Our Reference: UP25198
Council Reference: MCU/2026/222

ULTIMATE PLANNING SOLUTIONS

Town Planning
Property Development

18 August 2026

City Development
City of Gold Coast Council
PO Box 5042
Gold Coast Mail Centre QLD 9729

Attention: Nicole Johnson

COUNCIL REFERENCE:	**MCU/2026/222**
PROPOSED APPLICATION:	**DEVELOPMENT APPLICATION FOR A MATERIAL CHANGE OF USE FOR LOW IMPACT INDUSTRY AND SHOWROOM**
PROPERTY ADDRESS:	**60 KORTUM DRIVE, BURLEIGH HEADS QLD 4220**
REAL PROPERTY DESCRIPTION:	**LOT 20 // RP 217867**

Ultimate Planning Solutions act on behalf of the applicant in addressing the matters raised by City of Gold Coast (CoGC) through the information request dated 01 July 2026. This response relates specifically to development application MCU/2026/222.

We hereby confirm the following to present a full response to all matters raised by the CoGC.

Transport Assessment

1. ***Car parking provision and demand***

The applicant's calculation of car parking has not been undertaken in strict accordance with the requirements of AO1 of the Transport code, in that parking for each land use has not been calculated separately.

To comply with AO1 of the Transport code, the development is required to provide a total of 17 car parking spaces, comprising 8 spaces for the Low Impact Industry component (294 m² TUA) and 9 spaces for the Showroom component (350 m² TUA).

The submitted plans show a total of 14 car parking spaces; however, 3 of these spaces (identified as customer spaces 12–14) are currently unusable. As such, the development effectively provides only 11 usable spaces, resulting in a shortfall of 6 spaces.

Accordingly, the applicant is requested to either:

a) *Submit amended plans demonstrating compliance with AO1 of the Transport code by providing 17 car parking spaces;*

OR

b) *Provide justification demonstrating that the proposed parking provision is sufficient to accommodate the anticipated demand from both staff and visitors of the Low impact industry and Showroom uses, in accordance with PO1 of the Transport code.*

c) *In both of the above cases, the applicant is requested to include 1 space for Persons With Disabilities (PWD), noting that this includes a dedicated parking space and a shared area of the same dimension. Refer to section 2.5.1 of AS2890.6:2022.*

Response:

The car parking layout of the proposed development has been amended to ensure all car parking spaces can be reasonably accessed, while ensuring that a suitable car parking allocation is provided on site. The changes to the car parking arrangement have been supported by a traffic assessment, prepared by Geleon.

For a comprehensive response to this item, refer to Transport Assessment Response (Ref. 51117-LT01-A), prepared by Geleon for details.

2. Functional area plan

The submitted 'Functional Area Plan' drawing identifies the car parking and vehicle circulation/manoeuvring area for the purpose of 'Outdoor Showroom'. Noting this area is required to accommodate the developments car parking, the applicant is therefore requested to remove reference to 'Outdoor Showroom' from the drawing.

Response:

The plans have been amended to correctly identify the outdoor areas of the development as car parking supporting the proposed uses, rather than the previous identification as a separate land use.

For details, refer to amended Functional Area Plan (Ref. SD-103, Issue 12), prepared by WIM Architects for details.

3. Service arrangements

There is insufficient space on site for large service vehicles to safely manoeuvre. The submitted plans do not demonstrate how service vehicles will be accommodated within the site. Officers consider that vehicles may be delivered to the proposed Showroom by 20m Articulated Vehicle (AV) car carriers.

To demonstrate compliance with PO3 of the Transport code, including Tables 9.4.13-8 (Service vehicle requirements) and 9.4.13-9 (Minimum class of service vehicle), the applicant is requested to submit amended plans showing the following:

For sites with an area between 1000-2000m² (actual site area is 1512m²).

a) *A service bay capable of accommodating a 20m AV. The service bay must be located wholly within the site and must not obstruct access to car parking spaces.*

b) *Heavy Rigid Vehicles (HRV) and AV's may reverse or manoeuvre from the roadway.*

c) *All other service vehicles (i.e. Van, Small Rigid Vehicle (SRV) and Medium Rigid Vehicle(MRV)) must be able to enter, manoeuvre and exit the site entirely within the site.*

Where the above cannot be achieved, the applicant is requested to provide sufficient justification demonstrating how the proposed servicing arrangements satisfy Overall outcome (2)(a)(i)(A)–(D) of the Transport code.

Response:

With the development being a small-scale BYD Showroom and Low impact industry land use, the development does not require the use of a larger service vehicle, and the applicant intends to use an MRV. The use and functionality of an MRV to service the site has been supported by a traffic assessment, prepared by Geleon.

For a comprehensive response to this item, refer to Transport Assessment Response (Ref. 51117-LT01-A), prepared by Geleon for details.

4. Pedestrian access

The submitted plans do not provide a dedicated pedestrian access to the site, with access only available via the vehicle crossing/access driveway points. To comply with AO8.1, AO8.2 and AO8.3 of the Transport code, the applicant is requested to provide a clearly defined, accessible pedestrian pathway from Ramly Drive to the Showroom entrance, separated from vehicle access.

Response:

The amended car parking design has enabled the development to incorporate a 1.2m wide pedestrian pathway, connecting Ramly Drive to the Showroom entrance.

Refer to amended plans, prepared by WIM Architects for details.

5. Pedestrian access

Based on review of the submitted drawings, officers have identified that the aisle width behind car parking bays 12-14 is insufficient. To comply with AO19.1 of the Transport code, the applicant is requested to submit amended drawings providing an alternative outcome which can achieve compliant aisle width. Note that this may require the applicant to consider an alternative layout.

Response:

The car parking layout of the proposed development has been amended, with the aisle widths ensuring an appropriate level of access can be achieved throughout the driveway. Geleon have prepared an assessment of the amended parking arrangement, which provides swept paths which demonstrate the suitability of the car parking layout.

For a further details, refer to Transport Assessment Response (Ref. 51117-LT01-A), prepared by Geleon for details.

Landscape Assessment

6. Car parking provision and demand

The proposal is not considered to comply with AO6 of the Industrial design code or PO4 of the General development provisions code in relation to landscaping and site amenity. While deep planting areas are identified on the architectural plans, no Statement of Landscape Intent (SLI) has been submitted. Accordingly, the applicant is requested to provide an SLI and supporting landscape concept plan demonstrating the proposed landscaping, including:

Frontage landscaping (excluding the Showroom frontage to Ramly Drive)

a) Canopy trees planted at maximum 6m intervals throughout the frontage landscaping area, supported by screening shrubs and groundcovers.

b) Tree locations to provide a minimum 3m clearance from buildings and roof projections, while maintaining visibility of the proposed pylon signage.

c) The applicant is requested to identify the location of the water meter and other site services to demonstrate they will not conflict with proposed landscaped areas.

d) Street trees have not been provided. However, officers have identified opportunities for street tree planting within the Ramly Drive and Kortum Drive road verges. This matter is intended to be addressed by condition, requiring planting generally in accordance with Standard Drawing 05-103 and SC6.12.10 of the City Plan Policy – Land Development Guidelines.

Response:

This IR Response has been provided alongside a Landscape Intent Plan, prepared by Landscape Design and Planning. The amended outcome achieves canopy trees in both frontages, with low level plantings located within the garden beds. This ensures a high quality landscaping outcome is achieved, appropriately softening the hardstand of the development.

For further details, refer to Landscape Intent Plan, prepared by Landscape Design and Planning.

FURTHER ADVICE ITEM

Landscape Assessment

7. Street trees

Street trees have not been provided. However, officers have identified opportunities for street tree planting within the Ramly Drive and Kortum Drive road verges. This matter is intended to be addressed by condition, requiring planting generally in accordance with Standard Drawing 05-103 and SC6.12.10 of the City Plan Policy – Land Development Guidelines

Response:

We note that there is currently an absence of street trees within the locale, including in the frontages of other Impact assessable land uses. The requirement to incorporate street trees when surrounding applications have not been

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subject to the same requirements is inconsistent, and will result in an inconsistent streetscape outcome. The softening of the hardstand is already achieved by the generous landscaping proposed in response to item 6, which includes canopy trees throughout the frontage.

As a result, we respectfully request that this condition is not imposed, and that Council assess the proposed application in a consistent manner with the surrounds.

Should you have any enquiries concerning this correspondence or application, please do not hesitate to contact the undersigned on 07 5649 8665.

Yours sincerely,

Jackson Bohlsen
Senior Planner
Ultimate Planning Solutions

Attachment 1: Amended Plans, prepared by WIM Architects (Ref: BYD-BUR-225)
Attachment 2: Transport Assessment Response, prepared by Geleon (Ref: 51117-LT01-A)
Attachment 3: Landscape Intent Plan, prepared by Landscape Design and Planning (Ref: KOR/060)