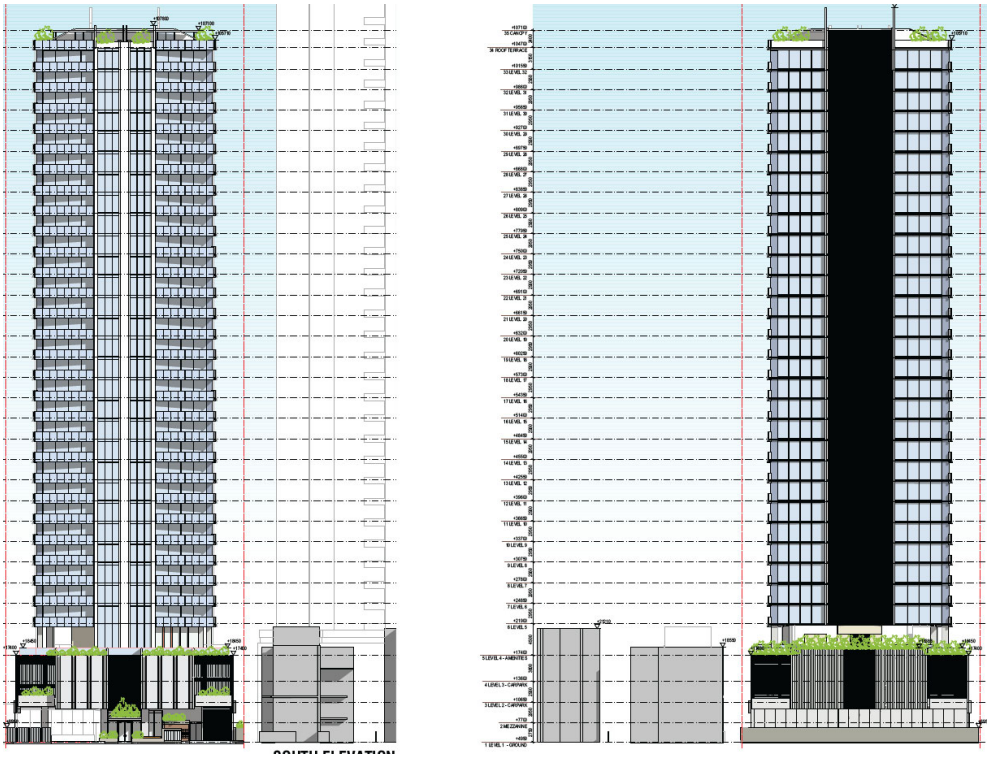


Figure 11: South and north elevations (Source: BDA Architecture)



Figure 12: East and west elevations (Source: BDA Architecture)



Figure 13: Proposed podium perspective (Source: BDA Architecture)



Figure 14: Proposed perspective of the tower (Source: BDA Architecture)

3 SITE CONTEXT

3.1 Subject site

The subject site:

- Is currently improved by a low-rise development containing 8 units and 2 vehicle crossings
- Is connected to all relevant infrastructure such as water, electricity, sewer and telecommunications
- Gains vehicle access via Anne Avenue to the south
- Is located within the High density residential zone code and the Frame area of the Light rail urban renewal area overlay
- Is located south of the Broadbeach Centre zone



Figure 15: Aerial view of the subject site (Source: Nearmap)



Figure 16: Street view of the site (Source: CoGC site visit)

3.2 Local and immediate context

North (rear)	North of the site adjoins an existing low rise development. Further north is the Broadbeach Centre zone which includes services such as shopping, dining, entertainment, tourist and employment opportunities.
East	To the east, the site adjoins a mid-rise development. Further east is Old Burleigh Road which provides a north-south transport connection. Beyond this is Kurrawa Park and the beachfront – public open space for recreation use.
West	To the west, the site adjoins a two-storey development. Further west is Surf Parade and Gold Coast Highway which provides north-south transport connections. Further west is Pacific Fair which includes entertainment, shopping, dining and employment opportunities.

South (Anne Ave)	The south adjoins Anne Avenue which provides transport access onto the site. Further south is the Broadbeach State School and other lots zoned High density residential. Beyond this the lots transition to Medium density residential.



Figure 17: Locality map of the subject site (Source: CoGC)

4 PLANNING ASSESSMENT

The proposed development triggers Code assessment and has been assessed in accordance with Section 45(3) of the *Planning Act 2016.*

Section 45(3) of the *Planning Act 2016* identifies:

> *(3) A **Code assessment** is an assessment that must be carried out only –*
>
> *(a) against the assessment benchmarks in a categorising instrument for the development; and*
>
> *(b) having regard to any matters prescribed by regulation for this paragraph.*

4.1 State Planning instruments

The application has been assessed against the following instruments:

Instrument	Comment

State Planning Policy	The City Plan appropriately reflects all aspects of the State Planning Policy apart from aspects relating to natural hazards, risk and resilience (coastal hazards). The proposal does not trigger assessment against any assessment benchmarks relating to natural hazards, risk and resilience (coastal hazards).
South East Queensland Regional Plan	The proposal is consistent with the goals, elements and strategies; and the Southern Sub-regional directions of the South East Queensland Regional Plan 2023 (ShapingSEQ).
Planning Regulation 2017	The proposal does not trigger assessment against any assessment benchmarks listed in a Schedule of the Planning Regulation 2017.

4.2 Local categorising instruments

The application has been assessed against the following instruments:

Local categorising instrument	Comment
Temporary Local Planning Instrument	The proposal does not trigger assessment against any temporary local planning instruments.
Variation approval	The proposal does not trigger assessment against a variation approval.
City Plan (Version 11)	The proposal is within the City Plan area of the City of Gold Coast. This is discussed in section 5.3 below.

4.3 City Plan

The following is an assessment of the application against the City Plan.

4.3.1 Assessment against the Strategic framework

The proposal is Code assessment and does not trigger assessment against the strategic framework.

The *Planning Act 2016* requires codes assessable development (bounded assessment) to be carried out only against the assessment benchmarks stated in the categorising instrument (City Plan) and have regard to matters prescribed by the regulation.

Section 43 (2) (c) of the *Planning Act 2016* states for code assessment, a strategic outcome (strategic framework) is not an assessment benchmark.

4.3.2 Zone

The site is located within the High density residential zone.

The Purpose of the High density residential zone code is to:

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

The proposal is for a Multiple dwelling and Short-term accommodation (56 units) and subject to meeting the outcomes of the zone code, is an envisaged development for the zone.

4.3.3 Assessment against the codes

Under the City Plan, compliance with a code can be achieved by either compliance with the purpose and overall outcomes of the code, or, compliance with either the performance outcomes or acceptable outcomes. Acceptable outcomes are generally quantifiable provisions, with the performance and overall outcomes generally qualitative and performance based.

The following assessment benchmarks identified in the City Plan for the site are listed below.

Zone code	Overlay / Overlay codes	Development codes
• High density residential zone code	• Acid sulfate soils overlay code • Airport environs overlay code • Coastal erosion hazard overlay code • Light rail urban renewal area overlay code	• General development provisions code • Healthy waters code • High-rise accommodation code • Driveways and vehicular crossings code • Solid waste management code • Transport code • Vegetation management code

This is a 'report by exception' and only discusses issues where the development does not meet the relevant acceptable outcomes or where a relevant performance outcome does not have a stated corresponding acceptable outcome. This is outlined in the table below:

Code	Acceptable / Performance Outcome	Subject matter
Light rail urban renewal area overlay code	Purpose / Overall outcomes	-
High density residential zone code	Acceptable outcome AO1 / Performance outcome PO1	Setbacks
	Acceptable outcome AO2 / Performance outcome PO2	Site cover
	Performance outcome PO4	Density
Driveways and vehicle crossings code	Performance outcome PO7	Location
General development provisions code	Performance outcome PO2	Amenity protection
High-rise accommodation design code	Acceptable outcome AO1.1 & 1.2 / Performance outcome PO1	Tower base (podium)
	Acceptable outcome AO5.2 / Performance outcome PO5	Tower form design

Code	Acceptable / Performance Outcome	Subject matter
	Acceptable outcome AO8 / Performance outcome PO8	Tower cap design
	Performance outcome PO10	Housing need and choice
	Performance outcome PO11	Communal and private space areas
Transport code	Acceptable outcome AO1 / Performance outcome PO1	Car parking and travel demand
	Acceptable outcome AO3 / Performance outcome PO3	Serving
	Acceptable outcome AO7.1 / Performance outcome PO7	Active transport network

4.3.3.1 Assessment against the Light rail urban renewal area overlay code and High density residential zone code

Assessment has been undertaken against the applicable Performance outcome or Overall outcome and Purpose for each subject matter as follows:

The subject site is located within the Frame area of the Light rail urban renewal area overlay and requires assessment against the overlay code. The assessment against this code assists in the High density residential zone assessment further below and provides context to the intended outcomes for built form, scale and intensity. And, in accordance with 5.3.3 of the City Plan, the overlay code prevails to the extent of any inconsistency between these codes.

Light rail urban renewal area overlay code

The Purpose of the Light rail urban renewal area overlay code ("Light rail overlay code") is to:

> *"ensure development provides high quality urban environments that optimise the pedestrian environment and accessibility to light rail services and economic development opportunities. This overlay code supports development opportunity as a catalyst for transforming the city into a highly-connected, compact city with vibrant centres, specialist precincts and urban renewal corridors that will efficiently use land and offer an interesting and unique street life."*

Officer's comment

The purpose of the Light rail urban renewal area overlay code is achieved through several Overall outcomes. The below assessment finds the development will achieve the relevant Overall outcomes and, in turn, the development will achieve the Purpose of the code.

The design provides a high quality urban development outcome that optimises the street environment by way of a distinctive design. The tower form appropriately interfaces with and activates the street level, contributing to the visual quality of the streetscape. A provision of landscaping is also provided that complements the distinctive local character of the area. Further, the tower form and variety in housing affordability will contribute to the city's aim to use land efficiently and deliver access to different types of accommodation.

In this regard, the proposed design meets the Purpose of the Light rail urban renewal area overlay code.

Each Overall outcome is addressed in order below.

8.2.12.2(3) 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;

…

(iii) locating and designing development to respect and complement the scale, character, form and setting of on-site and adjacent properties;

Officer's comment

The subject site is located within the High density residential zone and within the 'HX' designation on the Building height overlay map, which nominates an unrestricted building height. Additionally, the subject site is located within the Frame area of the Light rail urban renewal area overlay, which seeks intense built form outcomes within the urban renewal corridor. The Frame area of the Light rail urban renewal area encourages innovative high-rise development which advances the Gold Coast's iconic skyline. The Frame area is free from a height designation and built form is determined by the design of the development and site context.

The designation of the site within the Frame area, High density residential zone and 'HX' designation (Building height overlay map) anticipates an increased scale and intensity along the urban renewal corridor, establishing the intended character for the area.

Historically, the area has been characterised by detached, low-rise multiple dwellings, many of which still exist today. More recently, there has been a shift towards a higher density character, which has seen high-rise tower development become prevalent to align with the character intended by the Light rail urban renewal area overlay, zone and height designation. The proposed development represents a continuation of this development pattern, which responds to the intention for increased urban scale and density in such locations.

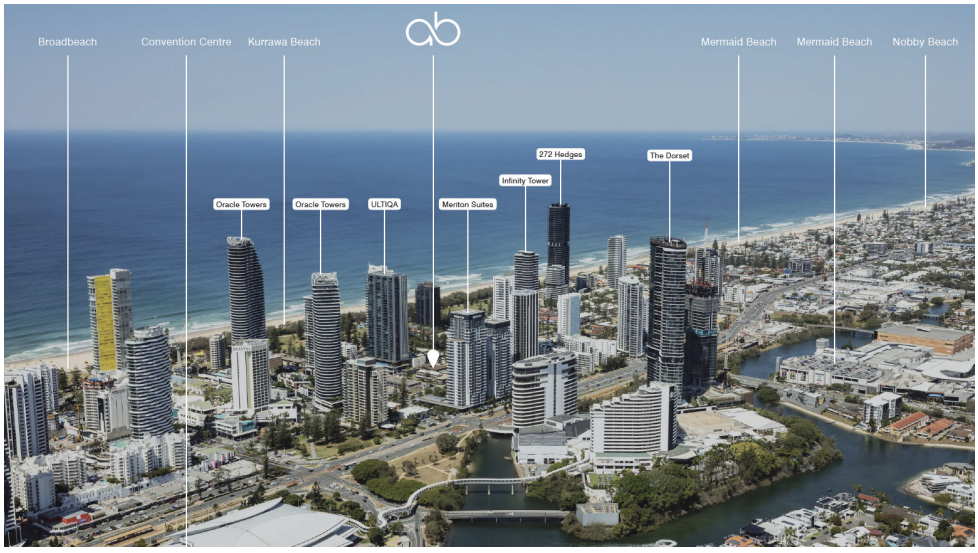


Figure 18: Existing developments in the area (Source: BDA)

The development has been designed to respect the form and setting of adjacent properties through meeting the Performance outcome for setbacks of the podium and tower form. The proposed podium is 3 storeys in height, which respects the height and character of existing adjacent development. At

Ground Level, landscaping around the perimeter of the site softens the built form and improves the amenity of adjoining neighbours. Throughout the remaining podium levels, recesses are provided that include trellis planting to create green interfaces with each neighbour. On this basis, the built form and landscaping are considered to respect and complement the scale, character, form and setting of the local streetscape character and adjacent properties.

On the basis of the above, the development is considered to comply with Overall outcome OO3(a) Creating communities of the Light rail urban renewal area overlay code.

8.2.12.2(3) 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:

(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; …"

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;

(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."

Officer's comment

The proposed built form interfaces with the street by creating a strong, defined building edge, particularly at the podium levels, and provides opportunities to engage with street life based on the below:

- The proposal includes ground level planting at the site's frontage and landscaping throughout the podium levels. The combination of planting species positively contributes to pedestrian comfort when entering and leaving the site. Above ground, the balconies of the development have been designed to overlook the street, providing opportunities for casual surveillance and further activation of the street below.
- The proposed podium and tower forms are not considered to unreasonably restrict access to sunlight or sky views from adjoining properties or surrounding streets given the tower's sufficient setbacks and floor plate.
- The proposed development is considered to enhance and optimise the pedestrian environment and the connection to the light rail services using high quality landscaping and a separated pedestrian entry connecting to the new footpath that will be conditioned along the site's frontage.
- The proposed development contributes to a high quality pedestrianised environment that is separated from the built form and kerb to safely and comfortably accommodate movement and streetscape elements. These streetscape elements include varied setbacks, integrated landscaping and deep planting areas.
- The development incorporates landscaping at ground level and above ground that directly interfaces with the pedestrian network. This landscaping includes a variety of species which are further supported by high quality design elements to positively engage with Anne Avenue.
- The development provides a pedestrian entrance that is well defined and clearly visible at the centre of the site's frontage. The entryway is oriented to address the street frontage (Anne Avenue).
- The orientation of the proposed development to address the street front maintains the viewpoints to the coastline and the hinterland through the unit design.
- The interface on the ground floor to public and private realms are appropriately managed through the use of landscape and architectural elements and setbacks which are envisaged within the zone.
- The development provides a podium form fronting Anne Avenue which presents and promotes an active street edge, creating a defined edge for pedestrian entry to the building.
- The subject site is located within a walkable catchment to the light rail station, with an approximate 390m walk to Broadbeach South Light Rail Station. The development proposes 56 units within this area which will optimise the proximity and accessibility to nearby public transport services.

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:

(ii) mix of uses are characterised by:

…

(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

(iii) 'Primary focus areas' and 'Frame areas' encourage innovative high rise towers that advance the Gold Coast's iconic skyline and are free from a height designation. Appropriate height will be determined by design criteria and site context;

…

(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."

Officer's comment

The proposed development represents an intense built form and varied residential density that is anticipated within the Light rail urban renewal area overlay. Being in the Frame area, the development represents an innovative high-rise tower that positively contributes to Gold Coast's iconic skyline. This is further enhanced by the setbacks provided for the tower form, relative to the proposed height. The development has included meaningful landscape elements that complement the character of the area and enhance the visual and environmental quality of the streetscape. This is achieved through the use of a variety of plant species, street trees within the road verge, integrated planters and trellis landscaping within the site's frontage and architectural elements including recesses and variation in materiality that are distinct to the proposed tower.

The ground floor and podium levels are utilised for servicing and residences (parking is provided in 2 levels of basement and 2 levels of podium). These levels are adequately setback from property boundaries and softened by trellis planters and cascading species from planters on the recreation level. These contribute to a degree of physical variation and visual relief to the streetscape environment. The façade's variation of screening elements to the street front results in a unique appearance when viewed from a pedestrian scale. The proposed development achieves the intended urban built form intensity at the lower tower levels and is therefore considered to achieve the intent of the Light rail urban renewal area overlay code.



Figure 19: Street front podium interface (Source: BDA)

Based on the above assessment, the development is considered to comply with Overall outcome OO3(e) Design buildings to foster distinct Gold Coast character.

Based on the above assessment, officers consider that the proposal achieves the provisions in the Light rail urban renewal overlay code.

Assessment against the High density residential zone code

Assessment has been undertaken against the applicable Performance outcome or Overall outcome and Purpose for each subject matter as follows:

Setbacks – High density residential zone code

The Acceptable outcome and corresponding Performance outcome is provided below:

<table>
<tr><th>Performance outcomes</th><th colspan="3">Acceptable outcomes</th></tr>
<tr><td rowspan="10">PO1
Setbacks:
(a) assist in the protection of adjacent amenity;
(b) allow for access around the building;
(c) contribute to streetscape character;
(d) allow for on-site car parking; and
(e) provide separation between buildings to maintain view corridors.
Note: Building setbacks may also be influenced by the shadow provisions in 9.4.4 General development provisions code.</td><td colspan="3">AO1
Setbacks are as follows:</td></tr>
<tr><td rowspan="2">Setback</td><td colspan="2">Minimum distances measured in metres (m)</td></tr>
<tr><td>Height</td><td>Setback</td></tr>
<tr><td>Front for covered car parking (excluding a basement)</td><td>all</td><td>6m</td></tr>
<tr><td rowspan="2">Front (excluding covered car parking)</td><td>up to 23m</td><td>4m</td></tr>
<tr><td>for that part exceeding 23m</td><td>6m</td></tr>
<tr><td rowspan="3">Side and rear</td><td>up to 4.5m</td><td>1.5m</td></tr>
<tr><td>for that part between 4.5m – 7.5m</td><td>2m</td></tr>
<tr><td>for that part exceeding 7.5m</td><td>an extra 0.5m is added for every 3m in height or part thereof over 7.5m</td></tr>
<tr><td>Between on site habitable buildings (where not attached)</td><td colspan="2">Double the applicable side setback</td></tr>
</table>

Officer's comment

The development proposes reduced setbacks to the podium and tower form at most levels of the building. Therefore, consideration must be given to Performance outcome PO1. A summary of the development's setbacks is provided below.

	North	**East**	**South**	**West**
Podium	1.11m - 1.7m	1.5m - 2.09m	0m	1.5m - 2.09m
Tower	4m to OMP 4.6m - 7.4m to MBL	4m to OMP 4m - 6m to MBL	4m to edge 6m - 7.15m to glazing	4m to OMP 4m - 6m to MBL

Officers consider the tower setbacks to meet Performance outcome. The proposed setback to the outermost projection gradually increases towards the middle of the building which significantly reduces the visual dominance of the tower form. With consideration of the tower's design, including glazing and

balcony elements, as well as a visually attractive design with complementary colours and materials, the tower adequately protects adjacent amenity.

The podium form is the key consideration of the proposed development. This is discussed in further detail below.

(a) Setbacks assist in the protection of adjacent amenity

The development proposes a 3-storey podium, which consists of the Ground Level and 2 levels of podium parking. The podium is capped by the recreation level, forming a base for the tower above. The proposed setbacks to the podium from the northern, eastern and western boundaries are reduced, however, relative to the proposed podium height are considered to align with the intent of the Frame area of the Light rail urban renewal area overlay code, which seeks intense built form outcomes.

The setback encroachments are relieved by perimeter landscaping, recessed trellis planters and cascading species from the recreation level. The padmount transformer on the southern boundary interfaces with an open area used for access, therefore officers do not consider there will be any unreasonable amenity impacts to the neighbouring occupants. Notwithstanding, much of it will be screened behind boundary fencing. The figure below demonstrates the podium interface with neighbouring properties.



Figure 20 - Northern podium elevation (Source: BDA)

The setbacks to the podium form, architectural design and provision of landscaping are considered to achieve an outcome that assists in the protection of adjacent amenity. The proposal complies with PO1(a)

(b) Setbacks allow for access around the building

There is a continuous planter around the external perimeter of the podium form. As such, these areas cannot be accessed. The intent of PO1(b) is to ensure people can access/leave the site for maintenance and emergencies. Maintenance of the planters and external façade can be achieved from inside the podium or by abseiling from the recreation deck, which is common for modern tower development. In emergency situations, there is no access to the external perimeter of the podium.

Therefore, egress from these areas is not a consideration. The development is considered to meet the intent of PO1(b).

(c) Setbacks contribute to streetscape character

The proposed built form presents well to Anne Avenue by utilising a layered and textured façade to create visual interest and encourage street and pedestrian engagement.

Anne Avenue is characterised by generous front setbacks and a healthy provision of landscaping.

The podium has a height of approximately 12.4m and is proposed to be built-to-boundary to the street. However, the podium includes a 4m recess on each side of the built form, in addition to the articulation and modulation achieved by the architectural treatments to the street. This is show in the figure below.

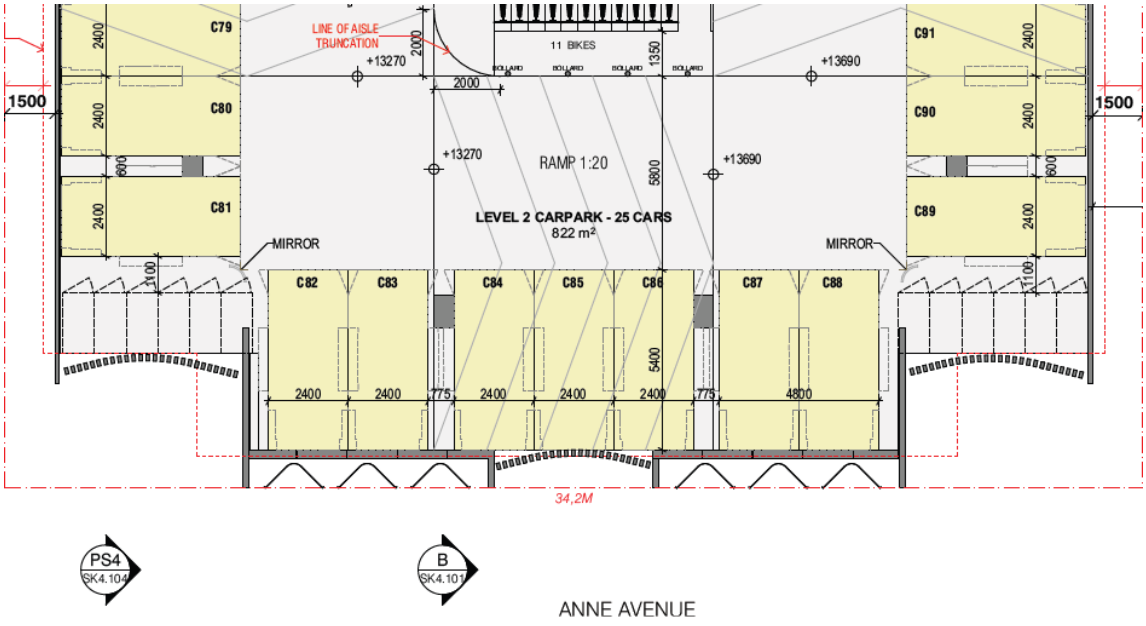


Figure 21 – Podium floor plan showing setback variation in front façade (Source: BDA)

The design of the podium to incorporate a porte cochere and lobby results in a double height deep recess from Anne Avenue, which achieves a generous setback to promote a sense of openness. The architectural design and integrated landscaping deliver a high quality outcome that presents well to the street and enhances the pedestrian realm, as seen in the figure below.



Figure 22 - Streetscape perspective of development (Source: BDA)

The proposed side setbacks are considered appropriate to ensure any cumulative impacts resulting from the re-development of adjacent sites is appropriately managed (i.e., if a podium form developed on the adjacent site at the same setbacks). A separation distance of 3m is considered appropriate to facilitate openness, provide landscaping and visual differentiation pursuant to the intended outcome of the High density residential zone and Frame area of the Light rail urban renewal area overlay code.

The setbacks contribute to streetscape character to comply with PO1(c).

(d) Setbacks allow for on-site parking

The proposed development complies with the car parking rate for residents and visitors as outlined in the Transport code. As such, the setbacks allow for on-site car parking.

(e) Setbacks provide separation between buildings to maintain view corridors

The proposed setbacks maintain separation from adjacent buildings to the north and north-east to maintain view corridors. Due to the historic development/settlement pattern, there are no view corridors to maintain in relation to the adjacent properties to the east and west. The proposal is not considered to worsen this outcome.

Site cover – High density residential zone code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO2 Site cover:	**AO2** For all other uses, site cover does not exceed a cumulative total of: (a) 50% of net site area up to 8 storeys; (b) 40% of net site area from 9 to 15 storeys; and (c) 30% of net site area or 750m^2 per building, whichever is the lesser, above 15 storeys.

(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.	

Officer's comment

The proposed development exceeds the maximum site cover identified in the Acceptable outcome. As such, consideration must be given to Performance outcome PO2. It is noted the tower form complies with the prescribed site cover up to Level 8. A summary of the development's site cover is provided below:

	Site cover
Podium	86%
Tower	45%

(a) Site cover is balanced between built form and green areas for landscaped private open space

The podium demonstrates a built form which presents high quality vertical elements and cascading landscape species visible from Anne Avenue. The ground floor provides landscaping along the street interface, as well as perimeter landscaping along shared boundaries, which utilise a variety of plant species. These include screening shrubs and feature trees. This provides extensive greenery to achieve a balance between built form and green areas.

The communal recreation area located on Level 4 includes extensive landscaping around the perimeter, which also provides a space which meets the recreational needs of the residents of the proposed development. Officers consider the development satisfies the intent of Performance outcome PO1(a).

(b) Site cover contributes to neighbourhood character and amenity

The subject site is located within the High density residential zone with a height designation of 'HX' (unlimited). From the zoning and height context, it can be inferred this area of Broadbeach is intended to deliver high intensity residential development. This is also supported by its location with the Frame area of the Light rail urban renewal area overlay, which anticipates intense built form outcomes. The proposed development delivers this scale of development with a site cover commensurate to the size and dimensions of the site, which following the amalgamation of lots, will be the largest lot in the area.

The development provides vehicle and pedestrian entrances at a human scale. This helps the development blend with the existing fabric of the area at street level. Another important element of the neighbourhood's character is the prevalence of open frontages with a healthy provision of landscaping. The proposed development reinforces this element of the established character by providing frontage landscaping, street trees and ground and cascading species that assist in improving the amenity value of the street. The figure below demonstrates the streetscape amenity outcome.



Figure 23 – Frontage landscape outcome at street level (Source: BDA)

It is considered the development meets PO2(b)

(c) Site cover promotes slender bulk form

The typical tower form proposes a site cover of 45% (excluding the recreation level), which is a 15% increase above the prescribed 30% site cover for building heights above 15 storeys. Despite the increase in site cover, the tower promotes a slender bulk form through the inclusion of balconies on each level. These assist in reducing the perceived massing by providing breaks within the built form. The reduction in floor plate from the podium and tower above create a distinctly different size perception further extenuating the slender tower floor plate.

Additionally, the tower floor plate has been designed to complement the shape of the subject site with sharp edges complemented by curvilinear recesses in the facades. On this basis, it is considered the tower promotes a slender bulk form.

(d) Site cover promotes an open, attractive and distinct skyline

The proposed development is sufficiently separated from the existing tower to the north-east. It also has a different maximum height to the adjacent tower, therefore promotes an open skyline. The building has a visually pleasing design and the penthouse apartments at the uppermost levels of the tower provides a building cap to achieve an attractive and distinct skyline.

(e) Site cover facilitates small, fast moving shadows

The subject site is located within the High density residential zone, with a building designation of 'HX', and within the Frame area of the Light rail urban renewal area overlay. Consequently, this area of the city is intended to provide the tallest and most intense development, therefore, shadow impacts are anticipated. The shadows cast by the building are not objectively small, however, are considered to be of a size that is commensurate with the size of the building. The shadow diagrams provided by BDA demonstrate that the building's shadow is slender and fast-moving, therefore no individual property or area of open space is impacted for a prolonged period.

Density – High density residential zone code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO4 Density does not exceed that shown on the **Residential density overlay map**.	**AO4** No acceptable outcome provided.

Officer's comment

As there is no Acceptable outcome provided, an assessment must be undertaken against Performance outcome PO4.

The Performance outcome seeks for density to not exceed that shown on the Residential density overlay map. The Residential density overlay map prescribes a density of RD8 (1 bed per 13sqm). The development proposes a residential density of 1 bed per 6.1sqm, therefore, assessment is required against the Purpose and Overall outcomes of the High density residential zone code as follows.

Overall outcome 6.2.2.2(b) states:

> *"Housing is provided at a form, scale and intensity that is appropriate for the zone and each particular locality it is in where the following outcomes are satisfied:*
>
> ***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;*

There are multiple public transport options within 400m walking distance of the subject site, including a bus stop at Broadbeach Mall and bus and light rail services at Pacific Fair Shopping Centre. The route to each of these options is safe and convenient to walk to from the subject site via footpaths and signalised intersections.

The site is located within 135m of the Broadbeach Principal centre, which contains a large employment concentration as well as access to various community and social facilities, parks and the beach. This area also provides shopping, accommodation, dining, entertainment and ancillary services for residents and tourists. Notwithstanding, easy access is provided to Pacific Fair Shopping Centre, which is the largest employment concentration in the city.

Furthermore, there is sufficient infrastructure capacity (sewer, water, traffic, etc) to service the proposed density increase. Council's Water and Waste and Transport Assessment team have assessed the submitted materials and confirm that the proposed development can be supported by the existing infrastructure.

> ***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 development proposes 56 3-bedroom units in a two-per-floor format, including two penthouse apartments with roof terraces. While there is minimal mix in housing size, there is natural variation in affordability achieved by access to views from unit orientation and level/height. When compared with the price points of other luxury units in the area, this is considered to be an outcome that introduces affordability to meet housing needs.

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 subject site is located within the High density residential zone with a mapped building height of 'HX' (no prescribed height designation) and is located within the Light rail urban renewal area overlay where intense built forms are anticipated. The proposed development will result in a height and scale commensurate with the intended character of the locality, therefore, will not result in an undesirable pattern of development.

The proposed development will also contribute to the neighbourhood character and amenity by providing a high-quality built form outcome and green streetscape interface.

The impact on adjoining residential amenity is interrogated in more detail in the assessment against the Light rail urban renewal area overlay code above. Appropriate setbacks are provided for the proposed development and locality. Screening has been incorporated to assist in built form articulation and improve privacy. City officers do not consider that the proposed development will unreasonably impact adjoining residential amenity.

The proposal provides a high-quality urban development which will provide functional and accessible accommodation. The proposal achieves an excellent standard of appearance, contributing an attractive and memorable building to this area of Broadbeach.

Environment

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

The subject site contains Acid sulfate soils which will require management during the excavation of the basement. Officers have included conditions within the Decision notice for the submission of an Acid sulfate soils management plan to be submitted prior to the commencement of works on the site. The site does not trigger assessment against the Flood overlay code.

On this basis, officers consider the proposed density complies with the Overall outcomes of the High density residential zone code.

5.3.3.2 Assessment against development codes

Assessment has been undertaken against the applicable Performance outcome or Overall outcome and Purpose for each subject matter as follows:

Location – Driveways and vehicle crossings code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO7 Driveways and vehicle crossings: (a) ensure existing street trees within the verge are retained; (b) provide an appropriate separation distance to existing street trees within the verge in accordance with *AS4970:2009 – Protection of trees on development site*; and (c) retain space for the future planting of street trees within the verge in accordance with **SC6.13 City Plan policy – Landscape work**.	**AO7** No acceptable outcome provided.

Officer's comment

As there is no Acceptable outcome provided, an assessment must be undertaken against Performance outcome PO7.

The development involves the removal of an existing street tree; therefore, does not comply with PO7. However, despite the removal of the street tree, the applicant has proposed to plant a new specimen within the road reserve following construction of the vehicle crossing. Officers consider this outcome to comply with the intent of Performance outcome PO7.

Amenity protection – General development provisions code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO2 The proposed development prevents loss of amenity and threats to health and safety, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) signage; (e) visual amenity; (f) wind effects; (g) privacy; (h) vibration; (i) contaminating substances; (j) hazardous chemicals; (k) odour and emissions; and (l) safety.	**AO2** No acceptable outcome provided.

Officer's comment

As there is no Acceptable outcome provided, an assessment must be undertaken against Performance outcome PO2. The aspects of the Performance outcome applicable to the proposal are noise, traffic, visual amenity, wind effects, privacy, vibration and safety. These are discussed in further detail below.

Noise

The proposal is for residential uses in an existing high density residential area. Therefore, officers anticipate a level of noise to be produced by the development, however, it is not expected to reach an unreasonable level. Notwithstanding, the submitted 'Acoustic Report,' prepared by Acoustic Works dated 21 February 2025, outlines recommendations to ensure noise produced by the development remains within acceptable criteria levels. This report will be included as a condition of approval to ensure compliance following the commencement of the use.

Traffic

The proposed development will increase the residential density on site, resulting in an increase in traffic to and from the development. The predicted trips per hour generated by the development have been assessed and will not impact the ability of the road network to function as intended.

Visual amenity

As discussed in the assessment against the Light rail urban renewal area overlay code and High density residential zone code, the development achieves sufficient setbacks, an attractive architectural design and landscaping that ensures a high level of visual amenity to neighbouring properties and the street.

Wind effects

The proposed development will be conditioned to undertake a wind tunnel assessment prior to commencement of the use. The recommendations of the report will be required to be adopted into the design to ensure wind impacts are sufficiently mitigated.

Privacy

The proposal includes screening elements and window glazing to ensure the privacy of occupants.

Vibration

A vibration management plan has been conditioned to ensure that the excavation of the development's basement during construction does not adversely impact adjacent properties.

Safety

The development includes balconies and communal open space areas that overlook the public realm to facilitate casual surveillance.

Based on the above assessment, the development is considered to comply with Performance outcome PO2 of the General development provisions code.

Tower base design (podium) – High-rise accommodation design code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
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.

	AO1.2 Tower base setbacks: (a) match adjacent established setbacks; and (b) continue public open space areas provided along street frontages.

Officer's comment

As discussed in the assessment against the Light rail urban renewal area overlay code and High density residential zone code, podiums are envisaged in this area. The proposed height and setbacks respect the scale of surrounding established built form and align with the emerging development pattern in the vicinity.

Based on the above assessment, the development is considered to meet Performance outcome PO1 of the High-rise accommodation design code.

Tower form design – High-rise accommodation design code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO5 Tower form mitigates negative visual and physical impacts, including impacts on privacy, by setting back from streets, parks, open space and adjacent properties and tower forms.	**AO5.2** New towers are separated a minimum distance of 25m from any existing or approved adjacent and on-site tower(s).

Officer's comment

The proposed development is located within 25m of the existing Ultiqa Signature tower to the north-east. Therefore, compliance with the Acceptable outcome is not achieved and consideration must be given to Performance outcome PO5.

Officers consider the north-east tower projection to be adequately separated from Ultiqa Signature. As a result, wind impacts are reduced and both buildings have adequate access to sunlight and daylight. Notwithstanding, the proposed development includes window glazing to ensure privacy is maintained for occupants of both buildings.

Based on the assessment above, the development is considered to comply with Performance outcome PO5.

Tower cap design – High-rise accommodation design code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO8 Tower caps reinforce the Gold Coast skyline.	**AO8** Where building height creates an identifiable protrusion in the skyline or the site terminates a viewpoint, the following are provided: (a) a signature cap strengthening the identity as a landmark; and (b) decorative lighting that highlights key architectural features.

Officer's comment

Officers would not describe the tower as having a "signature cap". Therefore, compliance with the Acceptable outcome is not achieved and consideration must be given to Performance outcome PO8.

While not a signature cap, the building is capped by a variation in architectural treatment. The building cap is shown in the figure below.

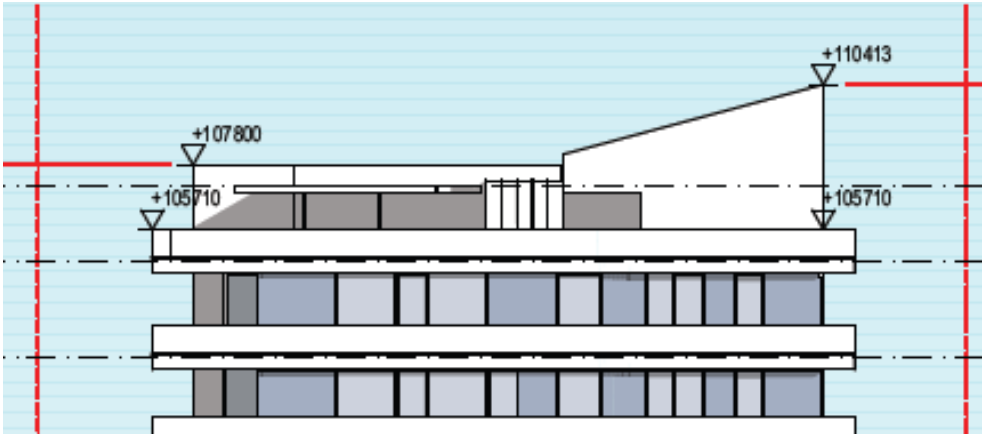


Figure 24 - Building cap (Source: BDA)

The outcome above is considered a sufficient cap to the proposed development that reinforces the Gold Coast's skyline in accordance with Performance outcome PO8 of the High-rise accommodation design code.

Housing need and choice – High-rise accommodation design code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO10 Development provides a mix of housing sizes and affordability outcomes to meet housing needs.	**AO10** No acceptable outcome provided.

Officer's comment

As there is no Acceptable outcome provided, an assessment must be undertaken against Performance outcome PO10.

The development proposes 56 3-bedroom units in a two-per-floor format, including two penthouse apartments with roof terraces. While there is minimal mix in housing size, there is natural variation in affordability achieved by access to views from unit orientation and level. When compared with the price points of other luxury units in the area, this is considered to be an outcome that introduces affordability to meet housing needs.

Based on the above assessment, the development is considered to meet Performance outcome PO10 of the High-rise accommodation design code.

Communal and private space areas – High-rise accommodation design code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
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.	**AO11.1** Communal space is provided at a rate of 6.5m^2 per dwelling and is designed for simultaneous use by individuals and groups. **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.

Officer's comment

The proposed development achieves the minimum area of communal open space required by the Acceptable outcome for 56 units. However, the landscaping at the recreation level does not achieve 50% deep planting or the minimum width identified. Therefore, consideration must be given to Performance outcome PO11.

The proposed recreation deck is accessible to all occupants, attractive, promotes outdoor living and is appropriately shaded for climate protection. Additionally, it provides a space for the building occupants to meet and interact.

Based on the above assessment, the development is considered to comply with Performance outcome PO11 of the High-rise accommodation design code.

Car parking supply – Transport Code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO1 Development provides off-street car parking to accommodate the parking demand and allows for various modes of travel to reduce dependency on private vehicle usage. **Note: For an increase in scale or intensity of an existing lawful use, this PO and AO applies to the extent of the increase, provided existing car parking areas are not reduced or disturbed.**	**AO1** Off- street car parking spaces are provided in accordance with the identified relevant table as follows: **Location** — **Off-street car parking rate** All other zones — **Table 9.4.13-4: Car parking rates – Centre zone and High density residential zone – Transport hub**

Officer's comment

To meet Acceptable outcome AO1 of the Transport code, car parking must be provided in accordance with the relevant parking rates outlined in Table 9.4.13-4 of the Transport code (Transport hub). The table below summarises the minimum car parking requirements for the proposal:

	Required	Proposed

Residents/guests (56 dwellings)	56 spaces (1 per dwelling)	98 spaces
Residential visitors	6 spaces (1 per 10 dwellings)	7 spaces
Total	62 spaces	105 spaces

Per the table above, the proposal is required to provide a minimum of 56 resident and 6 visitor car parking spaces. The submitted drawings show 98 resident and 7 visitor car parking spaces. Compliance with Acceptable outcome AO1 is achieved.

Note – the 'Multiple dwelling' car parking rate has been adopted, being the higher of the two parking rates applicable to the proposed land uses.

Servicing – Transport Code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO3 Development accommodates the required design service vehicle (including waste collection) in accordance with: (a) Table 9.4.13-8: Service vehicle requirements; and (b) Table 9.4.13-9: Minimum class of service vehicle; and (c) AS2890.2: Parking facilities Part 2: Off-street commercial vehicle facilities to allow for: (i) loading and unloading of service vehicles wholly within the site; (ii) pathways from service areas to tenancies at a width and grade that allows for unimpeded manoeuvring of goods (i.e. clear of doors, gates or landscaping); (iii) waste collection vehicles to appropriately service the development; (iv) safe pickup and set-down of passengers on-site; (v) unobstructed access to off-street parking areas; and (vi) an efficient and safe traffic network.	**AO3** No acceptable outcome provided.

Officer's comment

Multiple dwelling

To meet Performance outcome PO3 of the Transport code, the proposed Multiple dwelling use requires a standing area for a Medium Rigid Vehicle (MRV) on-site. An MRV standing area is shown on-site, within the western driveway. This area has a height clearance of 4.5m in accordance with AS2890.2. Compliance with Performance outcome PO3 is achieved.

Short-term accommodation

To meet Performance outcome PO3 of the Transport code, the proposed Short-term accommodation use requires a service bay on-site for a 12.5m coach. Provision is not made for a coach to service the site; therefore, compliance with Performance outcome PO3 is not achieved.

On this basis, assessment against the relevant Overall outcomes is required, as follows:

Overall outcome OO(2)(a) -

(a) Development ensures that:
(i) On-site access, parking and facilities, manoeuvring and servicing areas are designed to:
a. meet the needs of the development;
b. result in a functional and efficient site layout that minimises impacts on surrounding areas and traffic movement;
c. create a safe pedestrian and cyclist focussed environment; and
d. promote a high quality public realm

The proposed Short-term accommodation use is intended to allow unit owners the flexibility to rent units out on a short-term basis, rather than establishing a resort-style development. On this basis, it is considered that a Coach would not require access to the development (a coach is typically associated with large-scale, resort-style developments). The proposed servicing arrangements are considered sufficient to meet the needs of the development, and compliance with Overall outcome OO(2)(a)(i) is considered to be achieved.

Based on the above, a condition has been recommended limiting the size of service vehicles permitted to access the site to an 8.8m MRV.

Active transport network – Transport Code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO7 Off-street bicycle parking and off-street end-of-trip facilities are provided to encourage active transport and are: **(a)** designed to meet the needs and volumes of pedestrians and cyclists; and **(b)** located in safe, convenient and highly accessible areas. **Note: This PO does not apply to the following uses:** • **Dwelling house;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings)**	**AO7.1** Development provides off-street bicycle parking and off-street end-of-trip facilities in accordance with **Table 9.4.13-10: Bicycle parking rates** and **Table 9.4.13-11: End-of-trip facilities for active travel users**.

Officer's comment

To meet Acceptable outcome AO7.1 of the Transport code, the proposal is required to provide a minimum of 56 resident and 5 visitor bicycle parking spaces.

The applicant has instead proposed to comply with Performance outcome PO7 of the Transport code by providing bicycle parking in accordance with rates prescribed by Austroads, being 1 space per 3 units for residents and 1 space per 12 units for visitors. This yields a minimum requirement of 19 resident spaces and 5 visitor spaces. The proposal includes 38 resident and 5 visitor spaces.

Austroads is the apex organisation of road transport and traffic agencies in Australia and New Zealand. Austroads guidelines and codes of practice promote best practice and are typically based on extensive research and input from industry experts. It is therefore considered that compliance with Performance outcome PO7 is achieved.

6 INFRASTRUCTURE CHARGES

The final estimated infrastructure charge is $1,844,015.36.

An excerpt of this is included below:

Charges Resolution No. 1 of 2023

	Qty			Rate	Gross Charge Amount
Residential uses 3+ bedroom	56	Dwellings	@	$ 36,670.76	$ 2,053,562.56
					$ 2,053,562.56

Net Charge Summary

Gross Charge Amount	Applied Credit Amount	Net Charge Amount
$ 2,053,562.56	$ 209,547.20	$ 1,844,015.36

Applied credit details	*Credit applied for existing/previous Multiple Dwellings (8 x 1/2 bedroom) on Lots1-8 BUP1114.*

7 REFERRALS

7.1 Technical advisors

This application has been assessed by internal technical advisors who have provided comments and reasonable and relevant conditions. If not previously included, technical advisor comments and an overview of the recommended conditions are provided in the table below:

Technical advisor area	Conditions/Comments (if not included within report)
Arboricultural Assessment	Arboricultural Assessment have reviewed the proposal and provided conditions of approval relating to: • Vegetation clearing
Architecture Assessment	Architecture Assessment have reviewed the proposal and provided conditions of approval relating to: • Screening of visually offensive components • Certification of works
Environmental Assessment	Environmental Assessment have reviewed the proposal and provided conditions of approval relating to: • Acid sulfate soils management plan • Certification of works
Geotechnical Engineering	Geotechnical Engineering have reviewed the proposal and provided conditions of approval relating to: • Vibration management plan • Certification of works • Supervision of works

Health and Regulatory Services	Health and Regulatory Services have reviewed the proposal and provided conditions of approval relating to: • Approved acoustic plan • Hours of operation and loading and unloading • Certification of works
Hydraulics and Water Quality	• Approved stormwater management plan • Private infrastructure • Gross Pollutant Traps (GPTs) • Overland flow paths and hydraulic alterations • Bioretention basin maintenance management plan (specific condition) • Certification of works • Erosion and sediment control • Sand management plan • Dewatering management plan
Landscape Assessment	Landscape Assessment have reviewed the proposal and provided conditions of approval relating to: • Landscaping works • Maintenance of planter boxes (specific condition) • Existing structure and services • Certification of works
Operational Works	Operational Works have reviewed the proposal and provided conditions of approval relating to: • Rectification of Council's infrastructure • Existing infrastructure, structures and services • Vehicle crossings • Construction of vehicle crossing
Plumbing and Drainage	Plumbing and Drainage have reviewed the proposal and provided conditions of approval relating to: • Plumbing and drainage works
Subdivision Engineering	Subdivision Engineering have reviewed the proposal and provided conditions of approval relating to: • Electrical reticulation • Telecommunications network • Certification of works
Transport Assessment	Transport Assessment have reviewed the proposal and provided conditions of approval relating to: • Approved drawings (as amended in red) • Off street vehicle and car parking facilities • Off street bicycle parking and end of trip facilities • Loading and unloading (excluding waste collection vehicles) • Off street ramp signal management system • Footpaths

	• Certification of works
Water and Waste	Water and Waste have reviewed the proposal and provided conditions of approval relating to: • Approved waste management plan • Restrictions regarding Council sewer and water supply infrastructure • Screening of visually offensive components • Rectification of Council's infrastructure • Sewer connection • Water connection • Sub-metering • Fire loading • Bin type, storage capacity and storage points • Storage point/ waste room – Bulk bins • Servicing point – Bulk bins • Waste chute • Certification of works • Certification of works • Pre-start inspection • Hold point inspection

7.2 External referrals

There is no concurrence or advice agency(s) triggered by this development application.

8 PUBLIC NOTIFICATION

No part of the application required public notification.

9 CONCLUSION

Council is in receipt of an application for a Development permit for a Material change of use (Code assessment) for a Multiple dwelling and Short-term accommodation at 19 Anne Avenue, Broadbeach.

After a detailed assessment, it has been determined the proposal meets the purpose of the High density residential zone code, the Light rail urban renewal area overlay and all other applicable overlay and development codes.

It is recommended the application be approved, subject to conditions.

10 NOTIFICATIONS

The following property notifications will be applied:

- Stormwater

11 RECOMMENDATION

It is recommended that Council resolves as follows:

That under Delegated Authority, the Manager Major Assessment approves (with conditions) the issue of a Development permit for a Material change of use (Code assessment) for a Multiple dwelling and Short-term accommodation (56 units) at 19 Anne Avenue, Broadbeach, in accordance with the Attachment entitled: Decision notice – Approval (with conditions).

Author:	*Authorised by:*
Conor Pizzolato	Lara Dawes
Planner	Manager Major Assessment
July 2025	