

1 APPLICATION SUMMARY

Application information	
Address	99 - 101 Old Burleigh Road, BROADBEACH QLD 4218
Lot and plan	Lot 0 – 5 BUP104138, Lot 70 B8383,
Site area	1283m ²
Type of development and proposed use	Material change of use for a Multiple dwelling (81 units)
Categories of development and assessment	Code assessment
Properly made date	27 May 2026
Decision due date	2 October 2026
Applicant and Applicant's consultancy team	101 Old Burleigh Road Pty Ltd – Applicant Zone Planning Group – Town Planning consultant Contreras Earl Architecture – Architect Bennett & Bennett – Surveyor Urbis – Landscape Architect Bitzios – Traffic Engineer Oska – Civil engineering AcousticWorks – Acoustic consultant Modus – Waste consultant
Owner details	101 Old Burleigh Road Pty Ltd & Body Corporate For Casa Del Mar CTS 16153
City Plan version	Version 13
Zone / Precinct	High density residential zone
Overlays	Acid sulfate soils Airport environs Coastal erosion hazard Light rail urban renewal area Building height Residential density
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 (81 units) at 99 – 101 Old Burleigh Road, Broadbeach.

The City Plan defines the proposed Multiple dwelling as follows:

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

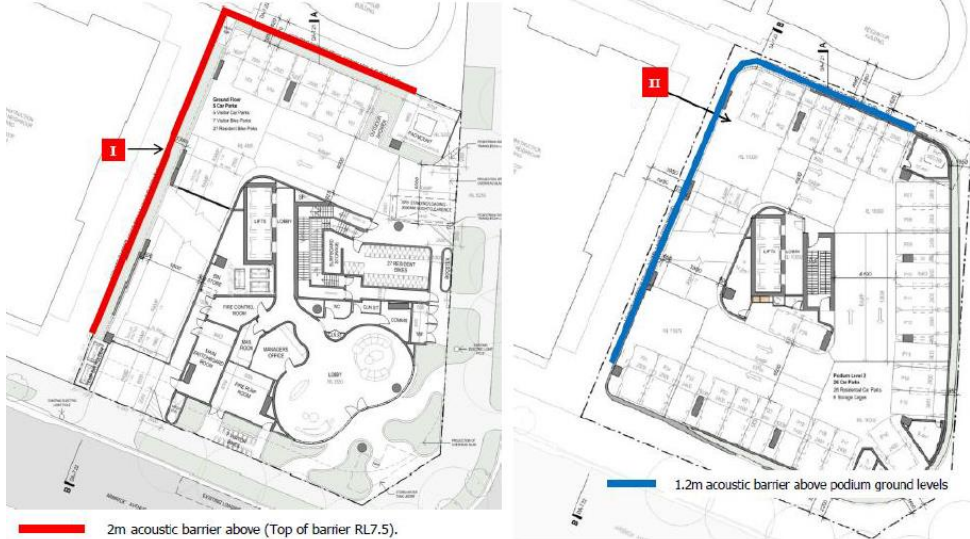
Table 5.5.3 of the City Plan categorises the land use as subject to Code assessment.

2.1 Brief description of proposed development

The proposed development sees to establish on a corner presenting both to Armrick Avenue to the south and Old Burleigh Road to the east. The development includes 6 storey podium containing entry, car parking, services and communal open space. Additional communal open space is located on level 7, and the tower above includes a variation in floor plate containing 1 – 3 units per floor.

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

Development proposal					
Site area	1283m ²				
Height	42 storeys / 146.5m				
Yield	17x 2 bedroom units 55x 3 bedroom units 9x 4 bedroom units				
Density	1 bed / 5.45m ² Total of 235 bedrooms				
Setbacks		North	East (Old Burleigh Road)	West	South (Armrick Ave)
	Ground	0m services 1.05m parking	0m services 2.5m MBL	1.35m	0m services 3.5m MBL
	Level 2 -5 (podium)	1.2m	0m planter 0.85 – 1.8m MBL	1.2m planter	2.2 – 3.2m
	Level 6	1.5m OMP 2.06m balcony	1.3 – 2.1m planter 5.6m MBL	1.2m planter 2.6 – 2.9m MBL	1.9m planter 3.9m balcony
	Level 7	2.2m planter 4m balcony	3 – 5.3m planter 5.6 – 8.1m balcony	2.4 – 3.7m planter 3.3 – 7.9m balcony	3 – 9m planter 5.2 – 11.2m balcony
	Level 8 - 29	3.3 – 6.4m	3.6 – 9.01m	3 – 9.8m	1.5 – 6.5m
	Level 30 – 32 – 34 – 36 – 38 – 30 – 42 – 42	3.3 – 6.4m	3.6 – 9.01m	3 – 7.8m	1.5 – 6.5m

	Level 31 – 33 – 35 – 37 – 39 – 41	3.3 – 6.4m	3.6 – 9.01m	3 – 9.8m	1.5 – 6.5m
Site cover	Podium: 81% Tower: 48%				
Car parking	Total of 189 spaces: 179 resident 10 visitor				
Communal space	806m ² on level 6 and 7 consisting of pool, BBQ, bar, deck, wellness areas, private dining, lounge, cinema, kitchen and club room				
Private open space	14 – 104m ²				
Waste management	2x 1500L general waste bins 1x 2000L recycling bin Served 3x per week				
Acoustic attenuation	 2m acoustic barrier above (Top of barrier RL7.5). 1.2m acoustic barrier above podium ground levels				
Stormwater Management	Quality: Atlan Stormsack and 2x Atlan Filters with 6m ³ tank				
Wind mitigation	Screening materials of 50% to podium levels Perimeter screening of 1.2 – 1.5m height for levels 6 and 7 Private balconies: 1.5m impermeable screening				
Solar reflectivity	Predominately matte, non-specular materiality				

The following drawings identifies the proposed development.



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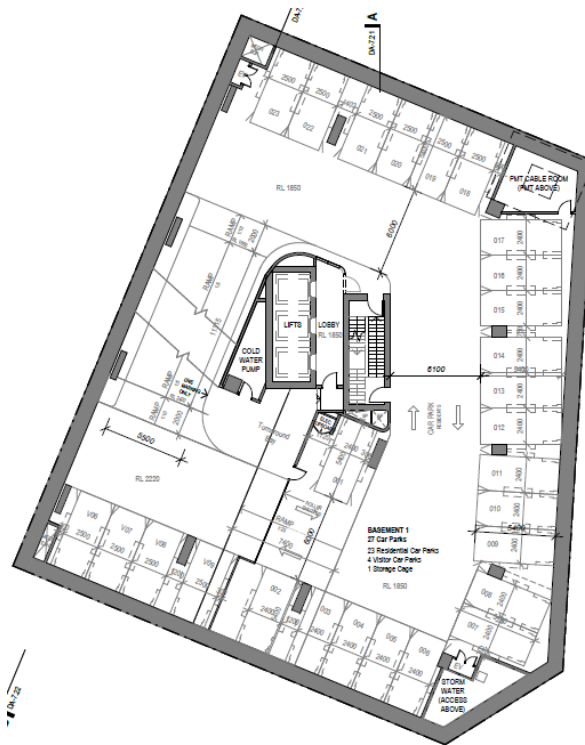


Figure 3: Proposed basement 1 (source: Contreras Earl)

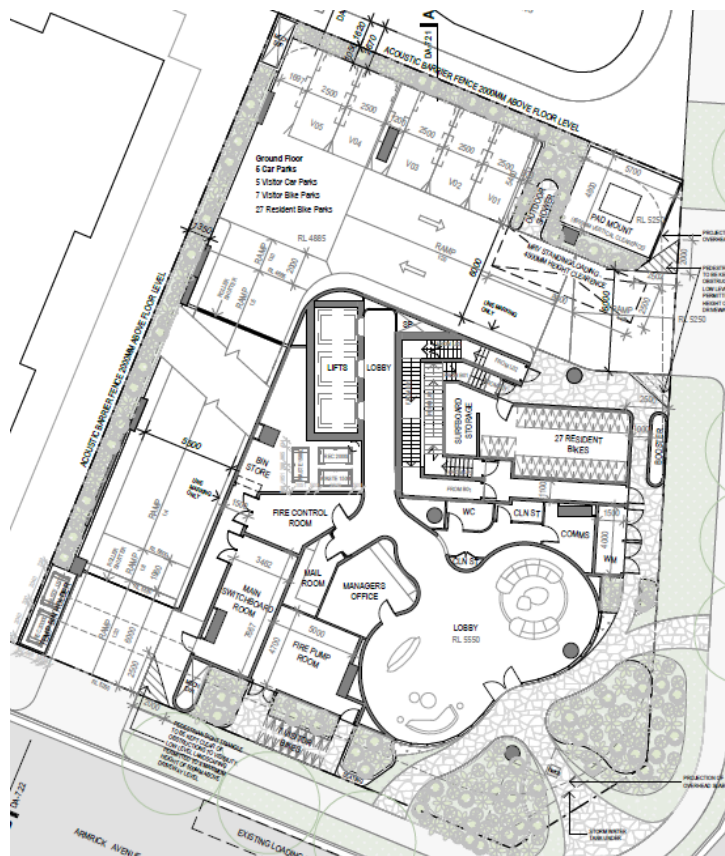


Figure 4: Proposed ground floor (source: Contreras Earl)

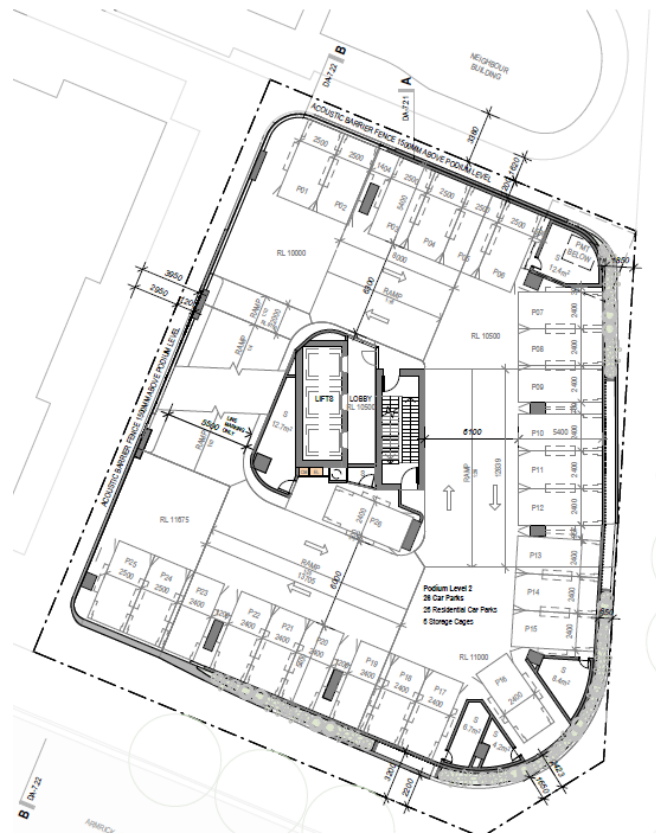


Figure 5: Proposed level 2 - podium parking (source: Contreras Earl)

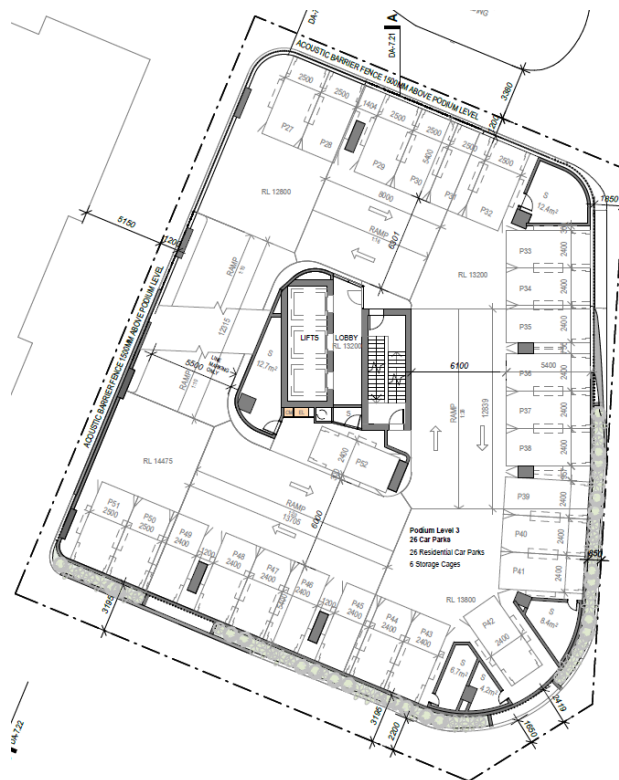


Figure 6: Proposed level 3 - podium parking (source: Contreras Earl)

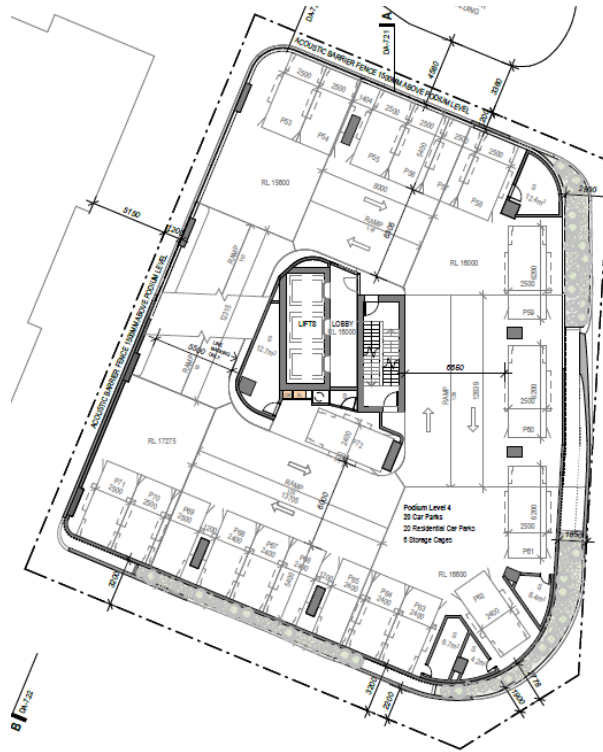


Figure 7: Proposed level 4 - podium parking (source: Contreras Earl)

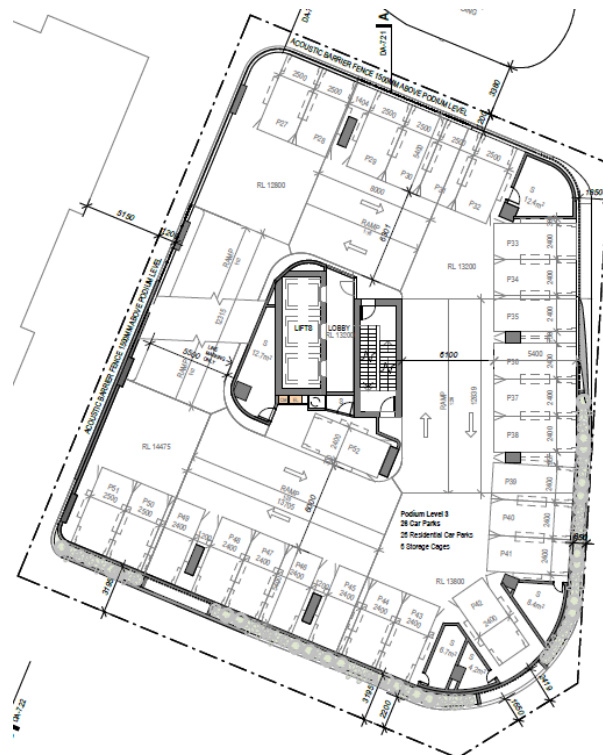


Figure 8: Proposed level 5 - podium parking (source: Contreras Earl)

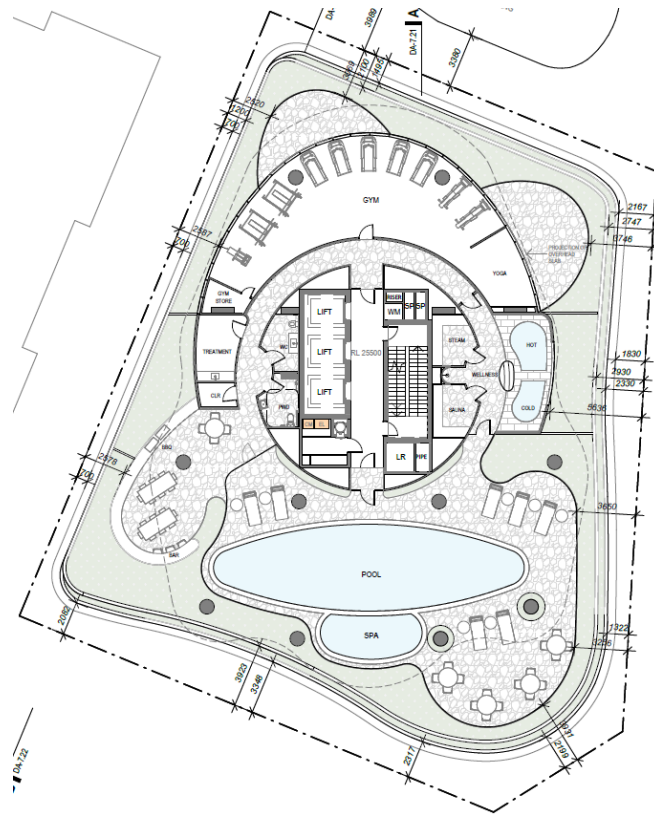


Figure 9: Proposed level 6 (source: Contreras Earl)

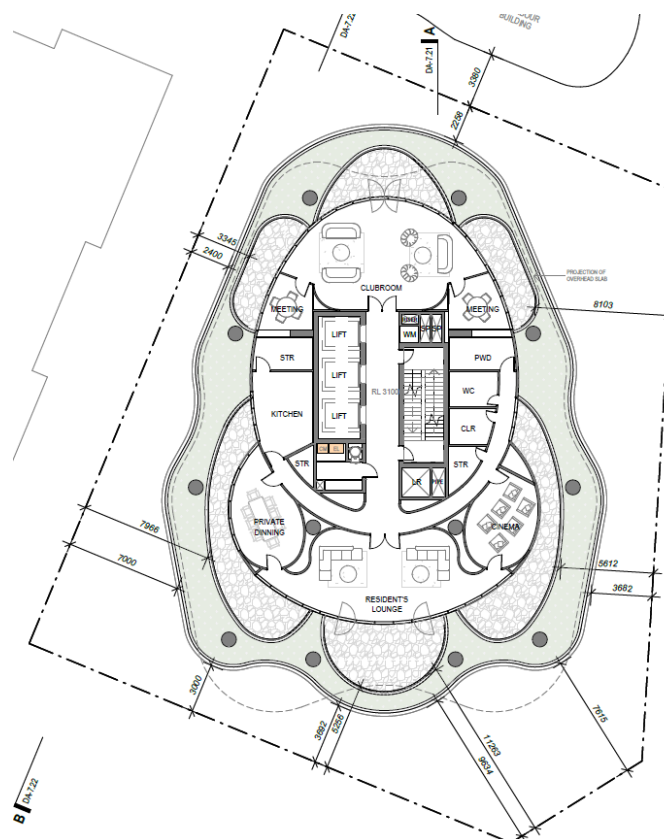


Figure 10: Proposed level 7 (source: Contreras Earl)

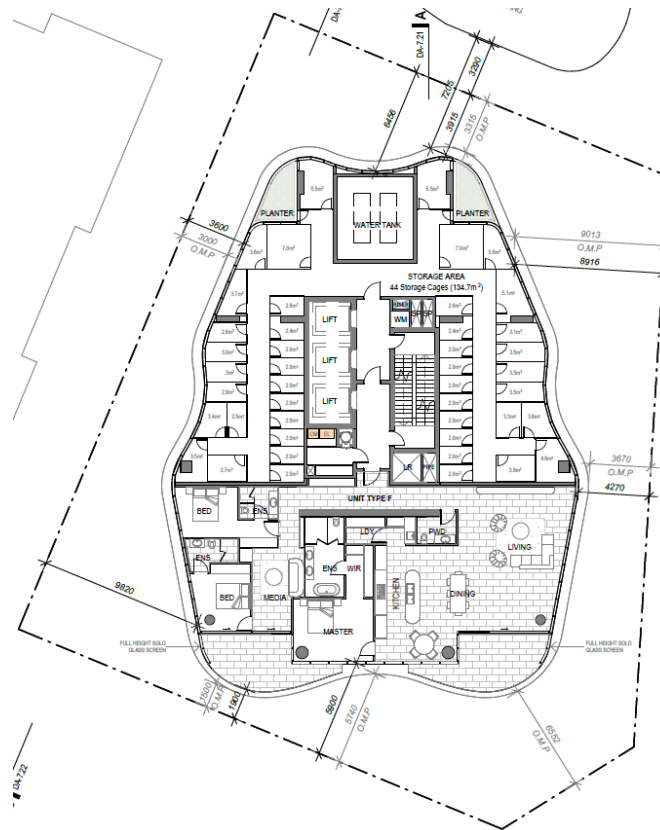


Figure 11: Proposed level 8 (source: Contreras Earl)

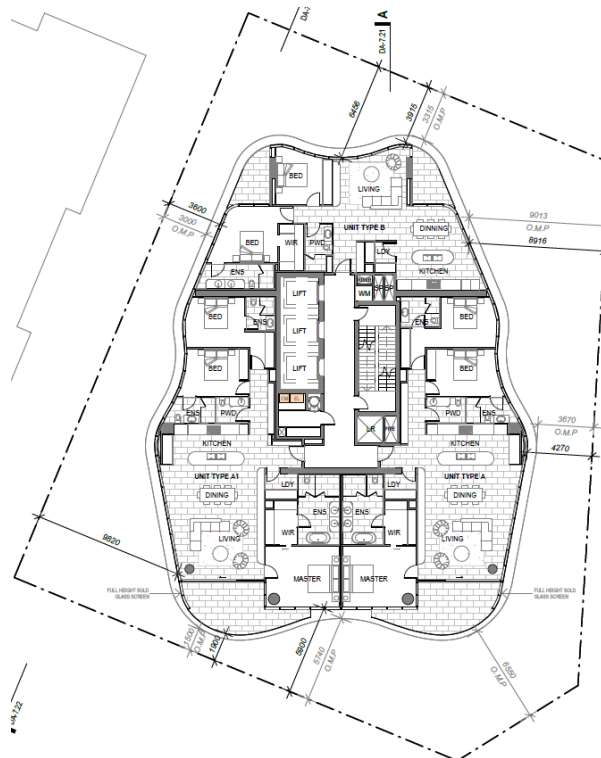


Figure 12: Proposed level 9 - 25 (Typical A) (source: Contreras Earl)



Figure 13: Proposed level 25 - 29 (Typical B) (source: Contreras Earl)

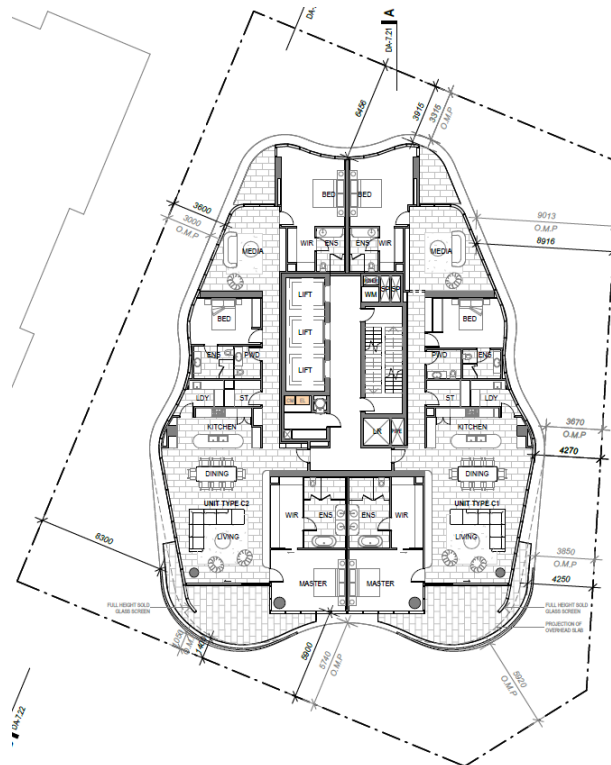


Figure 14: Proposed Level 30, 32, 36 and 36 (source: Contreras Earl)



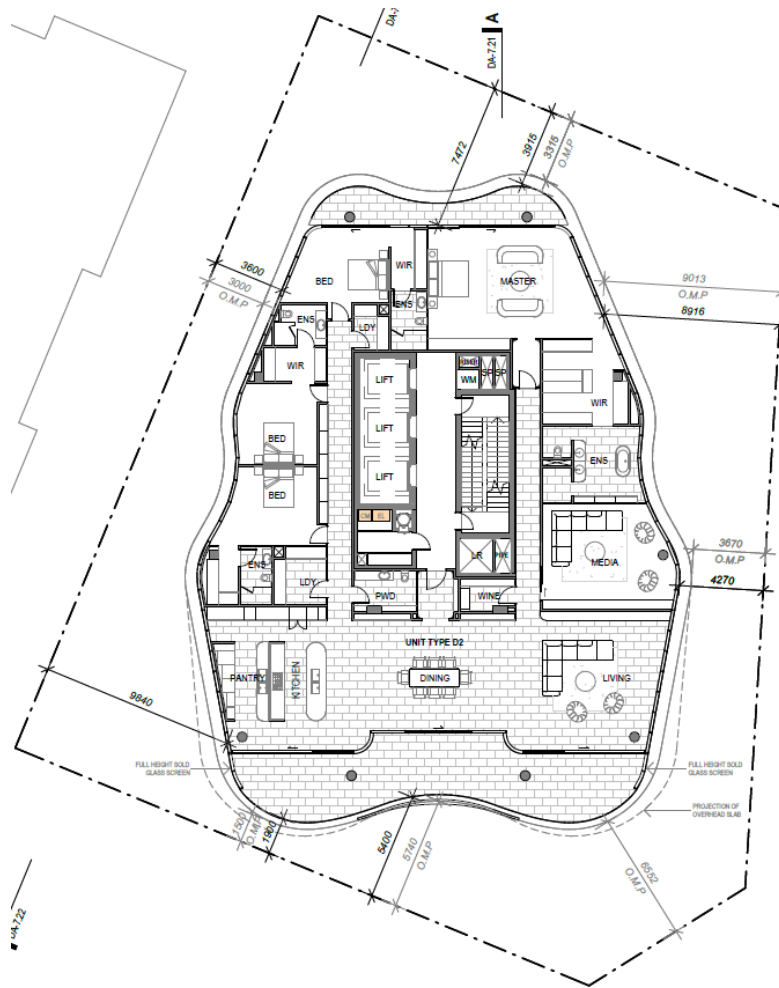


Figure 17: Proposed level 39 and 41 (source: Contreras Earl)



Figure 18: Proposed podium perspectives (source: Contreras Earl)



Figure 19: Proposed southern and northern elevation (source: Contreras Earl)

3 SITE CONTEXT

3.1 Subject site and immediate context

The subject site is:

- Comprised of 2 allotments with two street frontages presenting to Armrick Avenue and Old Burleigh Road.
- Is currently improved by a low rise commercial development, a low rise residential development and two vehicle crossings.
- The subject site is located in the High density residential zone, the Light rail urban renewal area overlay and has a designated building height of 'HX'.

Shown below is an aerial and street view of the subject site.



Figure 20: Aerial view of the subject site (NearMaps)



Figure 21: Street view of the subject site from the corner of Old Burleigh Road and Armrick Avenue (CoGC site visit, 4 September 2026)



Figure 22: Street vies of the subject site looking south on Old Burleigh Road (CoGC site visit, 4 September 2026)

3.2 Local context

North	North of the site adjoins an 8 storey residential development. Further north are other sites zoned High density residential zone.
East (Old Burleigh Rd)	Located east is Old Burleigh Road, which provides vehicle access to the subject site. Further East is Broadbeach Boulevarde and the beachfront.
West	Located to the west is a High rise residential development currently under construction. Further west is Gold Coast Highway which provides a north – south transport connection.
South (Armrick Avenue)	Located south of the site is Broadbeach Bowls Club. Beyond this is the Broadbeach Soccer Club and High density residential zoned lots.



Figure 23: Locality map of the subject site (modified from City Plan Interactive Mapping)

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 13)	The proposal is within the City Plan area of the City of Gold Coast. This is discussed in section 5.3 below. <u>Local Government Infrastructure Plan</u> There is no new trunk infrastructure required as part of this development.

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 Code 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 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	Driveways and vehicle crossings code General development provisions code Healthy waters code High-rise accommodation design 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	Theme
Light rail urban renewal area overlay code	Overall outcomes	Creating communities Streets and spaces for people Design buildings to foster 'street life' Design buildings to	Built form and amenity

Code	Acceptable / Performance Outcome	Subject matter	Theme
		foster distinct Gold Coast character	
High density residential zone code	AO1 / PO1	Setbacks	
	AO2 / PO2	Site Cover	
	AO3 / PO3	Height	
High rise accommodation design code	AO1.1 / PO1	Tower base height	
	AO4.1 / PO4 & AO5.1 / PO5	Tower form design	
	PO8 & PO9	Tower cap design	
General Development provisions code	AO1/ PO1 & AO2 / PO2	Amenity protection	
	AO8 / PO8	Shadow impacts	
High density residential zone code	AO4 / PO4	Density	Density
High rise accommodation design code	AO11.1 and AO11.2 / PO11	Communal open space	
	AO12 / PO12	Private open space	
Transport code	AO1 / PO1	Car parking and travel demand	Transport
	AO3 / PO3	Servicing	
	AO7.1 / PO7	Active transport network	

Compliance with other assessment benchmarks has been secured through the recommendation of conditions and therefore do not require any further discussion. This is outlined in the table below:

Code	Acceptable / Performance Outcome	Subject matter	Condition of compliance
Acid sulfate soils overlay code	AO1 / PO1 & AO2 / PO2	Acid sulfate soils	– Acid sulfate soils management plan – Certification of works – Environmental Assessment

Code	Acceptable / Performance Outcome	Subject matter	Condition of compliance
Coastal erosion hazard overlay code	AO2 / PO2	Erosion protection	– Certification of works – Civil Engineering
	AO4 / PO4	Restoration and replenishment of beach sand	– Sand removal strategy
Driveways and vehicles crossings code	AO1 / PO1, AO2 / PO2 & AO3 / PO3	Design	– Vehicle crossing
	AO6 / PO6	Location	
	AO8 / PO8	Sight distances and lines	
General development provisions code	AO2 / PO2	Amenity protection	– Approved plans (acoustic report) – Hours of operation – Certification of works – Health and Regulatory Services
	AO5 / PO5	Building services	– Screening of visually offensive components
	AO10 / PO10	Stormwater drainage	– Approved stormwater management plan – Overland flow paths and hydraulics alterations
	AO11 / PO11	Infrastructure	– Electrical reticulation – Telecommunications network – Rectification of Council's infrastructure – Existing infrastructure, structures and services – Sewer connection – Water connection – Sub-metering – Fire loading
Healthy waters code	AO1 / PO1 & AO2 / PO2	Erosion and sediment control	– Erosion and sediment control

Code	Acceptable / Performance Outcome	Subject matter	Condition of compliance
	AO3 / PO3	Stormwater quality	- Approved plans (stormwater management plan) - Stormwater infrastructure construction - Maintenance of stormwater proprietary treatment devices (<i>specific condition</i>) - Certification of works - Civil Engineering
	AO5 / PO5	Stormwater quantity control	
	AO7 / PO7	Overland flow paths	- Overland flow paths and hydraulic alterations
Solid waste management code	AO1 / PO1	Waste and recycling storage and bin wash-down facilities	- Bin type, storage capacity and storage points - Storage point / waste room – Bulk bins - Waste chute - Certification of works – Civil Engineering (Solid Waste Management) - Pre-start inspection - Hold point inspection – Solid Waste
	AO4 / PO4	Waste servicing	
Transport code	AO5 / PO5 & AO6 / PO6	Public transport network	- Footpaths
	AO8 / PO8 & AO9 / PO9	Active transport network	
	AO19 / PO19	General	- Off street vehicle and car parking facilities - Off street signalised vehicle warning system

Code	Acceptable / Performance Outcome	Subject matter	Condition of compliance
			– Certification of works – Transport Assessment

4.3.3.1 Assessment against the City Plan

Assessment has been undertaken below with respect to the following themes identified in the table above:

- Built form and amenity
- Density
- Transport

Reference to the applicable assessment benchmarks listed in the table above can be viewed in the City Plan. Where applicable, specific references have been included for clarity and ease of reference.

4.3.3.2 Built form and amenity

The subject site is located in the High density residential zone, the Frame area of the Light rail urban renewal area overlay and an unlimited building height (HX) overlay. The cumulative intent of these benchmarks is for more intense built form outcomes. Notwithstanding, development must be in keeping with the surrounding character and protect adjacent amenity.

The surrounding area consists of older walk-up developments and high-rise developments of varying heights in the surrounding area both existing and under construction, which result in a varied and iconic skyline as viewed from the Nerang River (see below). It is evident from the figure that there are multiple high rises under construction in the locality. Additionally, there is a character of sites being amalgamated to deliver larger developments, such as this subject site.



Figure 24: Existing City skyline (source: NearMaps, oblique view May 2025)

The development proposes a height of 42 storeys / 146.5 metres and therefore provides the anticipated high-rise development sought within the area. The subject site located outside of the Airport environs Obstacle Limitation Surface (OLS) and therefore the proposal will not impact on the function of the Gold Coast Airport (GCA). Additionally, an advice note has been included in the Decision notice for the development team to notify the GCA prior to construction commencing.

The proposed development has two distinct elements being the podium and tower, assessment of both is undertaken below.

Podium

The podium has a total height of 5 storeys and 20 metres. Whilst this exceeds the 12.5 metres sought in the High-rise accommodation design code, this has been designed to provide additional services to the development including car parking, mechanical areas, access to basement and podium and MRV standing area. The communal open space area is located on level 6 and 7 above the podium. Despite the podium height, the associated impacts of bulk and scale are appropriately managed.

At a closer scale, the subject site adjoins a 9 storey residential development to the north and a 35 storey tower currently under construction to the west. The proposed podium interface includes built to boundary elements on the ground floor for car parking and services. This is typical for high rise development located within this locality. The ground floor interfaces are shown below demonstrating there is only servicing, landscaping and carparking which directly abut each other on the ground floor. This does not present any amenity impacts.



Figure 25: Adjoining developments and subject site (modified from NearMaps, MIN/2018/1650, GIC/2023/142 and Contreras Earl)

The northern development consists of units located on level 1 upwards. To the west, the development consists of communal open space on level 1 which is setback 3 metres from the property boundary. The existing setbacks of the northern tower at 3.3 metres and the proposed setbacks of 1.2 metres result in a building separation of 4.5 metres for the extent of 5 storeys is an appropriate level of separation. At level 6 and 7 the proposed development consists of communal open space with extensive landscaping and the main building line is set back 3 metres from the property boundary. Achieving a separation of 6.3 metres, between podium car parking, communal open space on the subject site and units on the northern property boundary. This interface is shown in the figure below. The presentation of this interface is embellished by modulated textured concrete and batten screening located in front of acoustic barriers providing movement and prevents noise, overlooking and other amenity impacts. This appearance is shown below.



Figure 26: Proposed north and eastern podium perspectives (source: Contreras Earl)

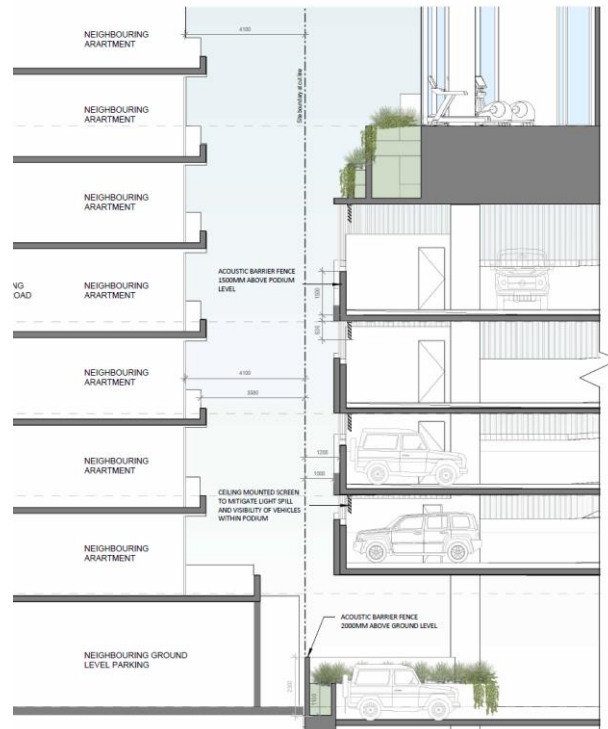


Figure 27: Proposed northern interface (source: Contreras Earl)

To the west, the podium is set back 1.2 metres from the property boundary. The neighbouring tower is set back 3.2 metres to the planter on level 1 and units on level 2 upwards at 5.1 – 6.3 metres resulting in a minimum separation distance of 4.4 – 7.5 metres for the podium. Similar to the northern interface, there is limited number of units along the shared boundary, those of which will interface with high quality built form containing car parking which prevents amenity and overlooking impact. This interface is shown below.

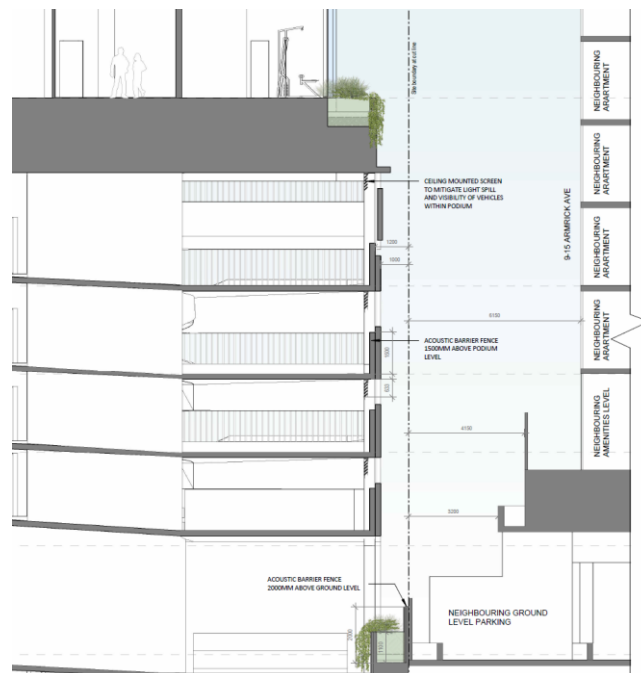


Figure 28: Proposed western interface (source: Contreras Earl)

To the streetscape, the podium presents a well balanced interface through a variation in materials, landscaping and screening. The proposed podium includes landscaping at alternating areas to present visual interest and movement at the pedestrian scale. The development also includes an inviting entrance form the street corner with abstract planter boxes capable of accommodating mature planting. Whilst there is an alternative outcome proposed for the podium in terms of height and setback, the overall appearance to the streetscape, the landscaping, recesses and embellishments assist to soften the form and provide a high-quality pedestrian interface. Such a high quality interface is particularly relevant given to highly pedestrianised nature of the area and active uses occurring at the Broadbeach Bowls Club to the south. The proposed development also includes the retention of existing palm trees located in the road verge. The inclusion of the lobby at the corner truncation also facilitates casual surveillance of the pedestrian network.



Figure 29: Proposed street perspective (source: Contreras Earl)

The proposed podium site cover is 81%, whilst this may appear high as a figure, the setbacks, appearance, embellishments and use of landscaping have demonstrated a balance between green space and built form, present a positive contribution to the streetscape character, allow for maintenance and provide car parking for residents. Additionally, due to the dimension of the site, additional built areas are required to accommodate vehicle manoeuvring between the levels, this results in an increased floor plate. On balance the podium presents as an appropriate outcome which has been designed and complement the surrounding locality and provide all the services required to support the proposed development.

Tower

The tower typical tower floorplate (shown below) achieves appropriate setbacks to the property boundaries with distances ranging from a pinch point of 3.9 metres to the north and 3.6 metres to the west at the main building lines. The tower floor plate achieves a unique shape that responds to the outward facing direction to the south of the site. At the tower levels (level 8 and above), the site only directly interfaces with the western adjoining tower. Along the shared boundary, both towers include residential units, presenting a like for like outcome. The primary living areas for the units in the proposed development are oriented to the street front to mitigate overlooking and privacy impacts. Similarly the tower to the west's primary living areas are orientated towards the north and south; limited outlooks between these spaces in both towers exist. The separation distance between towers and orientation of the proposal mitigates amenity impacts between habitable rooms to an acceptable level given the HX, high-rise nature of the area.

The adjoining properties to the north and west present development outcomes with limited future development potential as they're currently under construction or built within the last 10 years. Significant weight has therefore been given to the existing context.

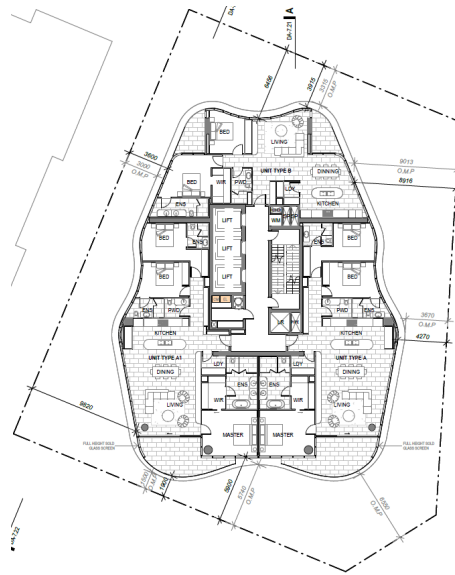


Figure 30: Proposed level 9 - 25 (Typical A) (source: Contreras Earl)

East and south to the streets, the tower setbacks appropriately interface to the street as it provides a distinct 'tower and podium' form in terms of distances and appearance. Additionally, there is a distinct materiality difference between the podium and tower, with glazing at the upper levels and batten screening and landscaping at the podium levels. This is shown below. These high-quality architectural elements ensure the built form will positively contribute to the streetscape and skyline.



Figure 31: Proposed podium perspectives (source: Contreras Earl)

The tower has site cover of 48% which in this instance due to the shape of the site still achieves a sense of openness and appears to be a slenderer tower than the numerical figure. The sense of openness is further enhanced using balconies at the street front and the rear, high quality glazing materials and extended slab edges. The proposed site cover also assists in maintaining view corridors, most notably to the beach located east.

Through the use of setbacks and building orientation, there is sufficient building separation to the surrounding towers to protect adjacent amenity. The development will contribute to the City's skyline within the Broadbeach and Bowls Club locality between Surfers Paradise Specialist Centre zone and the Broadbeach Centre zone. The development maintains a building separation of 8.7 – 14.4 metres to the west and 7.2 – 10.7 metres to the north (only to level 9 of the adjoining tower). The tower floor plates and setback distances are shown in the aerial below.



Figure 32: Building separations in the locality (modified from Nearmaps, MIN/2018/1650, GIC/2023/142 and Contreras Earl)

These distances not only protect existing view lines and sunlight but ensures the shadow cast by the development does not burden a single lot for extended periods of time. Shown below is the March equinox, summer and winter solstices demonstrating the fast moving shadows. It is noted that in High density areas with a 'HX' building height overlay, some shadowing impacts come as a natural consequence of the intended City Plan outcomes. Most of the shadowing occurs over the Bowls Club and the properties located west. As shown in the diagrams below, there are existing high-rise towers located east which have been in the locality casting shadows over 20 years. Overall, the shadows are fast moving and do not burden one lot for extended periods of the day.



Figure 33: March equinox shadow diagram (source: Contreras Earl)



Figure 34: Winter solstice shadow diagram (source: Contreras Earl)



Figure 35: Summer solstice diagram (source: Contreras Earl)

All other aspects of the development such as privacy, safety, traffic, visual amenity and vibration have been assessed and is considered to achieve the relevant assessment benchmarks. Noise and wind mitigation measures have been assessed and appropriately managed through the recommendations of the Acoustic report and the Pedestrian wind report; these are reflected in the Decision notice.

Based on the above assessment, the proposal is considered to achieve the following benchmarks:

- Overall outcomes of the Light rail urban renewal area overlay code;
- Performance outcomes PO1, PO2, and PO3 of the High density residential zone code;
- Performance outcome PO1, PO4, and PO5 of the High rise accommodation design code; and
- Performance outcome PO1, PO2 and PO8 of the General development provisions code.

4.3.3.3 Density

The development proposes an overall site density of 1 bedroom / 5.45m², exceeding the prescribed density on site of 13m² / bedroom. Regardless, the site is well suited to accommodate additional residential density.

The subject site is 400 metres to Florida Gardens Light rail station and 2 high frequency bus stops along the Gold Coast Highway accessible via the existing pedestrian footpath network around Old Burleigh Road and Armrick Avenue. The site is well supported by surrounding commercial, recreational and transportation options within the area and accessible by public transport.

There is existing capacity in the network for transport and water capacity to cater for the proposed development. An Extra payment condition has been included in the Decision notice for emergency sewer storage.

There is a mix of unit typologies provided within this development ranging from 2 – 4 bedroom units which appropriately contributes to the growing housing need on the Gold Coast. Each unit is equipped with balconies which directly adjoin a bedroom or living area. There is ample communal open space provided on site, with variation in the type of facilities provided to residents. The communal open space is located on levels 6 and 7 and is accessible via the internal lift and stairs. Both indoor and outdoor spaces are available which provide weather protection and pleasant shaded areas.

Based on the above assessment, the proposal is considered to achieve the following benchmarks:

- Overall outcomes of the High density residential zone code; and
- Performance outcome PO11 of the High rise accommodation design code; and
- Performance outcome PO12 of the High rise accommodation design code.

4.3.3.4 Transport

Car parking supply

The proposal achieves compliance with AO1 of the Transport code, as detailed below:

Car parking requirement under City Plan version 13				
Land Use	Car Parking Rate	Unit numbers	Car Parking Required	Car Parking Provided
Multiple dwelling	1 per unit or dwelling and 1 per 10 units or dwelling for visitors	17 two-bedroom units	81 resident carparking spaces	175 residential carparking spaces
		55 three-bedroom units		
		9 four-bedroom units	9 Visitors spaces	9 visitor parking spaces
Total		81 Units	90 Spaces	189 spaces

Servicing

Performance outcome PO3 of the Transport code requires the development to accommodate a Medium Rigid Vehicle (MRV) to service the Multiple dwelling. The development proposes MRV access via Old Burleigh Road to the east of the site. On this basis, the proposal achieves Performance outcome PO3 of the Transport code.

Active transport network

To achieve Performance outcome PO7, the proposed development has opted to provide bicycle car parking in accordance with Cycling Aspects of Austroads Guides. A minimum of 27 resident spaces (1 space per 3 units) and 6.75 (7) visitor spaces (1 space per 12 units). The proposal includes 27 resident and 7 visitor bicycle parking spaces. Therefore, the proposal achieves Performance outcome PO7 of the Transport code.

Based on the above assessment, the proposal is considered to achieve the following benchmarks:

- Performance outcome PO1 of the Transport code;
- Performance outcome PO3 of the Transport code; and
- Performance outcome PO7 of the Transport.

6 INFRASTRUCTURE CHARGES

The final estimated infrastructure charge is \$2,927,500.28.

An excerpt of this is shown below.

Charges Resolution No. 1 of 2025					
	Qty			Rate	Gross Charge Amount
Residential uses 2 bedroom	17	Dwellings	@	\$ 27,462.52	\$ 466,862.84
Residential uses 3+ bedroom	64	Dwellings	@	\$ 38,447.46	\$ 2,460,637.44
					\$ 2,927,500.28
Net Charge Summary					
Gross Charge Amount		Applied Credit Amount		Net Charge Amount	
\$ 2,927,500.28		\$ 0.00		\$ 2,927,500.28	

Applied credit details

Credits for existing lawfully established uses and/or existing lot credits currently reside on MCU/2021/603. This credit can be transferred to the current application upon formal written request from the owner/s of the property. The value of the credit will be assessed according to the current charging regime Charges Resolution No.1 of 2025. Correspondence in this regard should be directed to the City's Infrastructure Charge Assessment Team via email at ica@goldcoast.qld.gov.au.

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)
Arborist	Environmental and Landscaping: - Vegetation clearing
Architecture Assessment	Certification of works – Architecture Assessment
Civil Engineering	Approved plans:

	- Approved stormwater management plan Trunk Development infrastructure: - Extra payment condition Property: - Lots to be amalgamated - Private infrastructure - Restrictions regarding Council sewer and water supply infrastructure Amenity: - Screening of visually offensive components Stormwater Drainage: - Stormwater infrastructure construction - Overland flow paths and hydraulics alterations - Maintenance of stormwater proprietary treatment devices (<i>specific condition</i>) Engineering: - Electrical reticulation - Telecommunications network - Rectification of Council's infrastructure - Existing infrastructure, structures and services - Vehicle crossing Sewer and Water Works: - Sewer connection - Water connection - Sub-metering - Fire loading Solid Waste Management: - Bin type, storage capacity and storage points - Storage point / waste room – Bulk bins - Waste chute Construction Management: - Certification of works – Civil Engineering - Certification of works – Civil Engineering (Solid Waste Management) - Erosion and sediment control - Sand removal strategy - Dewatering management plan - Pre-start inspection - Hold point inspection – Solid Waste
Environmental Assessment	Construction Management: - Acid sulfate soils management plan

	- Certification of works – Environmental Assessment
Health and Regulatory Services	Approved plan: - Approve acoustic report Amenity: - Hours of operation Construction Management: - Certification of works – Health and Regulatory Services
Landscape Assessment	Environmental and Landscaping: - Landscaping works on private land - Landscaping works within public open space - Maintenance agreement Engineering: - Existing structures and services Construction Management: - Certification of works – Landscape Assessment
Plumbing and Drainage	Plumbing and Drainage Act 2018: - Plumbing and drainage works
Transport Assessment	Transport: - 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 signalised vehicle warning system Engineering: - Footpaths Construction Management: - Certification of works – Transport Assessment

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 (81 units) at 99 – 101 Old Burleigh Road, Broadbeach.

After a detailed assessment, it has been determined the proposal meets the purpose of the High density residential zone and applicable overlay and development codes.

It has also been determined the proposal meets the requirements of the relevant assessment benchmarks and is recommended for approval based on the following reasons:

- The proposed built form achieves a high quality architectural appearance presenting a distinct podium and tower form through the use of a variety of materials, setbacks and articulation.
- The development achieves the outcomes of the Light rail urban renewal area overlay through an activated and landscaped street edge.
- The proposed development achieves an efficient use of land to provide the density sought in the High density residential zone code and supports future residents by providing ample private and communal open space.
- There is sufficient car parking and bicycle parking to cater for the proposed development.
- Acid sulfate soils management and sand management has been conditioned and will be assessed prior to work commencing on site.
- The proposed development achieves all the outcomes sought in the Healthy waters code, Solid waste management code, Driveways and vehicle crossings code and Vegetation management code

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 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 (81 units) at 99 – 101 Old Burleigh Road, Broadbeach, in accordance with the Attachment entitled: Decision notice – approval (with conditions).

Author:

Elizabeth Belmont

Senior Planner

September 2026

Authorised by:

Lara Dawes

Manager Major Assessment