Our Ref: Q25545
Your Ref: MCU/2025/201
Elizabeth Belmont

GOLD COAST | 07 5562 2303
GLADSTONE | 07 4972 3831

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Zone Planning QLD Pty Ltd
ABN 13 660 561 704

24 August 2026

The Chief Executive Officer
City of Gold Coast
PO Box 5042
GCMC QLD 9726

via email: mail@goldcoast.qld.gov.au
ebelmont@goldcoast.qld.gov.au

Dear Elizabeth,

RESPONSE TO ASSESSMENT MANAGER'S INFORMATION REQUEST
DEVELOPMENT ASSESSMENT RULES 2017 PART 3 S13
DEVELOPMENT APPLICATION FOR A DEVELOPMENT PERMIT FOR A MATERIAL CHANGE OF USE FOR A MULTIPLE DWELLING DEVELOPMENT AT 99 & 101 OLD BURLEIGH, BROADBEACH (LOT 0 BUP104138 & LOT 70 B8383)

We act on behalf of our client, 101 Old Burleigh Road Pty Ltd**,** regarding the abovementioned Development Application.

On 19 June 2026 an Information Request was received from the City of Gold Coast (Council). Pursuant to Section 13.2 of the *Development Assessment Rules 2017*, we provide our response to this Information Request below.

The following information is attached in support of this response:

1. Copy of Council's Information Request (**Attachment 1**);
2. Updated Proposal Plans prepared by Contreras Earl Architecture (**Attachment 2**);
3. Updated Statement of Landscape Intent prepared by Urbis (**Attachment 3**);
4. Pedestrian Wind Assessment prepared by RWDI (**Attachment 4**);
5. Solar Reflectivity Design Review prepared by RWDI (**Attachment 5**); and
6. Traffic & Transport Response prepare by Bitzios Consulting (**Attachment 6**).

In accordance with Section 13.2 of the *Development Assessment Rules 2017* this letter and attachments constitute a response to all of the information requested. We submit that the below and attached information together with that provided with the application submission, provides sufficient information for Council to now complete its assessment and favourably determine the application.

PLANNING AND ARCHITECTURE ASSESSMENT

1. Podium appearance

The podium appearance is repetitive to the northern and western boundaries for the full height of the podium. The screening elements do not sufficiently soften the built form, screen the car parking areas or contribute to the streetscape. Given the podium will directly interface with habitable rooms of adjacent properties, officers consider some visual relief is warranted.

Therefore, it is suggested that the applicant:

a. Explore opportunities to provide further movement to the side elevations of the podium (north and west) to improve the interface.
b. Provide improved screening design which may include a more dynamic composition which reduces visibility into car parking areas and prevents light spill from vehicles and overhead lighting. Include details of all screening, size, type and spacing of battens.
c. Provide high quality sections that provide details of drop-down aprons or similar to screen overhead lighting within the podium. Officers recommend a minimum 300mm drop to ensure overhead lighting is appropriately screened from external property boundaries.

RESPONSE

We refer Council to the updated Architectural Plans within **Attachment 2** of this response.

The Applicant acknowledges Council's concerns regarding the presentation of the podium along the northern and western interfaces, particularly in relation to the visual appearance of the façade, screening of parking areas, and the interface with adjoining development. In response, the architectural design has been further refined and supplemented with additional detailed information, including updated podium elevations, detailed sections, screening specifications and high-quality 3D perspectives, to assist Council's assessment of the proposed built form.

Officers are advised the Applicant explored a range of opportunities to introduce additional movement and variation to the northern and western podium façades, including modifications to the screening arrangements and variations in batten compositions. Following this review, it was determined that such amendments did not result in an improved architectural outcome. The Applicant considers the proposed design, as demonstrated in the updated perspectives, achieves a high-quality visual appearance while retaining continuity and consistency with the broader architectural language of the podium. The resulting façade composition provides a cohesive and integrated outcome rather than introducing unnecessary visual complexity.



Figure 1: View of Western Podium Interface (Source: Contreras Earl Architecture)



Figure 2: View of Northern Podium Interface (Source: Contreras Earl Architecture)

The updated perspectives clearly demonstrate the sculptural nature of the podium slab edges. These elements, in combination with batten screening elements provide visual interest, shadowing, depth and articulation to the façade, contributing to a high-quality architectural outcome and reducing the perception of podium bulk when viewed from adjoining sites and the public realm.

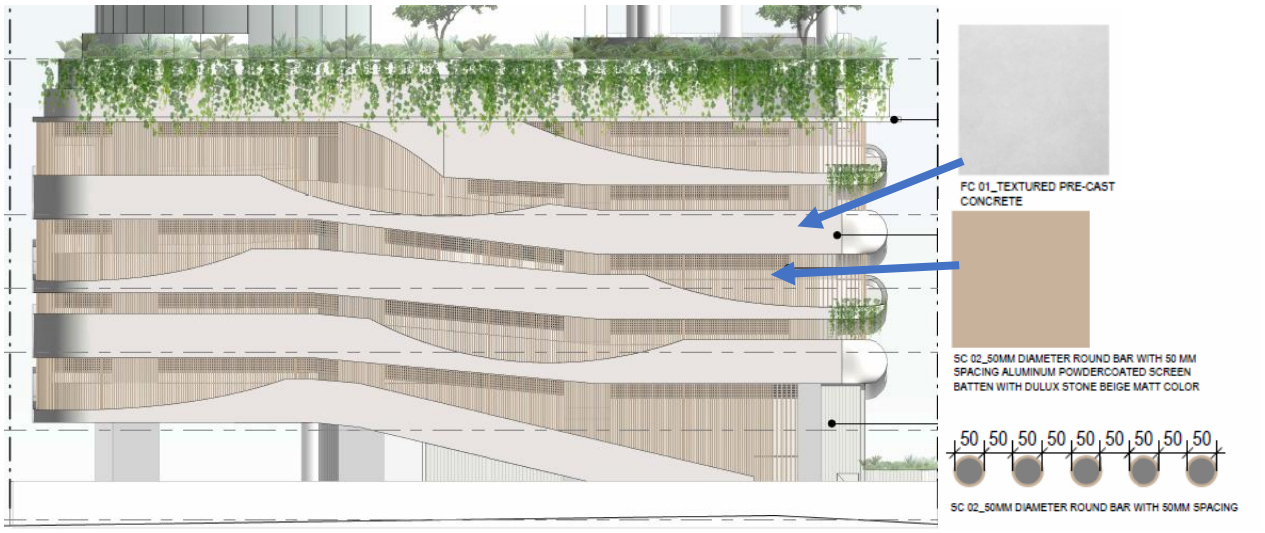


Figure 3: Western Podium Elevation & Materiality Details (Source: Contreras Earl Architecture)

With respect to podium screening, the proposed plans detail round battens with 50mm spacing along the northern and western podium edges. This spacing is considered necessary to ensure effective screening of the podium parking levels and to minimise transparency into vehicle parking areas. The denser screen arrangement assists in reducing visibility of vehicles, parking infrastructure and underside building services. The proposed spacing therefore balances architectural presentation with functional visual amenity mitigation outcomes.

To further address Council's concerns regarding light spill and adjoining amenity impacts, the proposal incorporates ceiling-mounted screening devices (636mm) and acoustic barriers (1.5m high) along the podium interface. These elements work in combination with the podium screening treatments to minimise visibility into the parking levels, shield vehicle headlights and under slab lighting, reduce light spill, and mitigate potential noise impacts on neighbouring properties. Updated detailed sections have been prepared demonstrating the location, extent and operation of these measures, which collectively provide an integrated response to visual and amenity considerations associated with the podium parking areas.

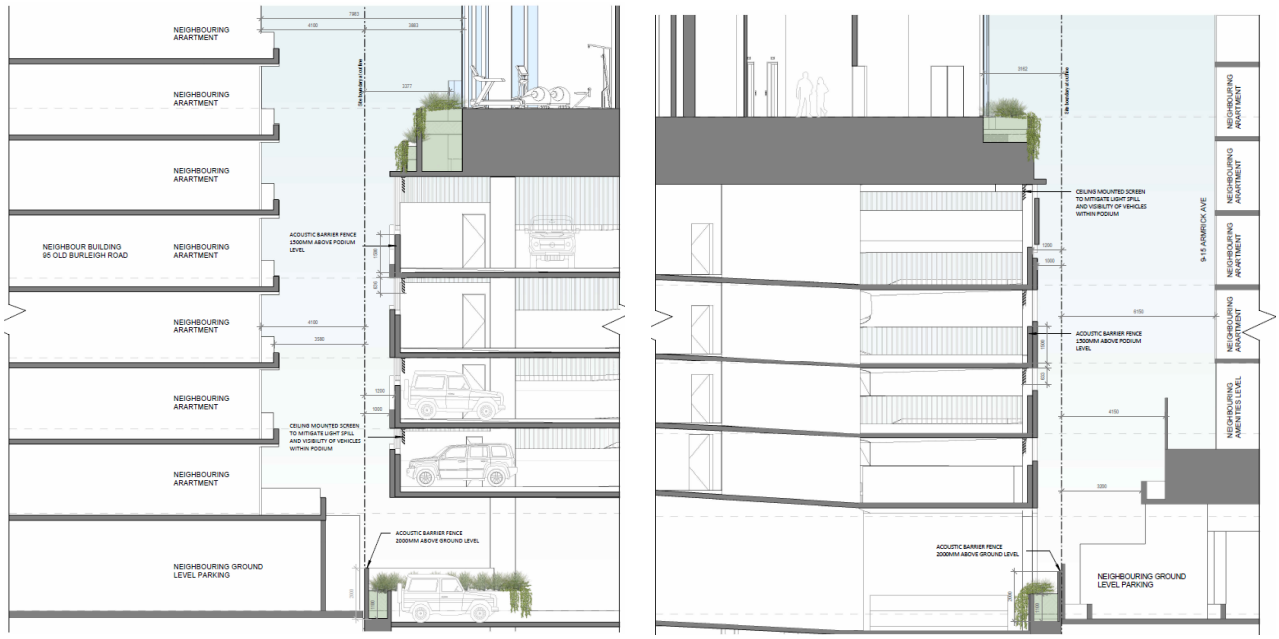


Figure 4: Detailed Sections Demonstrating Proposed Podium Screening (Source: Contreras Earl Architecture)

On balance, the Applicant considers the updated drawings, perspectives and technical details demonstrate that the podium achieves an appropriate interface outcome, provides effective screening of parking areas and services, and delivers a high-quality architectural presentation consistent with the overall design intent of the development.

2. Streetscape appearance

Officers consider that the podium landscaping has appropriately softened the upper levels and provided visual interest. The ground floor however requires improvement. Specifically, the immediate interface to the Broadbeach Bowls Club to the south generates high pedestrian activity from locals and tourists and therefore needs to provide an appropriate interface. Moreover, the current streetscape presents with extents of blank rendered walls to both street frontages. Officers consider that modifications are required to assist in achieving a high quality streetscape outcome.

Therefore, it is suggested that the applicant:

a. Provide increased landscaping to the street frontage to soften extents of ground level hardstand areas. On the southeastern corner, officers recommend extending the planter boxes into a single consolidated area as pedestrians are more likely to use the entrances coming from the sides in lieu of the corner. The consolidation of the planters will provide additional greenery to the streetscape.

b. Improve the materiality and appearance of the ground level walls facing the streetscape to both street frontages (i.e. the walls adjacent to the lobby). Officers suggest the introduction of additional texture, patterns or movement to improve visual amenity.

RESPONSE

The Applicant acknowledges Council's comments regarding the Ground Level streetscape presentation and the interface with the pedestrian environment, particularly at the prominent corner of Old Burleigh Road and Armrick Avenue. In response, the Ground Level landscape design has been reviewed and amended to increase the overall landscaping outcome while maintaining an active and legible pedestrian interface. We refer Council to the amended Statement of Landscape Intent within **Attachment 3** of this response.

The revised design retains a central pedestrian pathway connecting the street corner to the building entrance. Whilst Council's suggested arrangement of a consolidated corner planter was carefully considered, the Applicant formed the view that this treatment would diminish the prominence of the corner entry and reduce the visual and physical connection between the public realm and the lobby entrance. Given the site's prominent corner location and the high levels of pedestrian activity associated with the surrounding Broadbeach locality, maintaining clear sightlines and intuitive wayfinding to the principal entrance is considered an important component of the overall streetscape outcome.

Notwithstanding, the revised design increases the extent of landscaping at the corner truncation through a reduction in pathway widths and reconfiguration of the planting areas. This approach provides a larger and more generous landscape setting than originally proposed, while also preserving direct pedestrian access and streetscape engagement. The resulting arrangement achieves an appropriate balance between landscape embellishment, pedestrian permeability and building legibility.

The following figures provide a comparison between the original proposal, the officer-suggested outcome and the amended proposal.



Figure 5: Original Proposed Frontage Interface (Source: Contreras Earl Architecture)



Figure 6: City Officer Suggested Frontage Interface (Source: Contreras Earl Architecture)



Figure 7: Amended Frontage Interface (Source: Contreras Earl Architecture)

Having regard to the above figures, it is submitted that the amended landscape design provides a more balanced outcome by increasing the area available for landscaping and feature planting at the frontage, thereby strengthening the landscape character of the street interface. Importantly, this has been achieved whilst retaining a clear and prominent corner entrance that promotes pedestrian movement, wayfinding and interaction with the development. The revised arrangement therefore enhances the landscape character of the site and maintains a response to the broader intent of the Light Rail Urban Renewal Overlay Code, which seeks vibrant, active and highly engaging street frontages.

The above assessment is supported by the below figure which demonstrates that, on balance, a larger area of landscaping is provided through the revised outcome:

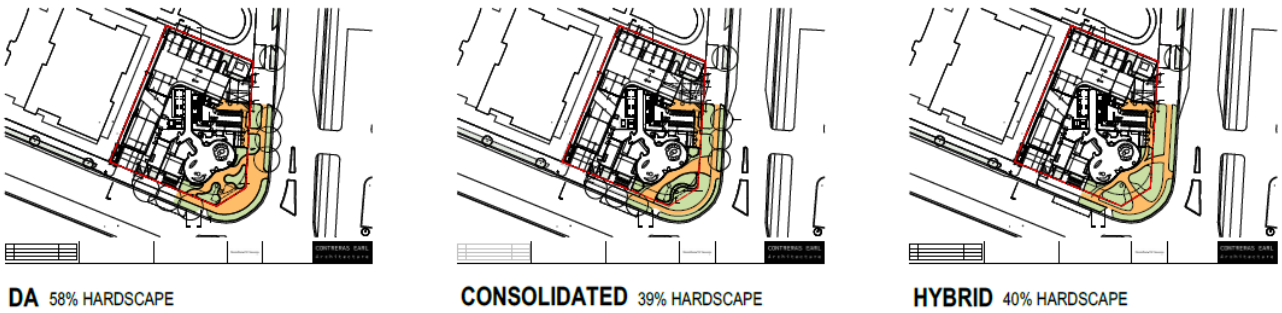


Figure 8:Comparison of Landscape Treatment Options

The Applicant therefore considers the revised streetscape treatment appropriately responds to Council's concerns by increasing the depth and width of landscaping at the corner while retaining an active and welcoming entrance, improving wayfinding outcomes and strengthening the relationship between the development and the surrounding public realm.

It is acknowledged the revised arrangement includes utilisation of the wide street verge for landscape embellishments at the corner truncation. In the regard, it is proposed the enter into a maintenance agreement with Council to ensure the ongoing maintenance of the proposed outcome.

3. Tower appearance and privacy

Officers acknowledge that the tower presents a varied floorplate and overall form, incorporating undulating balconies to the upper levels. However, officers are of the view that improvements could be made in relation to the extensive glazing on the tower, combined with large extents of standard detailing and painted render finishes.

While the proposal references tapered slab edges on architectural drawing DA-5.08, this treatment is not consistently reflected across the broader architectural documentation, where a standard slab edge profile is predominantly shown. This would assist in achieving a more resolved and integrated appearance while also support improved privacy outcomes for façades oriented towards adjoining development.

Therefore, it is suggested that the applicant:

a. Incorporate additional architectural articulation and visual refinement to the tower such as a higher quality slab edge treatment along with and the inclusion of spandrel or screening elements, designed to be visually cohesive with the podium.

RESPONSE

Reference is made to the Updated Proposal Plans prepared by Contreras Earl Architecture contained within **Attachment 2** of this response package.

4. Wind impacts

To ensure the proposed development maintains comfortable conditions for pedestrians and building occupants and achieves Performance outcome PO5, PO11 and PO12 of the High-rise accommodation code and PO1 and PO2 of the General development provision code, the applicant is requested to submit a wind impact report prepared by a suitably qualified professional. The report is to:

a. Compare and analyse the current wind conditions and the wind conditions created by the proposed development.
b. Report on the wind impacts to pedestrians around the building within the surrounding proposed public realm and private domain. (i.e.: footpaths and public beaches etc)
c. Report on the wind impacts for occupants within the proposed development, particularly at ground level and elevated within the development such as communal recreational areas and private open spaces including balconies.
d. Provide design mitigation strategies and recommendations that are to be incorporated into the architecture and landscape set of plans.

RESPONSE

Reference is made to the Pedestrian Wind Assessment prepared by RWDI Australia Pty Ltd contained within **Attachment 4** of this response package.

5. Solar reflectivity

The proposal provides a unique tower floorplate which includes concave and convex curved glazing forms which may result in solar glare impacts to the street and broader neighbourhood.

To achieve Performance outcomes PO1 and PO2 of the General development provision code, the applicant is requested to submit a Solar Light Reflectivity Analysis prepared by a suitably qualified consultant to demonstrate compliance.

The study is requested to identify any potential adverse solar glare arising from the curvilinear form of the tower and balustrade detailing that may impact residents of adjoining or nearby development or at street level. The report must also nominate appropriate mitigation measures, and these must be incorporated into the final design to ensure pedestrian comfort levels and safety is achieved.

RESPONSE

The City Plan (v13) does not include any assessment benchmarks specifically relating to solar reflectivity or glare standards. Notwithstanding, a preliminary Solar Reflectivity Design Review prepared by RWDI is submitted with this response (**Attachment 5**). The review identifies a number of positive design features, including the use of matte, non-specular materials to the podium levels and the incorporation of architectural elements that assist in reducing potential reflection impacts. The review concludes that the proposal is capable of achieving an appropriate amenity outcome, subject to the completion of a detailed computational glare assessment.

Given the final glazing specification has not yet been selected and will continue to be refined through the detailed design process, it is considered appropriate that detailed computational glare assessment be undertaken at a later stage using the final façade and glazing specifications. Accordingly, the applicant requests that this matter be addressed by way of a condition of approval requiring the submission of a Solar Light Reflectivity Analysis prepared by a suitably qualified consultant.

6. Additional information

The following additional information is requested to be submitted to assist with providing sufficient details for Officers' assessment:

a. Provide large scale elevations of the podium.
b. Provide size, spacing and finish of all screening proposed.
c. Submit additional coloured 3D perspectives of the podium appearance from the rear.
d. Submit perspectives which show the building within its context. Officers recommend adjoining development should be shown

e. Provide further information as to proposed colours. Officers note general identification such as natural warm colour tones is not sufficient information to enable officers to properly assess the proposed appearance.

RESPONSE

In response to Council's request, amended plans and supporting material have been provided within **Attachment 1**, including additional podium elevations, screening details, colour perspectives, contextual imagery and further information regarding the proposed material palette and finishes. It is submitted that the information provided adequately addresses Item 6 of the Information Request.

LANDSCAPE

7. Amended Architectural Drawings and Statement of Landscape Intent

City Officers have identified inconsistencies between the Architectural Drawings and the Statement of Landscape Intent regarding the proposed planters to the street interface. The Statement of Landscape identifies all planters at street level to facilitate deep planting (1.1m depth) incorporating small feature trees. However, the deep planters are not consistently demonstrated across the Architectural Drawings, including cross-section elevations, and therefore creating uncertainty if the proposed level of landscape outcomes can be achieved.

The applicant is requested to amend the Architectural Drawings and Statement of Landscape to demonstrate the following:

a. The Architectural Drawings are to include the deep planters (1.1m deep) to the street interface consistent with the Statement of Landscape Intent.

b. Include additional cross-section elevations within the Architectural Drawings demonstrating the deep planters to the street interface and additional planters up the north and west interface of the building.

c. Clearly demonstrate if the existing palm trees within the road verge can be retained (as proposed) without compromising or obstructing the footpath alignment.

RESPONSE

In response to Council's request, amended architectural drawings have been provided within **Attachment 2**, together with an amended Statement of Landscape Intent in **Attachment 3**. The amended documentation demonstrates consistency between the architectural and landscape design, including the provision of deep planters at the site frontage and additional cross-sections illustrating planter depths and landscape outcomes along the street, northern and western interfaces.

In relation to the existing palm trees within the road reserve, the landscape design has been revised to provide replacement canopy planting along the site frontage rather than retaining the palms at the corner location. While the existing palms make a limited contribution to the overall presentation and landscape character of the development, the proposed replacement planting will deliver a stronger streetscape outcome and enhanced visual amenity.

To offset the removal of the existing palms, six canopy trees (e.g., Tuckeroo) are proposed along the frontage. These trees will provide greater shade, canopy cover and landscape presence, contributing positively to the long-term character of the streetscape. The roundabout corner will also be upgraded with low-level landscaping designed to maintain appropriate sightlines and ensure driver safety, while introducing an attractive green edge that enhances the visual quality of the public realm.

It is submitted that the amended architectural drawings and Statement of Landscape Intent adequately address this item.

TRANSPORT ASSESSMENT

8. Servicing

The proposed development includes a total of 81 units with a high proportion (approximately 80%) of 3 and 4 bed units. The submitted drawings show standing area for a Small Rigid Vehicle (SRV) on the access driveway extending from Old Burleigh Road. The applicant acknowledges the need for MRV servicing, proposing use of the existing on-street 'Loading Zone Commercial Veh 20 Mins Max' to conduct servicing. Loading zones are only permitted to be used for a maximum of 30 minutes, which is not considered sufficient time for removalist vehicles in which MRV servicing is intended to capture. As such, officers are not supportive of the use of the on-street loading zone to service the development.

To achieve Performance outcome PO3 of the Transport code, the applicant is therefore requested to submit amended drawings making provision for MRV standing onsite.

RESPONSE

The proposed development has been amended to provide an on-site Medium Rigid Vehicle (MRV) loading/servicing bay. The updated architectural plans and swept path assessment demonstrate that MRV servicing can be accommodated on-site, with vehicles able to enter the site, undertake servicing activities and exit in a forward direction. Refer to the response prepared by Bitzios Consulting within **Attachment 6** of this response package.

9. Active transport network

No internal pedestrian connection is provided between visitor bays V01 to V05 at ground level and the main lobby. The applicant is therefore requested to submit amended drawings providing an internal pedestrian connection to the lift lobby avoiding conflict with vehicles entering and exiting the site from Old Burleigh Road.

RESPONSE

In response to Council's request, the ground floor plan has been amended to provide a dedicated pedestrian connection between the visitor parking area and the main lobby. The pedestrian pathway is provided along the eastern frontage and enables pedestrians to access the building entrance without exiting the site, thereby reducing potential conflicts between vehicles and pedestrians entering and exiting the site from Old Burleigh Road. The amended arrangement is shown on the plans contained within **Attachment 2**.

10. Ingress and egress

While Bitzios Consulting has demonstrated by swept path diagram that a B99 vehicle can turnaround in the aisle of the visitor car parking area in basement level 1. Given this access serves three basement levels officers request provision of a dedicated turnaround bay. If all visitor spaces are occupied, this will enable a visitor to stand clear of all entering and exiting traffic.

As only 9 visitor spaces are required to satisfy Acceptable outcome AO1 of the Transport code and 10 are proposed, it is recommended that the applicant convert visitor car parking bay V07 in basement level 1 to provide a dedicated turnaround bay to achieve Performance outcome PO14 of the Transport code. This is considered the ideal location noting it is directly opposite the entry lane.

RESPONSE

The Traffic Response (**Attachment 6**) confirms that vehicle circulation arrangements, including visitor vehicle manoeuvring within the basement level, comply with the relevant standards. Updated plans continue to demonstrate the safe operation of the basement parking layout and vehicle access arrangements.

11. Traffic Impact Assessment

The submitted Traffic Impact Assessment (TIA) prepared by Bitzios Consulting undertakes capacity assessment of the Surf Parade/Armrick Avenue and Old Burleigh Road/Armrick Avenue intersections. However, the assessment does not incorporate the development traffic from the approved and under construction development at 9-15 Armrick Avenue (Council reference: OTH/2022/64). The applicant is therefore requested to update the assessment to include this traffic, confirming whether if measures are required to mitigate the impact of additional traffic from the proposed development to Achieve Performance outcome PO16 of the Transport code.

RESPONSE

The Traffic Response in **Attachment 6** includes an updated capacity assessment which incorporates traffic generated by the approved development at 9-15 Armrick Avenue (OTH/2022/64). The SIDRA analysis confirms both the Surf Parade/Armrick Avenue and Old Burleigh Road/Armrick Avenue intersections will continue to operate within acceptable performance parameters and no additional mitigation measures are required. Refer to **Attachment 6**.

12. Transport code

Based on review of the submitted ground, basement and podium car park drawings, officers have identified several minor issues amendment as follows:

General:

a. Remove all internal kerb within the basement and podium parking levels to increase the trafficable vehicle circulation area.

b. The swept paths prepared by Bitzios Consulting show the B85 vehicle circulating on the inside loop and the B99 vehicle on the outer loop. Considering a B99 vehicle has a larger turning circle, officers request the inverse assessment (i.e. B99 on the inside loop and B85 on the outer loop) ensuring 300mm clearance on the inside, 600mm between vehicles and 600mm on the outside of any path. Where changes are required to the walls around the building core as indicated by Bitzios Consulting, these are to be incorporated in response to this item.

c. Despite the two-lane two-way width of ramps and parking aisles, due to the tight looping arrangement, officers are not convinced that the proposed development can operate safely without hold points and signals. The applicant is therefore requested investigate and propose ramp signal management design including designated hold points on each level, prioritising entering vehicles.

Ground level:

d. Include annotations at both vehicle access points requiring that "Pedestrian sight triangles must be kept clear of obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level".

Podium levels:

e. Demonstrate by way of swept path diagram including 300mm manoeuvring clearances access to P26 on podium level 2, P52 on podium level 3, P61 and P72 on podium level 4 and P81 and P94 on podium level 5.

f. The swept paths prepared by Bitzios Consulting show the B85 vehicle circulating on the inside loop and the B99 vehicle on the outer loop. Considering a B99 vehicle has a larger turning circle, officers request the inverse assessment (i.e. B99 on the inside loop and B85 on the outer loop) ensuring 300mm clearance on the inside, 600mm between vehicles and 600mm on the outside of any path. Where changes are required to the walls around the building core as indicated by Bitzios Consulting, these are to be incorporated in response to this item.

g. Despite the two-lane two-way width of ramps and parking aisles, due to the tight looping arrangement, officers are not convinced that the proposed development can operate safely without hold points and signals. The applicant is therefore requested investigate and propose ramp signal management design including designated hold points on each level, prioritising entering vehicles.

Basement levels:

h. The swept paths prepared by Bitzios Consulting show the B85 vehicle circulating on the inside loop and the B99 vehicle on the outer loop. Considering a B99 vehicle has a larger turning circle, officers request the inverse assessment (i.e. B99 on the inside loop and B85 on the outer loop) ensuring 300mm clearance on the inside, 600mm between vehicles and 600mm on the outside of any path. Where changes are required to the walls around the building core as indicated by Bitzios Consulting, these are to be incorporated in response to this item.

i. Despite the two-lane two-way width of ramps and parking aisles, due to the tight looping arrangement, officers are not convinced that the proposed development can operate safely without hold points and signals. The applicant is therefore requested investigate and propose ramp signal management design including designated hold points on each level, prioritising entering vehicles.

RESPONSE

The proposal has been amended in response to Council's comments. Updated plans and supporting traffic engineering information address matters relating to vehicle circulation, swept path assessments, sightline requirements and car parking functionality. Refer to **Attachment 6**.

In accordance with Section 13.2 of the *Development Assessment Rules 2017* this letter constitutes a response to all of the information requested. Therefore, we ask that Council proceed with the assessment of this Development Application.

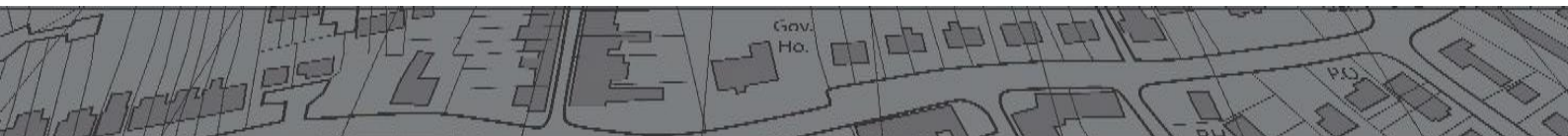
We trust this information is sufficient for your purposes; however, should you require any further details or clarification, please do not hesitate to contact Liam Jukes or the undersigned on 07 5562 2303.

Yours sincerely,



David Ransom I Director
ZONE PLANNING QLD

ATTACHMENT 1
Copy of Council's Information Request



CITY OF GOLDCOAST.

Date: 19 June 2026
Contact: Elizabeth Belmont
Location: City Development
Telephone: 07 5582 8866
Your reference:
Our reference: MCU/2026/201

101 Old Burleigh Road Pty Ltd
C/- Zone Planning QLD
PO BOX 3805
BURLEIGH TOWN QLD 4220

Dear Sir/Madam

Information Request

I refer to the development application lodged by:
101 Old Burleigh Road Pty Ltd

in relation to development of land/premises described as:
Lot 0 - 5 BUP104138 and Lot 70 B8383 – 99 - 101 Old Burleigh Road, BROADBEACH QLD 4218

Council of the City of Gold Coast (Council) officers have reviewed the development application and supporting information and determined that further information is required to properly assess the application.

Pursuant to sections 13.2 and 13.3 of the Development Assessment Rules under the *Planning Act 2016*, the applicant may respond to this information request by giving to the assessing authority:

1 all of the information requested below; or
2 part of the information requested below; or
3 part of the information requested below together with a notice advising the assessing authority that it must proceed with the assessment of the application; or
4 a notice stating that none of the information requested below will be provided; or
5 a notice stating that none of the information requested below will be provided together with a notice advising the assessing authority that it must proceed with the assessment of the application.

You are advised that pursuant to section 13.1 of the Development Assessment Rules, the period for the applicant to respond to this information request is three (3) months of the date of this letter.

If no response is provided or only part of the information is provided to this request within the three (3) month period, Council will continue its assessment of the application based on the information submitted.

It would be in the applicant's best interest to address all of the information requested.

Please note that the provision of sufficient information to properly assess an application is a requirement for a favourable decision.

Council's Project Team

The assessment of this application will be undertaken by the following Council project team.

Assessment Manager Elizabeth Belmont Senior Planner (07) 5582 8249 ebelmont@goldcoast.qld.gov.au	**Planning Coordinator** Eli Stevenson A/Coordinator Planning Assessment – Central (07) 5582 9142 Estevenson@goldcoast.qld.gov.au
Architecture Tim Davoren Principal Architect (07) 5582 9581 tdavoren@goldcoast.qld.gov.au	**Transport Assessment** Joel Burnett Transport Engineer (07) 5582 8214 jburnett@goldcoast.qld.gov.au
Landscape and Open Space Matthew McNeill Landscape Planner (07) 5582 8281 mmcneill@goldcoast.qld.gov.au	

INFORMATION REQUEST

The development proposes a Multiple dwelling with 81 units on the corner of Armrick Avenue and Old Burleigh Road in Broadbeach. Modifications and treatments to the development are requested to further enhance the built form and achieve the applicable assessment benchmarks. These items are listed below.

Planning and Architecture Assessment

1. Podium appearance

The podium appearance is repetitive to the northern and western boundaries for the full height of the podium. The screening elements do not sufficiently soften the built form, screen the car parking areas or contribute to the streetscape. Given the podium will directly interface with habitable rooms of adjacent properties, officers consider some visual relief is warranted.

Therefore, it is suggested that the applicant:

a. Explore opportunities to provide further movement to the side elevations of the podium (north and west) to improve the interface.

b. Provide improved screening design which may include a more dynamic composition which reduces visibility into car parking areas and prevents light spill from vehicles and overhead lighting. Include details of all screening, size, type and spacing of battens.

c. Provide high quality sections that provide details of drop-down aprons or similar to screen overhead lighting within the podium. Officers recommend a minimum 300mm drop to ensure overhead lighting is appropriately screened from external property boundaries.

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Officers consider that the podium landscaping has appropriately softened the upper levels and provided visual interest. The ground floor however requires improvement. Specifically, the immediate interface to the Broadbeach Bowls Club to the south generates high pedestrian activity from locals and tourists and therefore needs to provide an appropriate interface. Moreover, the current streetscape presents with extents of blank rendered walls to both street frontages. Officers consider that modifications are required to assist in achieving a high quality streetscape outcome.

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3. Tower appearance and privacy

Officers acknowledge that the tower presents a varied floorplate and overall form, incorporating undulating balconies to the upper levels. However, officers are of the view that improvements could be made in relation to the extensive glazing on the tower, combined with large extents of standard detailing and painted render finishes.

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Therefore, it is suggested that the applicant:

a. Incorporate additional architectural articulation and visual refinement to the tower such as a higher quality slab edge treatment along with and the inclusion of spandrel or screening elements, designed to be visually cohesive with the podium.

4. Wind impacts

To ensure the proposed development maintains comfortable conditions for pedestrians and building occupants and achieves Performance outcome PO5, PO11 and PO12 of the High-rise accommodation code and PO1 and PO2 of the General development provision code, the applicant is requested to submit a wind impact report prepared by a suitably qualified professional. The report is to:

a. Compare and analyse the current wind conditions and the wind conditions created by the proposed development.

b. Report on the wind impacts to pedestrians around the building within the surrounding proposed public realm and private domain. (i.e.: footpaths and public beaches etc)

c. Report on the wind impacts for occupants within the proposed development, particularly at ground level and elevated within the development such as communal recreational areas and private open spaces including balconies.

d. Provide design mitigation strategies and recommendations that are to be incorporated into the architecture and landscape set of plans.

5. Solar reflectivity

The proposal provides a unique tower floorplate which includes concave and convex curved glazing forms which may result in solar glare impacts to the street and broader neighbourhood.

To achieve Performance outcomes PO1 and PO2 of the General development provision code, the applicant is requested to submit a Solar Light Reflectivity Analysis prepared by a suitably qualified consultant to demonstrate compliance.

The study is requested to identify any potential adverse solar glare arising from the curvilinear form of the tower and balustrade detailing that may impact residents of adjoining or nearby development or at street level. The report must also nominate appropriate mitigation measures, and these must be incorporated into the final design to ensure pedestrian comfort levels and safety is achieved.

6. Additional information

The following additional information is requested to be submitted to assist with providing sufficient details for Officers' assessment:

a. Provide large scale elevations of the podium.

b. Provide size, spacing and finish of all screening proposed.

c. Submit additional coloured 3D perspectives of the podium appearance from the rear.

d. Submit perspectives which show the building within its context. Officers recommend adjoining development should be shown

e. Provide further information as to proposed colours. Officers note general identification such as natural warm colour tones is not sufficient information to enable officers to properly assess the proposed appearance.

Landscape Assessment

7. Amended Architectural Drawings and Statement of Landscape Intent

City Officers have identified inconsistencies between the Architectural Drawings and the Statement of Landscape Intent regarding the proposed planters to the street interface. The Statement of Landscape identifies all planters at street level to facilitate deep planting (1.1m depth) incorporating small feature trees. However, the deep planters are not consistently demonstrated across the Architectural Drawings, including cross-section elevations, and therefore creating uncertainty if the proposed level of landscape outcomes can be achieved.

The applicant is requested to amend the Architectural Drawings and Statement of Landscape to demonstrate the following:

a. The Architectural Drawings are to include the deep planters (1.1m deep) to the street interface consistent with the Statement of Landscape Intent.

b. Include additional cross-section elevations within the Architectural Drawings demonstrating the deep planters to the street interface and additional planters up the north and west interface of the building.

c. Clearly demonstrate if the existing palm trees within the road verge can be retained (as proposed) without compromising or obstructing the footpath alignment.

Transport Assessment

8. Servicing

The proposed development includes a total of 81 units with a high proportion (approximately 80%) of 3 and 4 bed units. The submitted drawings show standing area for a Small Rigid Vehicle (SRV) on the access driveway extending from Old Burleigh Road. The applicant acknowledges the need for MRV servicing, proposing use of the existing on-street 'Loading Zone Commercial Veh 20 Mins Max' to conduct servicing. Loading zones are only permitted to be used for a maximum of 30 minutes, which is not considered sufficent time for removalist vehicles in which MRV servicing is intended to capture. As such, officers are not supportive of the use of the on-street loading zone to service the development.

To achieve Performance outcome PO3 of the Transport code, the applicant is therefore requested to submit amended drawings making provision for MRV standing onsite.

9. Active transport network

No internal pedestrian connection is provided between visitor bays V01 to V05 at ground level and the main lobby. The applicant is therefore requested to submit amended drawings providing an internal pedestrian connection to the lift lobby avoiding conflict with vehicles entering and exiting the site from Old Burleigh Road.

10. Ingress and egress

While Bitzios Consulting has demonstrated by swept path diagram that a B99 vehicle can turnaround in the aisle of the visitor car parking area in basement level 1. Given this access serves three basement levels officers request provision of a dedicated turnaround bay. If all visitor spaces are occupied, this will enable a visitor to stand clear of all entering and exiting traffic.

As only 9 visitor spaces are required to satisfy Acceptable outcome AO1 of the Transport code and 10 are proposed, it is recommended that the applicant convert visitor car parking bay V07 in basement level 1 to provide a dedicated turnaround bay to achieve Performance outcome PO14 of the Transport code. This is considered the ideal location noting it is directly opposite the entry lane.

11. Traffic Impact Assessment

The submitted Traffic Impact Assessment (TIA) prepared by Bitzios Consulting undertakes capacity assessment of the Surf Parade/Armrick Avenue and Old Burleigh Road/Armrick Avenue intersections. However, the assessment does not incorporate the development traffic from the approved and under construction development at 9-15 Armrick Avenue (Council reference: OTH/2022/64). The applicant is therefore requested to update the assessment to include this traffic, confirming whether if measures are required to mitigate the impact of additional traffic from the proposed development to Achieve Performance outcome PO16 of the Transport code.

12. Transport code

Based on review of the submitted ground, basement and podium car park drawings, officers have identified several minor issues amendment as follows:

General:

a. Remove all internal kerb within the basement and podium parking levels to increase the trafficable vehicle circulation area.

b. The swept paths prepared by Bitzios Consulting show the B85 vehicle circulating on the inside loop and the B99 vehicle on the outer loop. Considering a B99 vehicle has a larger turning circle, officers request the inverse assessment (i.e. B99 on the inside loop and B85 on the outer loop) ensuring 300mm clearance on the inside, 600mm between vehicles and 600mm on the outside of any path. Where changes are required to the walls around the building core as indicated by Bitzios Consulting, these are to be incorporated in response to this item.

c. Despite the two-lane two-way width of ramps and parking aisles, due to the tight looping arrangement, officers are not convinced that the proposed development can operate safely without hold points and signals. The applicant is therefore requested investigate and propose ramp signal management design including designated hold points on each level, prioritising entering vehicles.

Ground level:

d. Include annotations at both vehicle access points requiring that “Pedestrian sight triangles must be kept clear of obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level”.

Podium levels:

e. Demonstrate by way of swept path diagram including 300mm manoeuvring clearances access to P26 on podium level 2, P52 on podium level 3, P61 and P72 on podium level 4 and P81 and P94 on podium level 5.

f. The swept paths prepared by Bitzios Consulting show the B85 vehicle circulating on the inside loop and the B99 vehicle on the outer loop. Considering a B99 vehicle has a larger turning circle, officers request the inverse assessment (i.e. B99 on the inside loop and B85 on the outer loop) ensuring 300mm clearance on the inside, 600mm between vehicles and 600mm on the outside of any path. Where changes are required to the walls around the building core as indicated by Bitzios Consulting, these are to be incorporated in response to this item.

g. Despite the two-lane two-way width of ramps and parking aisles, due to the tight looping arrangement, officers are not convinced that the proposed development can operate safely without hold points and signals. The applicant is therefore requested investigate and propose ramp signal management design including designated hold points on each level, prioritising entering vehicles.

Basement levels:

h. The swept paths prepared by Bitzios Consulting show the B85 vehicle circulating on the inside loop and the B99 vehicle on the outer loop. Considering a B99 vehicle has a larger turning circle, officers request the inverse assessment (i.e. B99 on the inside

loop and B85 on the outer loop) ensuring 300mm clearance on the inside, 600mm between vehicles and 600mm on the outside of any path. Where changes are required to the walls around the building core as indicated by Bitzios Consulting, these are to be incorporated in response to this item.

i. Despite the two-lane two-way width of ramps and parking aisles, due to the tight looping arrangement, officers are not convinced that the proposed development can operate safely without hold points and signals. The applicant is therefore requested investigate and propose ramp signal management design including designated hold points on each level, prioritising entering vehicles.

Advice Note
The applicant is advised that should Council give further advice about the application (in accordance with s35 of the DA Rules) to resolve outstanding items not adequately addressed within the information request response, the applicant will be requested to complete a 'Notice to Stop the Current Period' for the above-mentioned application until the items within the further advice are adequately addressed. Alternatively, the applicant may choose to provide a reasonable extension to the Decision period, as advised by the Assessment manager. If the applicant does not stop the Current Period or provide a reasonable extension to the Decision period, Council officers will proceed with assessing and deciding the application based on the information provided in the information request response, which could result in an unfavourable recommendation by Council officers.

Notice to Stop the Current Period Form:
https://dsdmipprd.blob.core.windows.net/general/Applicanttemplate9.0-Noticeaboutstoppingthecurrentperiod.doc

DA Rules extract:
s35.1 An assessment manager or concurrence agency for the application may, at any time before the application is decided, give further advice about the application to the applicant.

s35.2 Further advice may include advice about how the applicant may change the application.

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

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

Do not password protect the PDF.

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

Contacting us

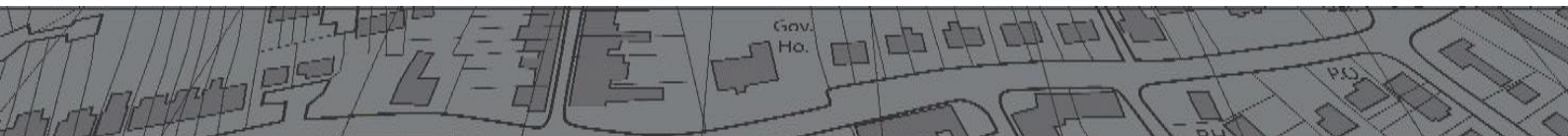
Should you wish to clarify any issues contained in this letter, please do not hesitate to contact Planning Assessment on 07 5582 8866.

Yours faithfully

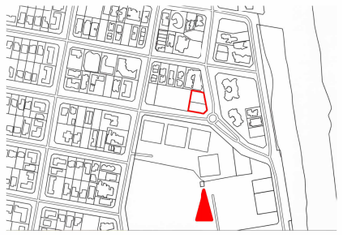


Eli Stevenson
A/Coordinator Development Assessment (Central)
For the Chief Executive Officer
Council of the City of Gold Coast

ATTACHMENT 2
Updated Architectural Plans







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PROJECT 99-101 Old Burleigh Road

Drawing Title: PERSPECTIVE 1

Drawing Number: DA-6.01

Scale/Format:

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Drawing Title: PERSPECTIVE 2

Drawing Number: DA-6.02

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Drawing Title: PERSPECTIVE 3

Drawing Number: DA-6.03

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PROJECT 99-101 Old Burleigh Road

Drawing Title: PERSPECTIVE 4

Drawing Number: DA-6.04

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Drawing Title: PERSPECTIVE 5

Drawing Number: DA-6.05

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Drawing Title: PERSPECTIVE 6

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Drawing Title: PERSPECTIVE 7

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Sunshade Privacy & Cross Ventilation

The architectural form of the building is linked to its environmental performance, where passive design strategies are embedded within the geometry of the façade and the organisation of the floor plates.

The articulation of the slab edges plays a primary role in solar control. The projected overhangs of the balconies extend beyond the glazed façade, casting shadows across the external envelope and reducing direct solar exposure to internal living spaces. This moderates heat gain while maintaining access to natural light, allowing the building to respond effectively to the subtropical climate of the Gold Coast.

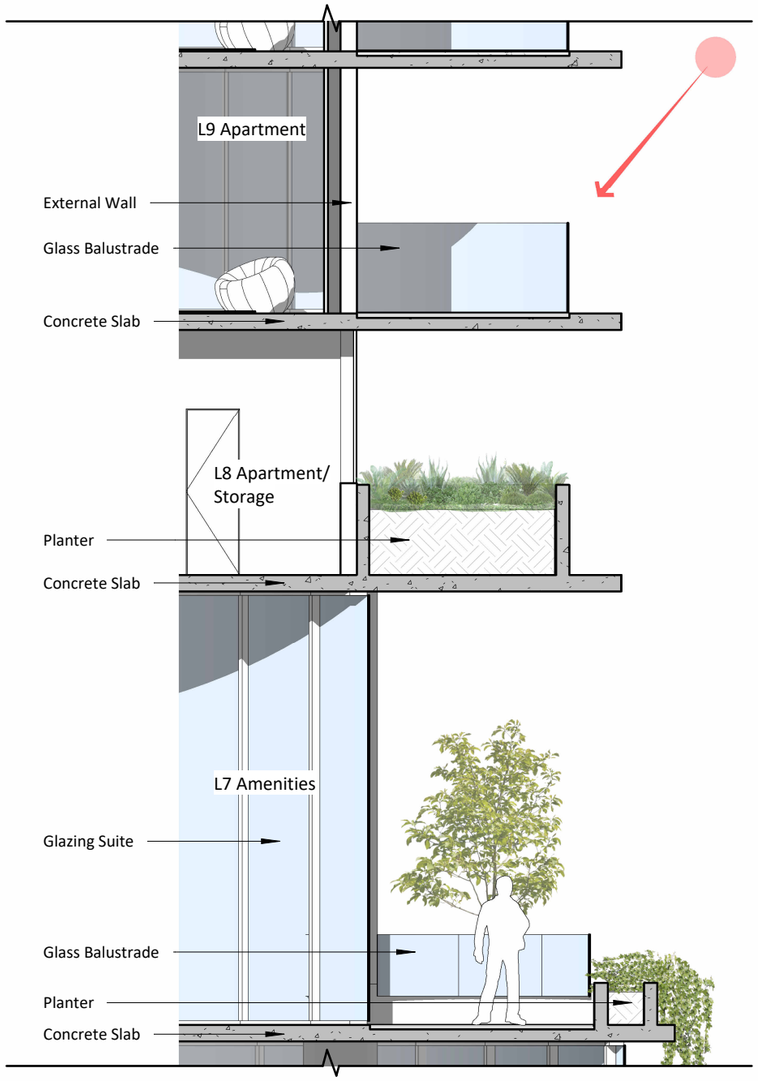
The geometry of the slab edges is not uniform, but varies in response to the organisation of the apartments and the orientation of the building. This variation enhances the performance of the façade by introducing multiple shading conditions, reducing the reliance on applied shading devices and allowing solar control to be integrated within the architectural form.

Cross ventilation is embedded within the planning of the apartments through the arrangement of openings and the orientation of the floor plates. Where possible, units are designed to allow airflow across internal spaces, capturing prevailing breezes and supporting natural ventilation. The articulation of the building form further assists in this process by increasing exposure to multiple orientations, enabling more effective air movement through the apartments.

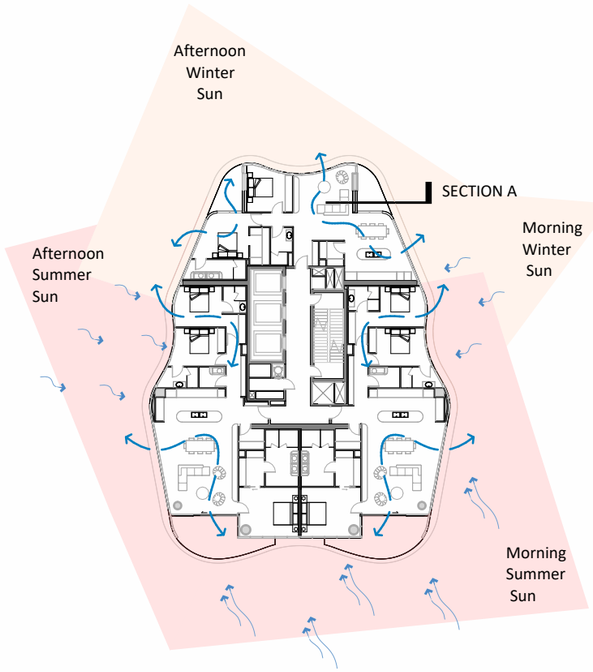
Privacy between adjacent units is managed through a combination of slab offsets, balcony geometry and the integration of solid façade elements that provide spatial separation. The variation in slab profiles and the positioning of balconies reduces direct lines of sight between apartments while maintaining openness and visual connection to the surrounding context.

The proposed façade has been intentionally designed to achieve privacy through its integrated architectural form, supported by soft reflective glazing and adjustable internal blinds/curtains. This approach reduces direct views into apartments while maintaining natural daylight, outward views and the building's contemporary architectural expression.

Accordingly, additional external screening or spandrel elements are not considered necessary, as they would compromise the clean, lightweight appearance of the tower and detract from the cohesive façade design without providing significant additional privacy benefits.



Section A Detail



Typical Level 9-25

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Drawing Title: SUNSHADE & CROSS VENTILATION

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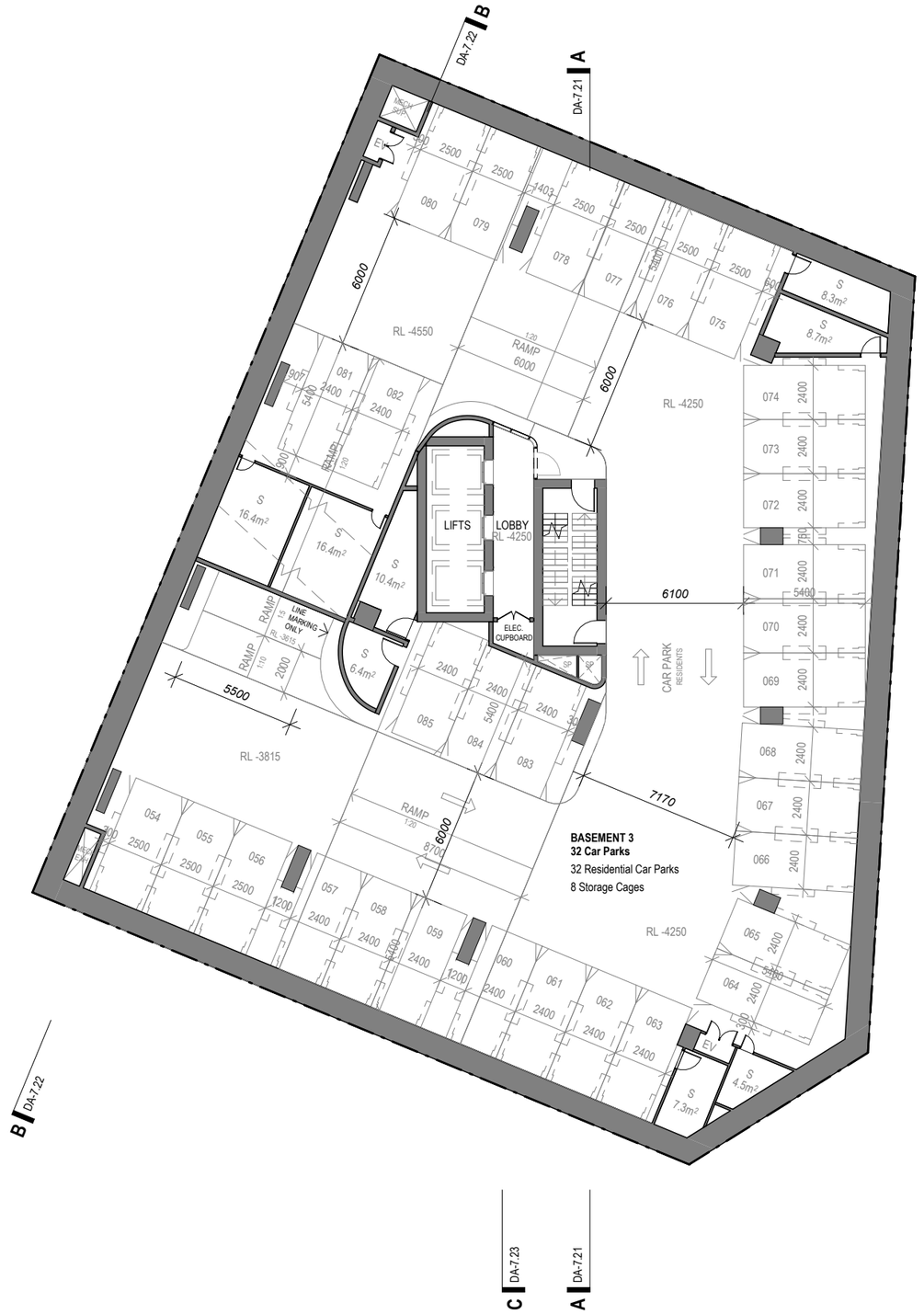
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Drawing Title: BASEMENT 03

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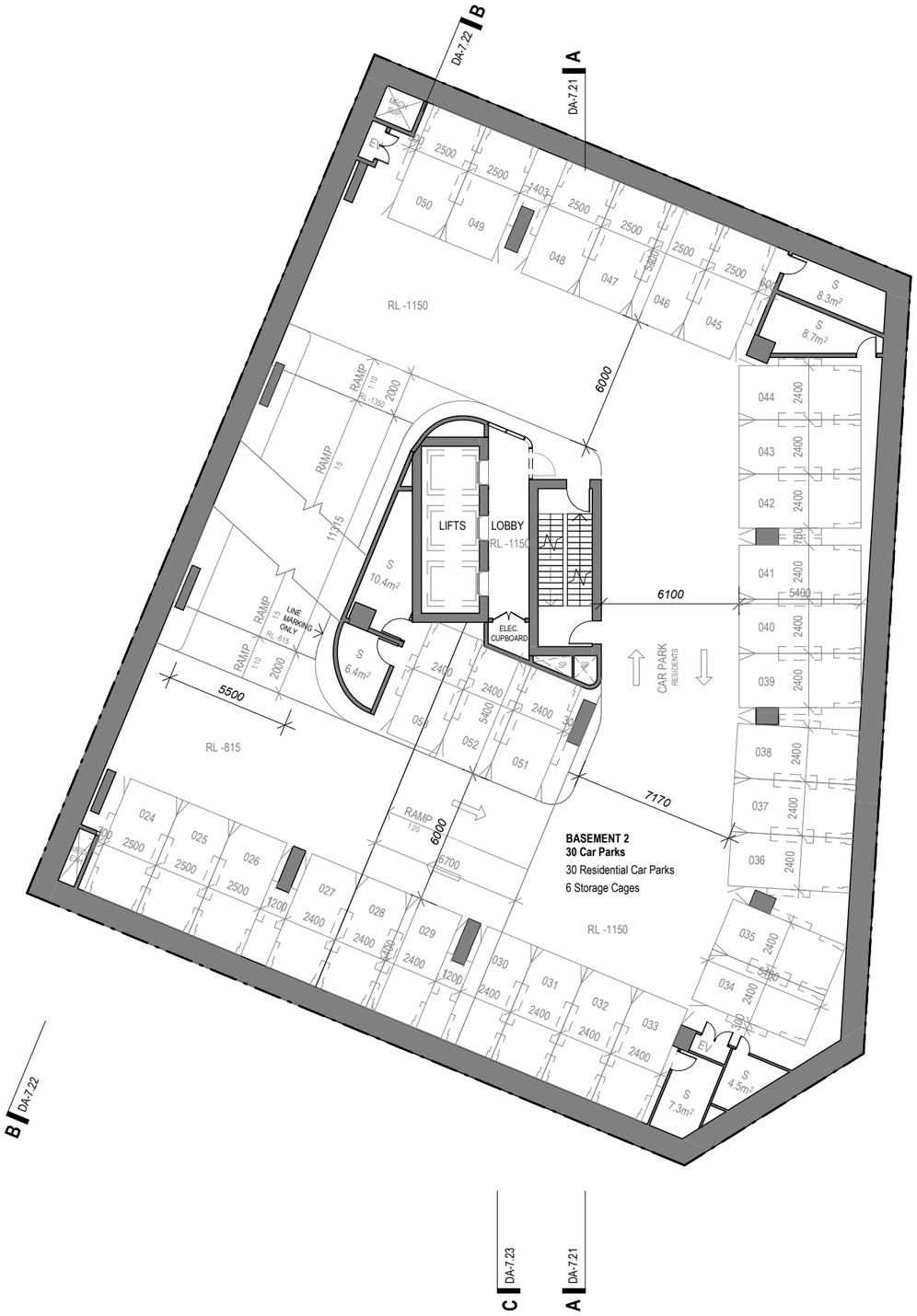
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Drawing Title: BASEMENT 02

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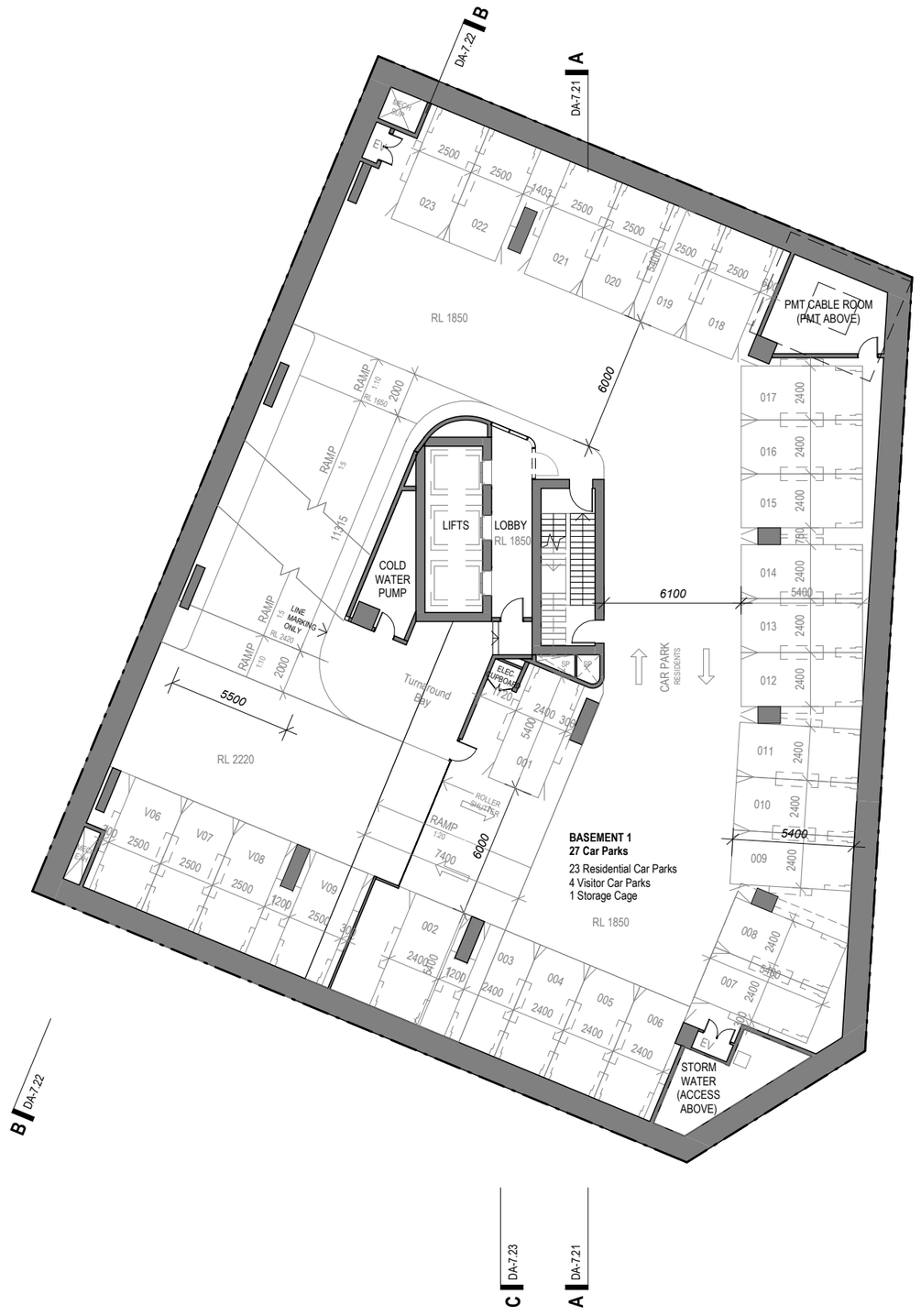
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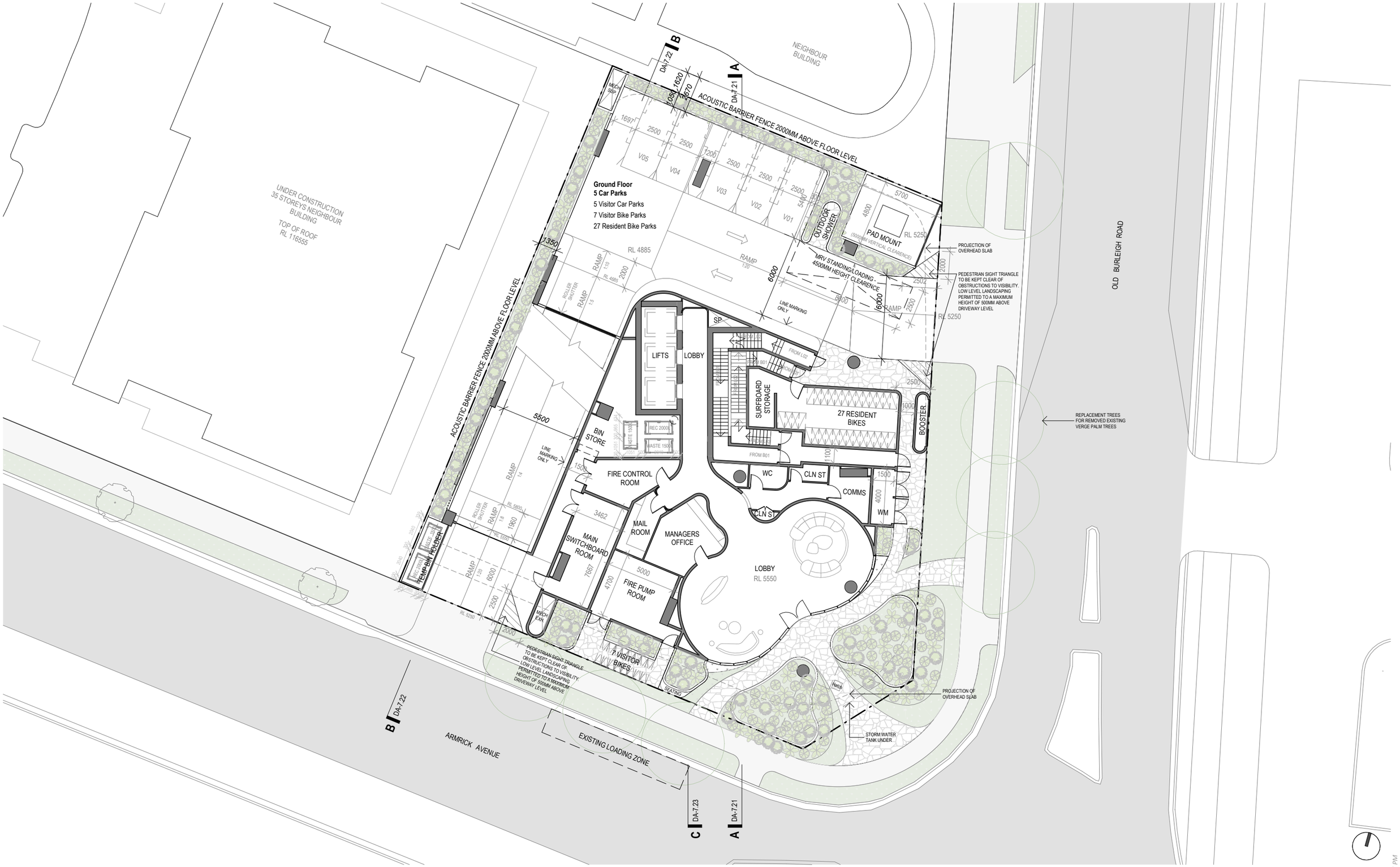
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Drawing Title: GROUND FLOOR

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Drawing Title: LEVEL 2 - PODIUM

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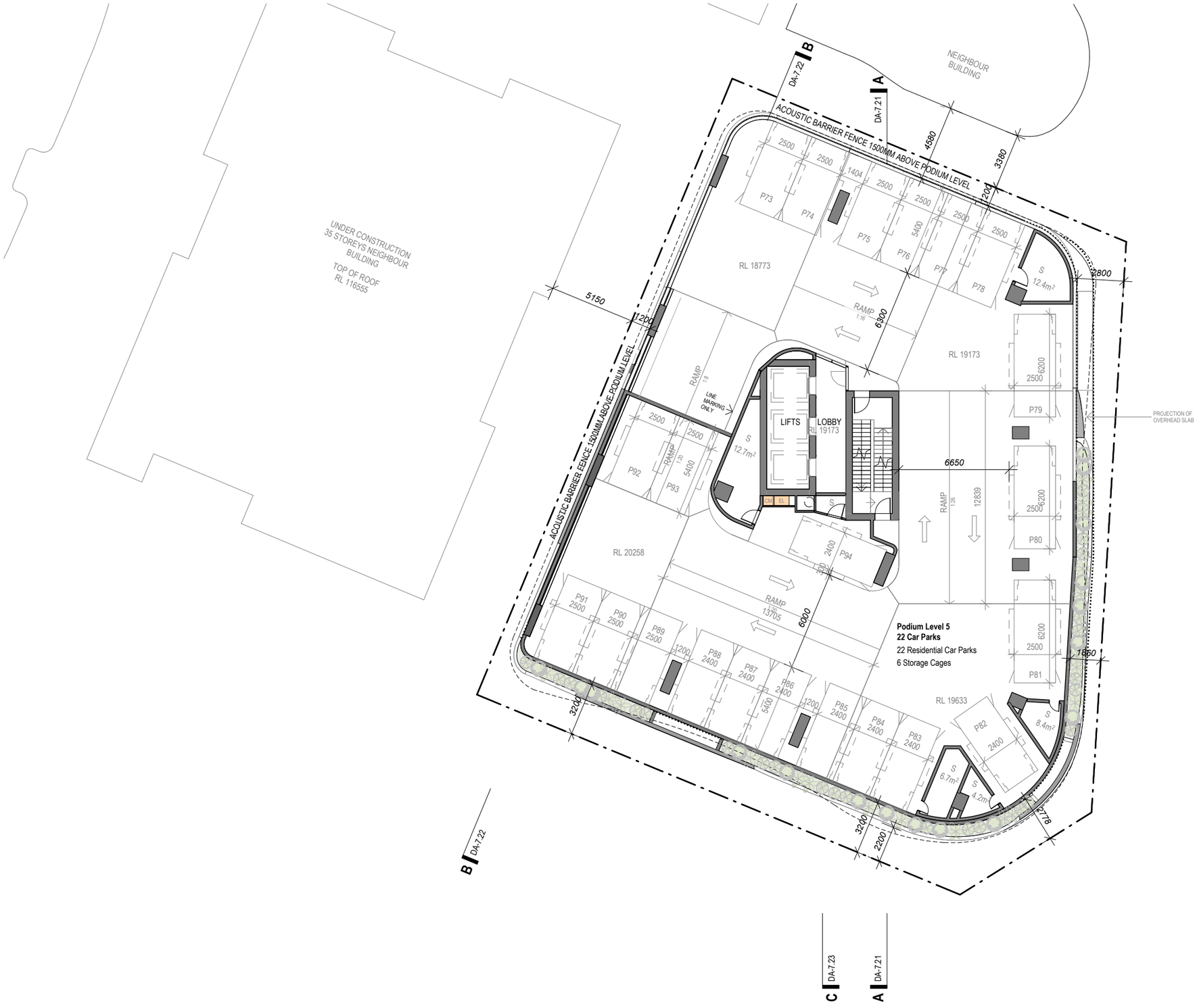
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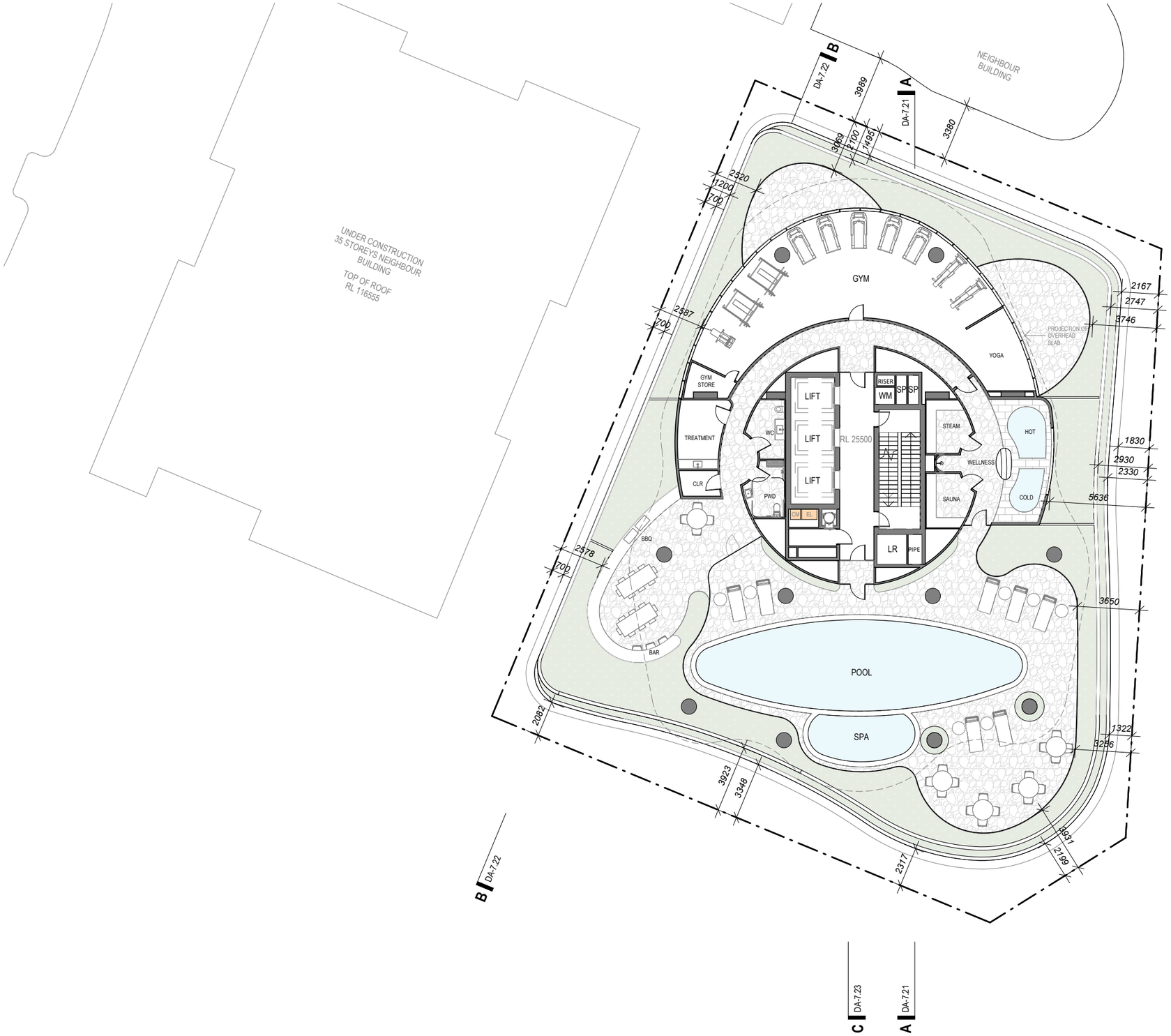
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Drawing Title: LEVEL 6 AMENITIES

Drawing Number: DA-7.09

Scale/Format: 1 : 250

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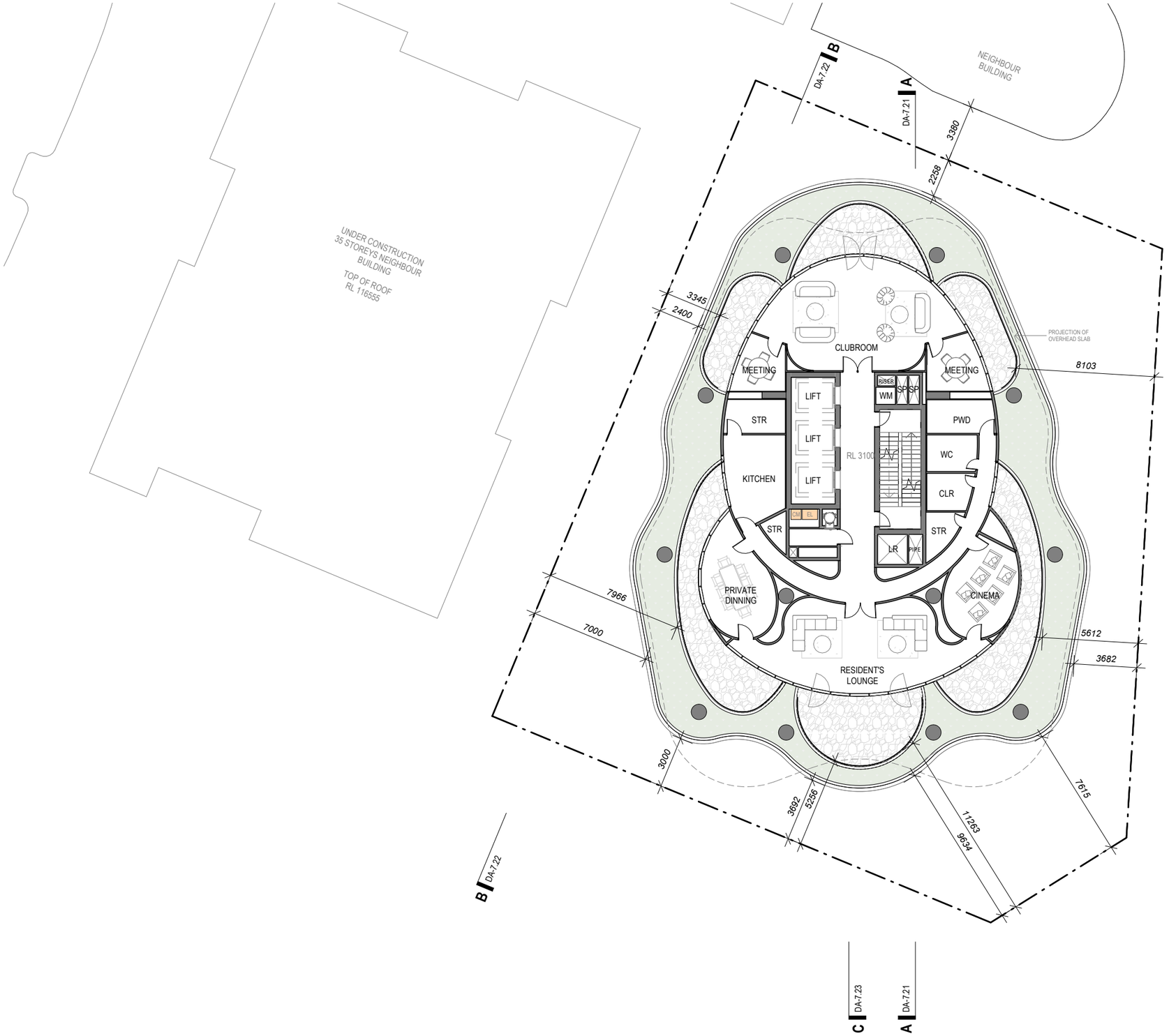
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Drawing Title: LEVEL 7 AMENITIES

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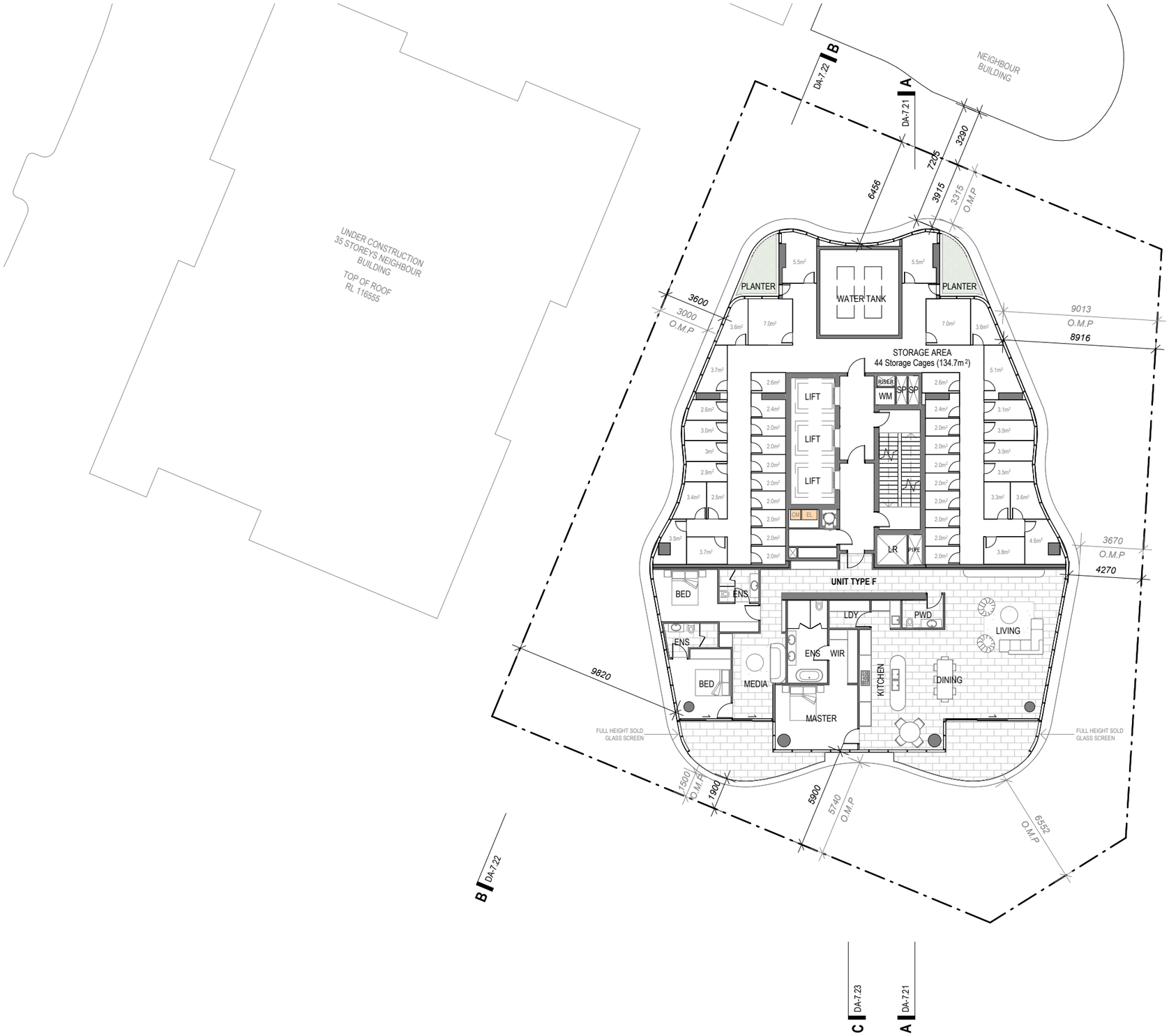
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Drawing Title: LEVEL 8

Drawing Number: DA-7.11

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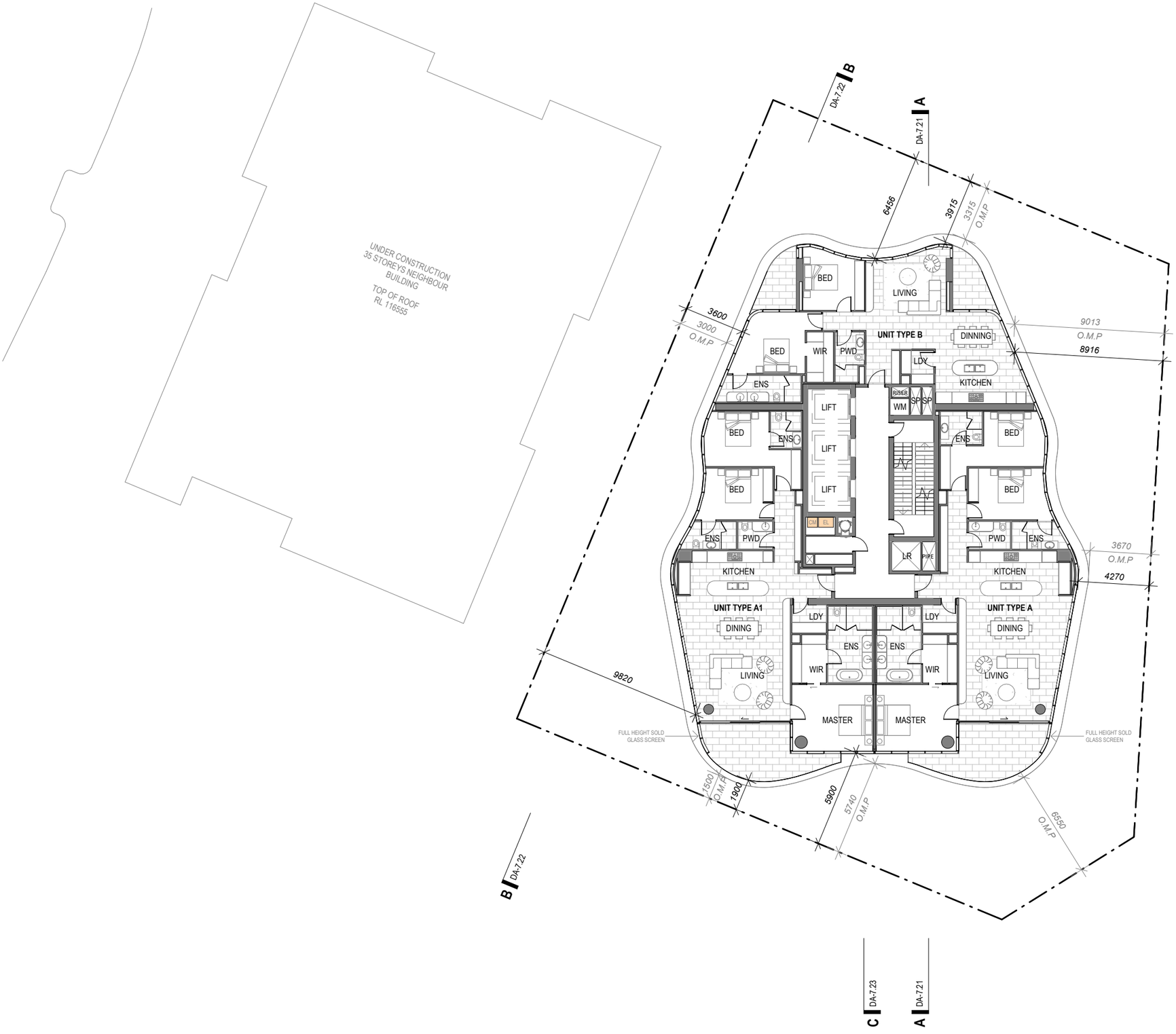
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Drawing Title: LEVEL 9 - 25 TYPICAL A

Drawing Number: DA-7.12

Scale/Format: 1 : 250

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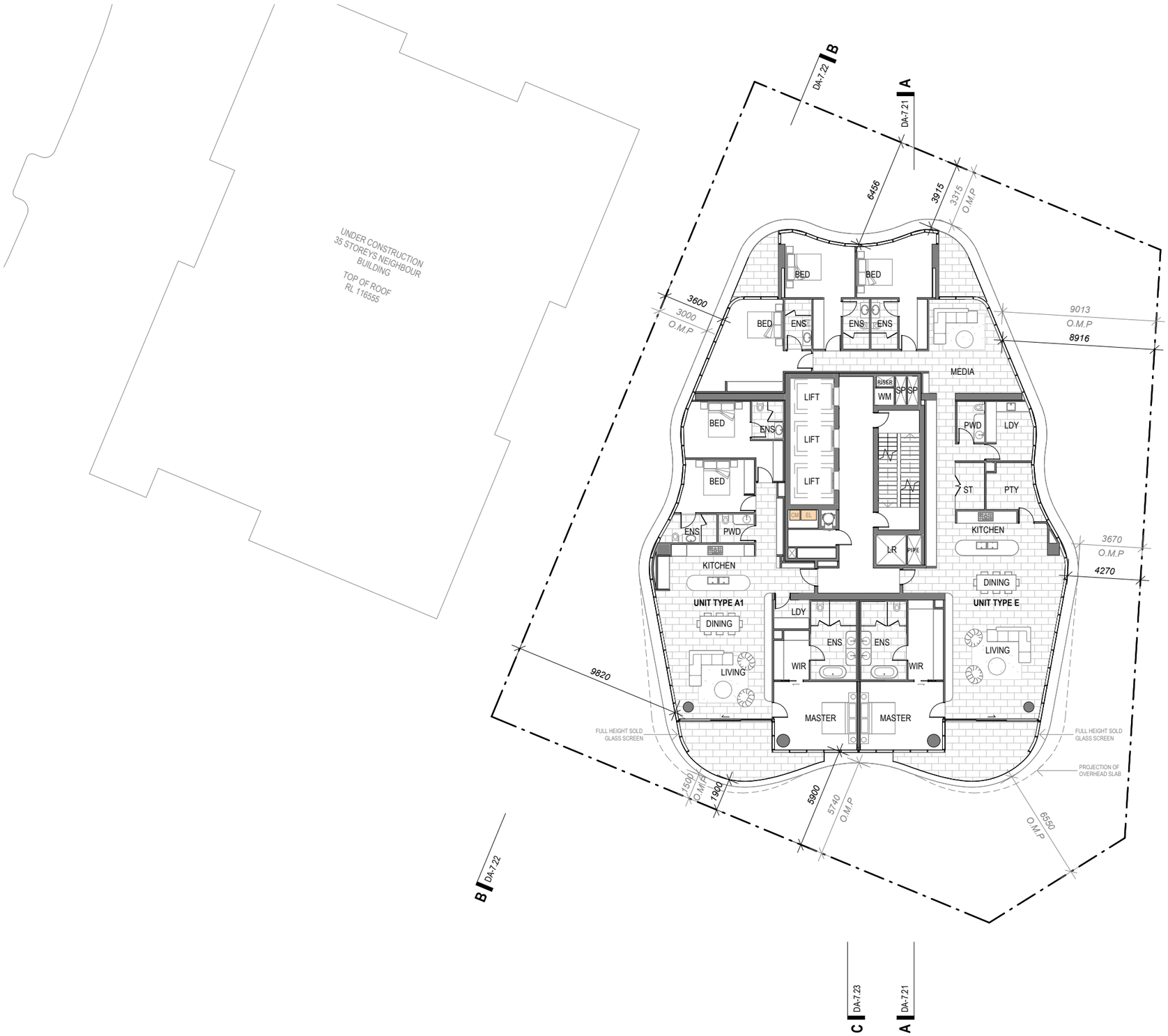
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Drawing Title: LEVEL 26 - 29 TYPICAL B

Drawing Number: DA-7.13

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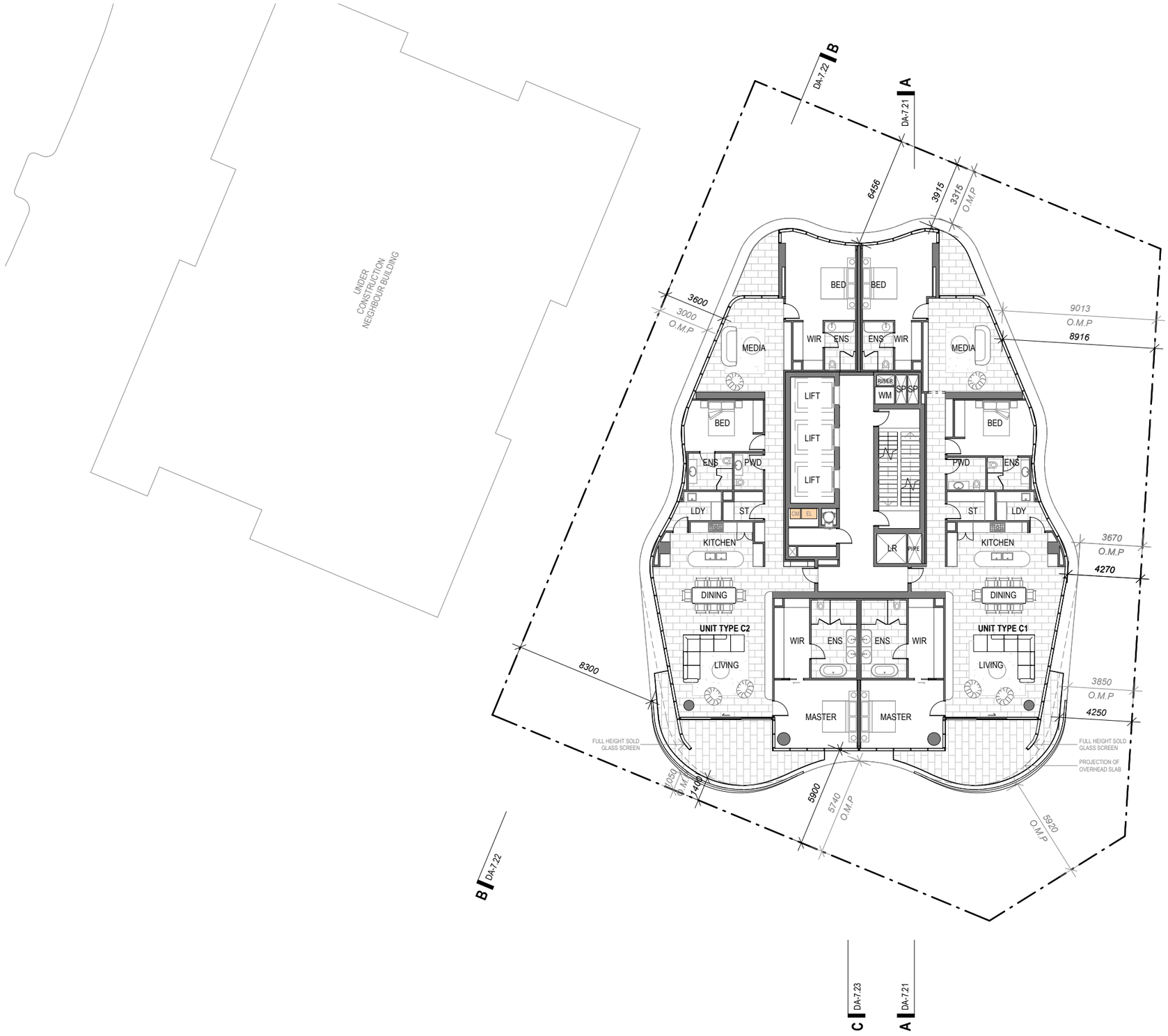
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Drawing Title: LEVEL 30-32-34-36 SUBPENTHOUSE

Drawing Number: DA-7.14

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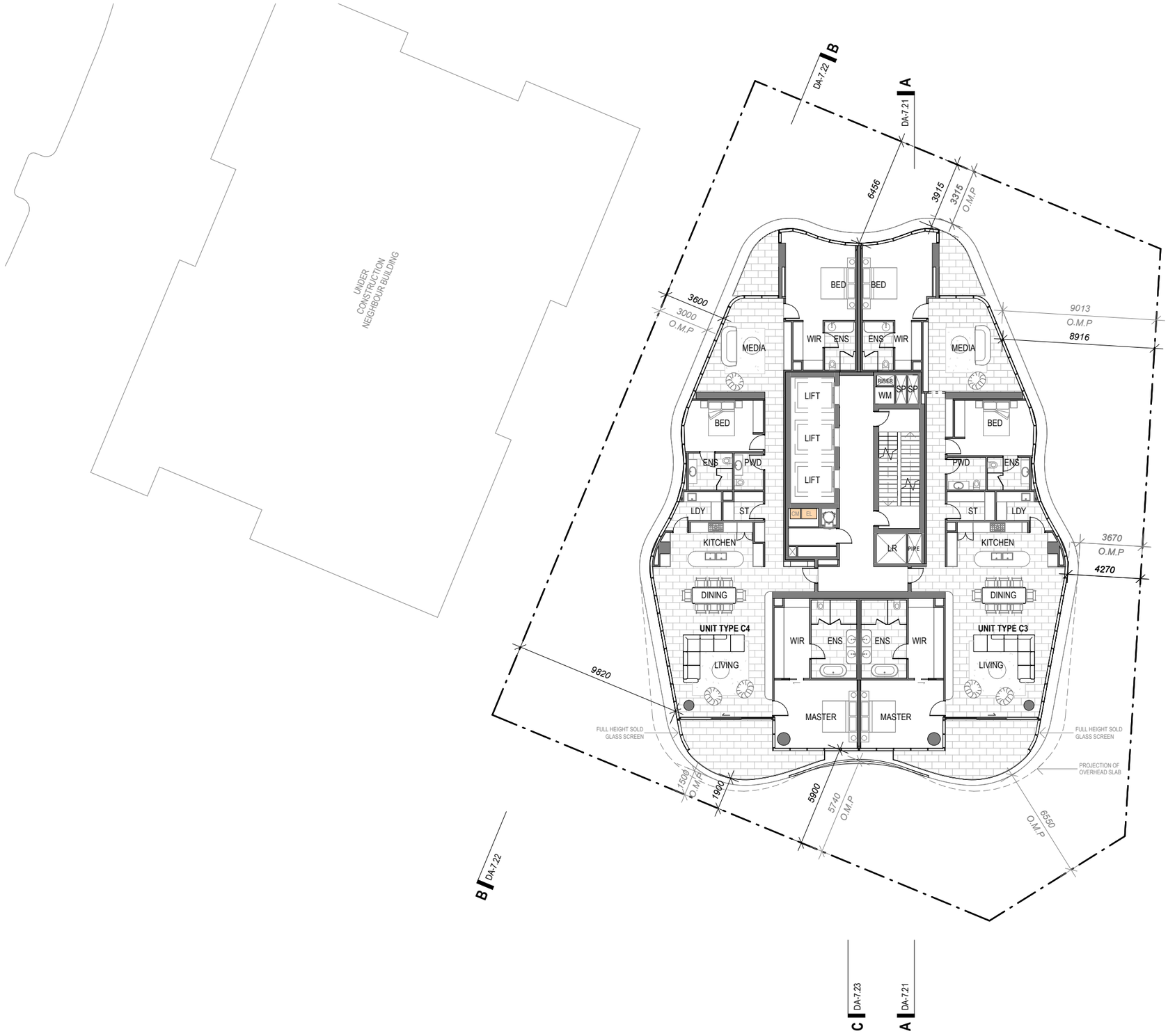
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Drawing Title: LEVEL 31-33-35-37 SUBPENTHOUSE

Drawing Number: DA-7.15

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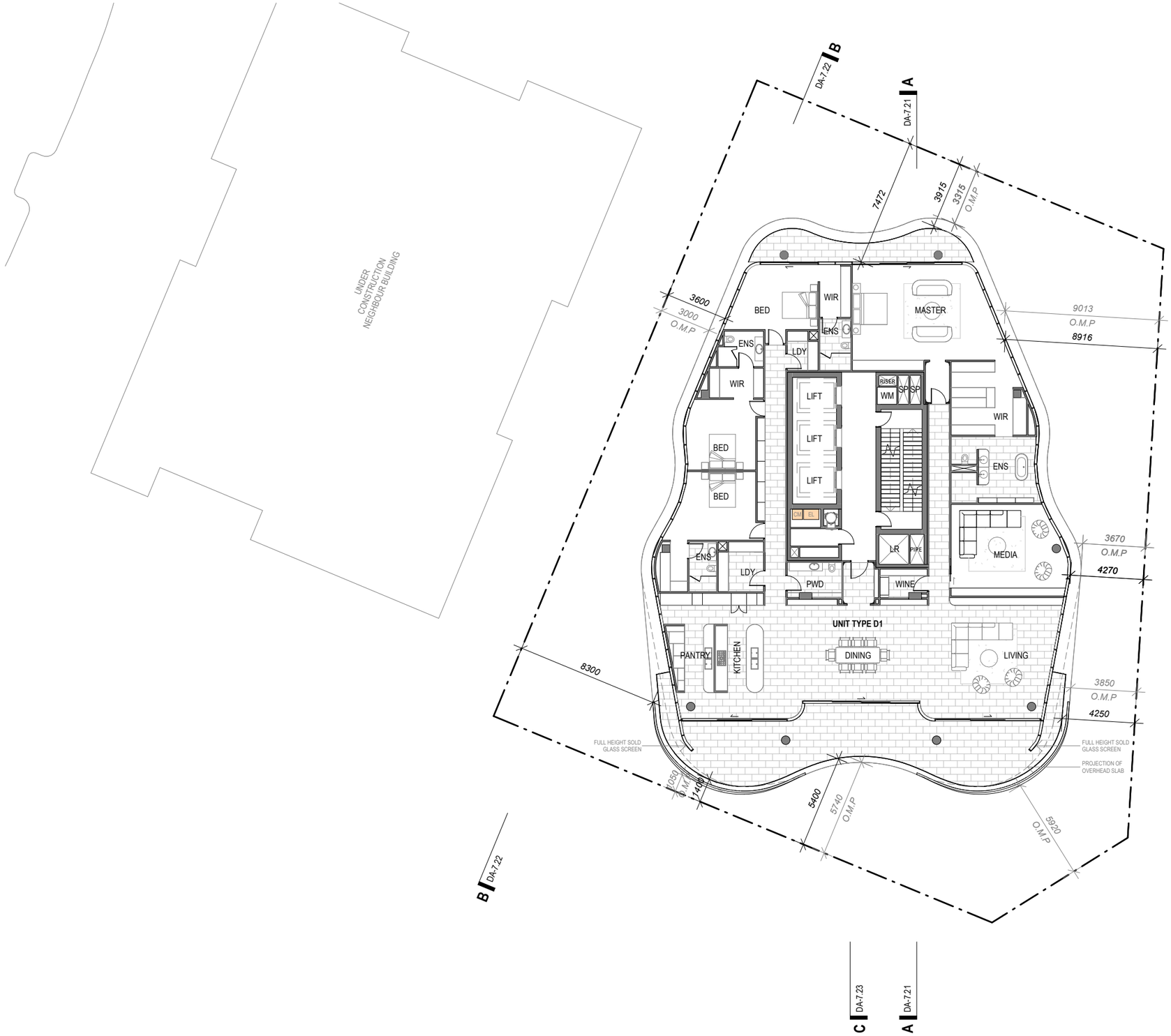
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Drawing Title: LEVEL 38-40-42 PENTHOUSE

Drawing Number: DA-7.16

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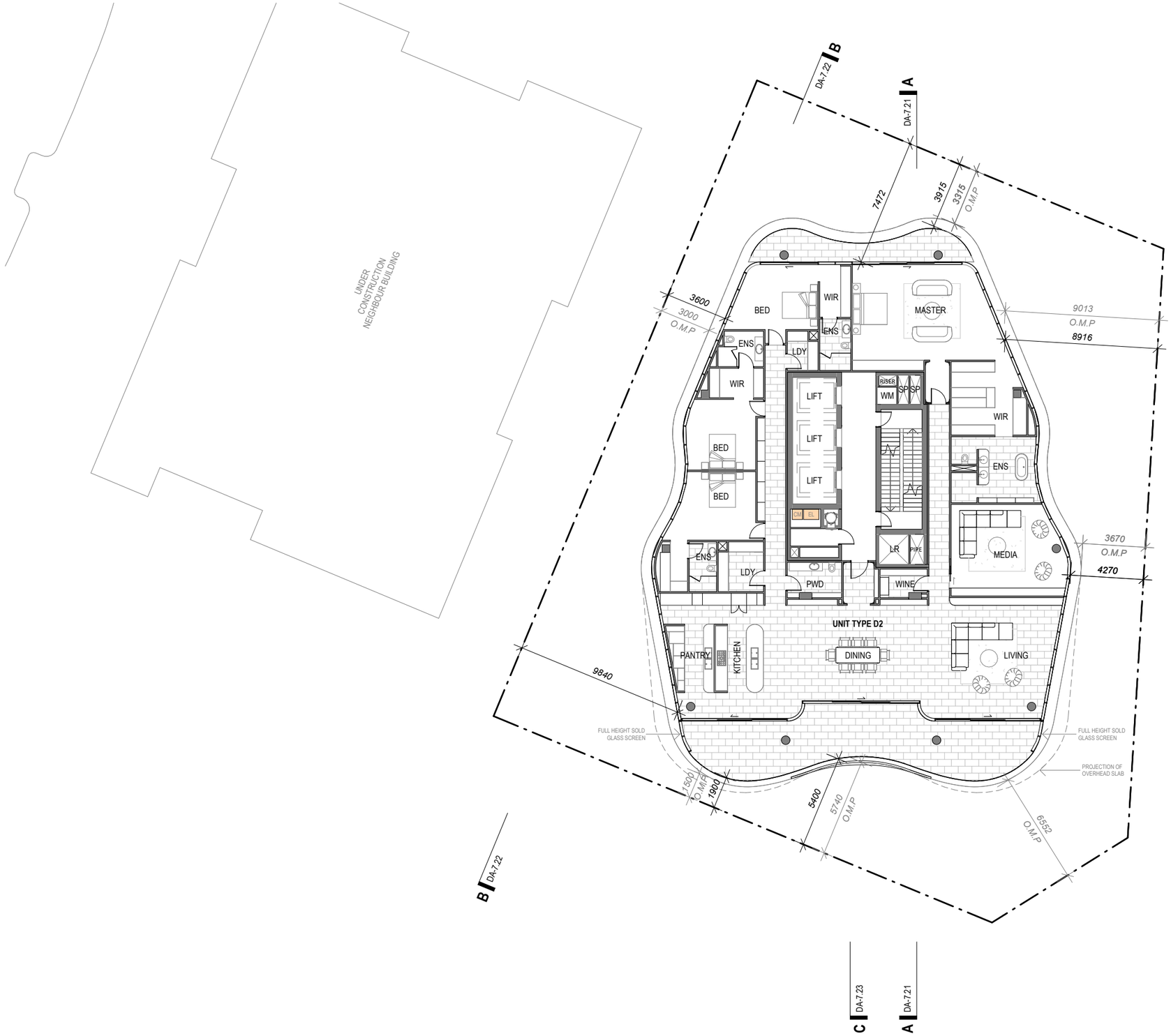
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Drawing Title: LEVEL 39-41 PENTHOUSE

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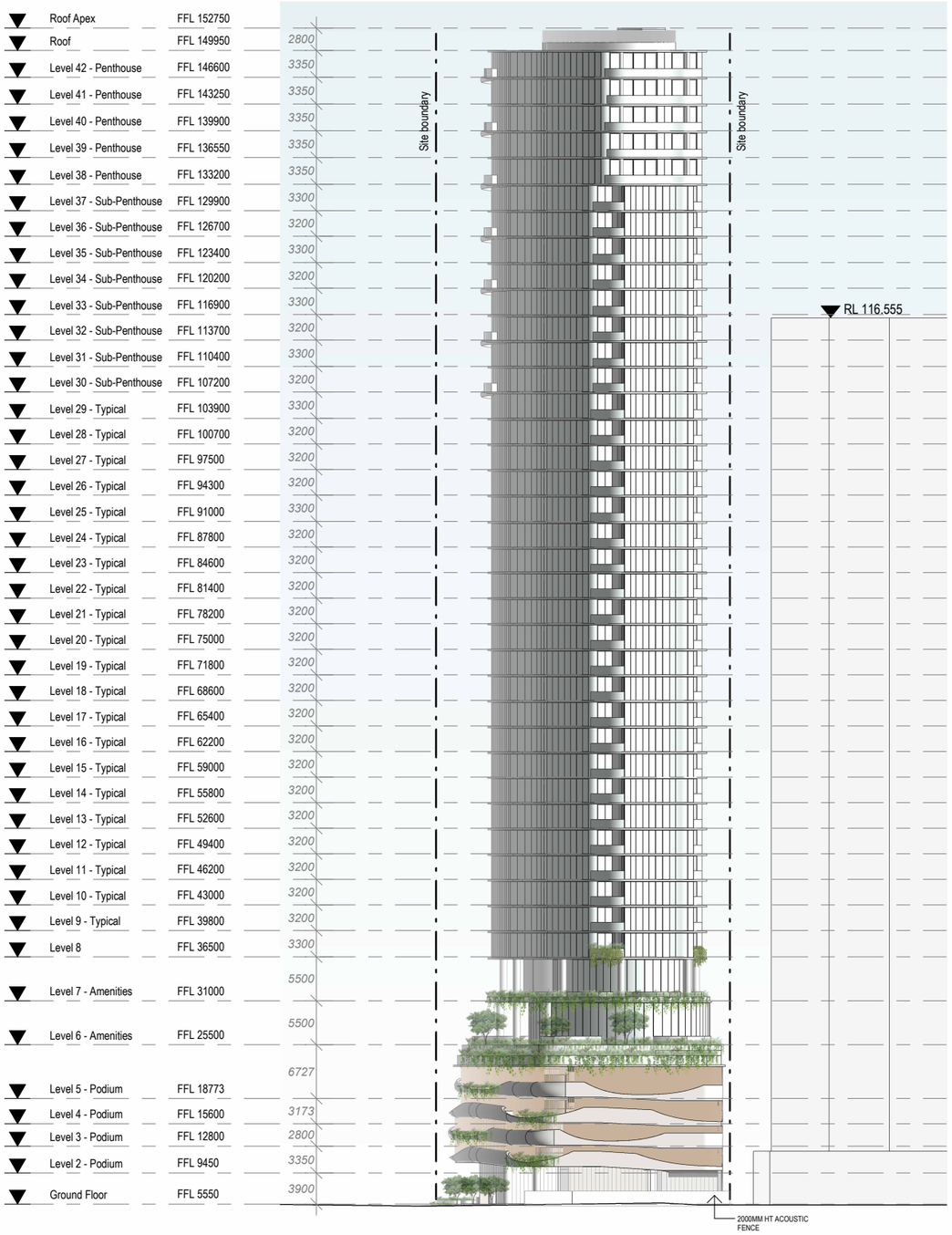
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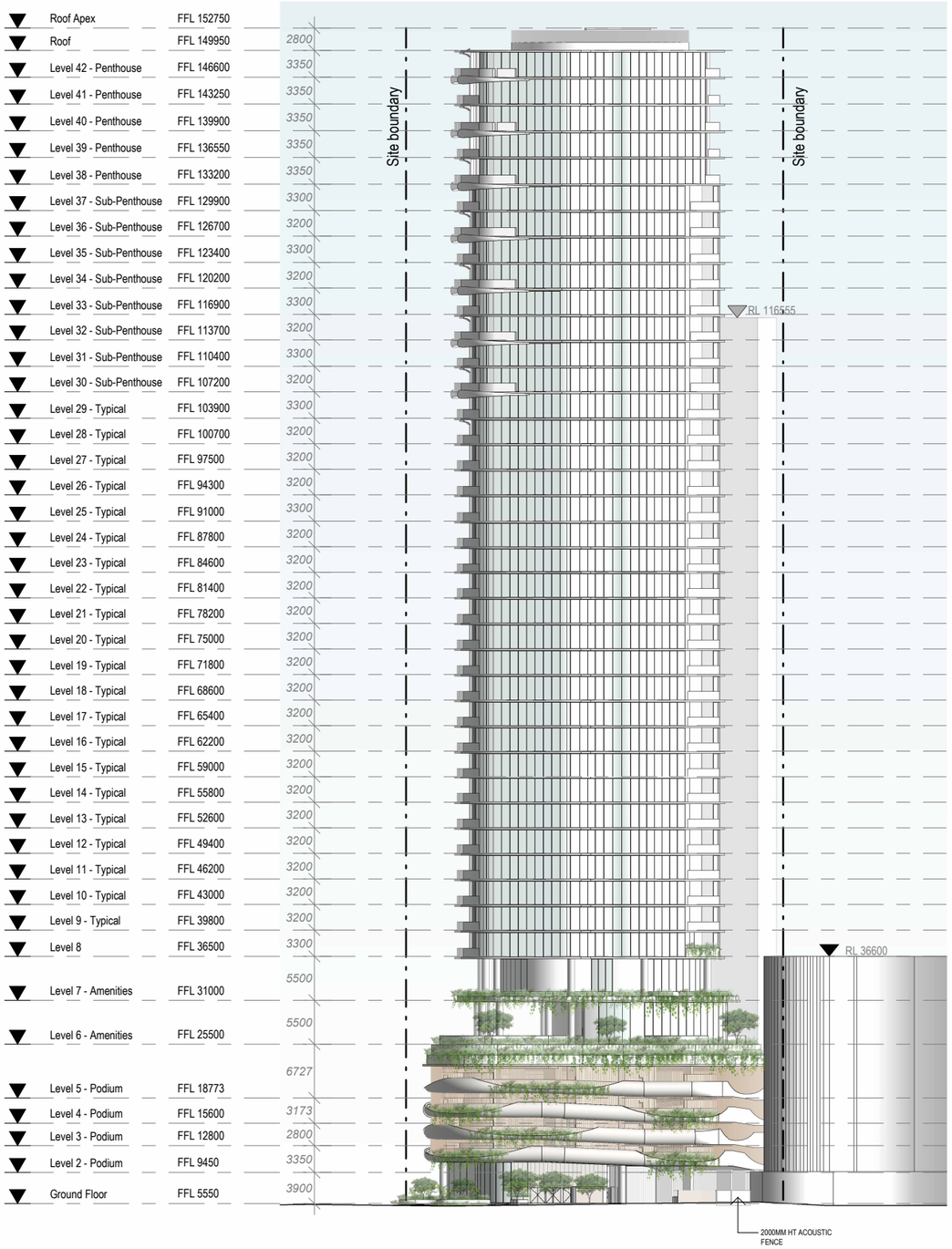
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Drawing Title: EAST ELEVATION

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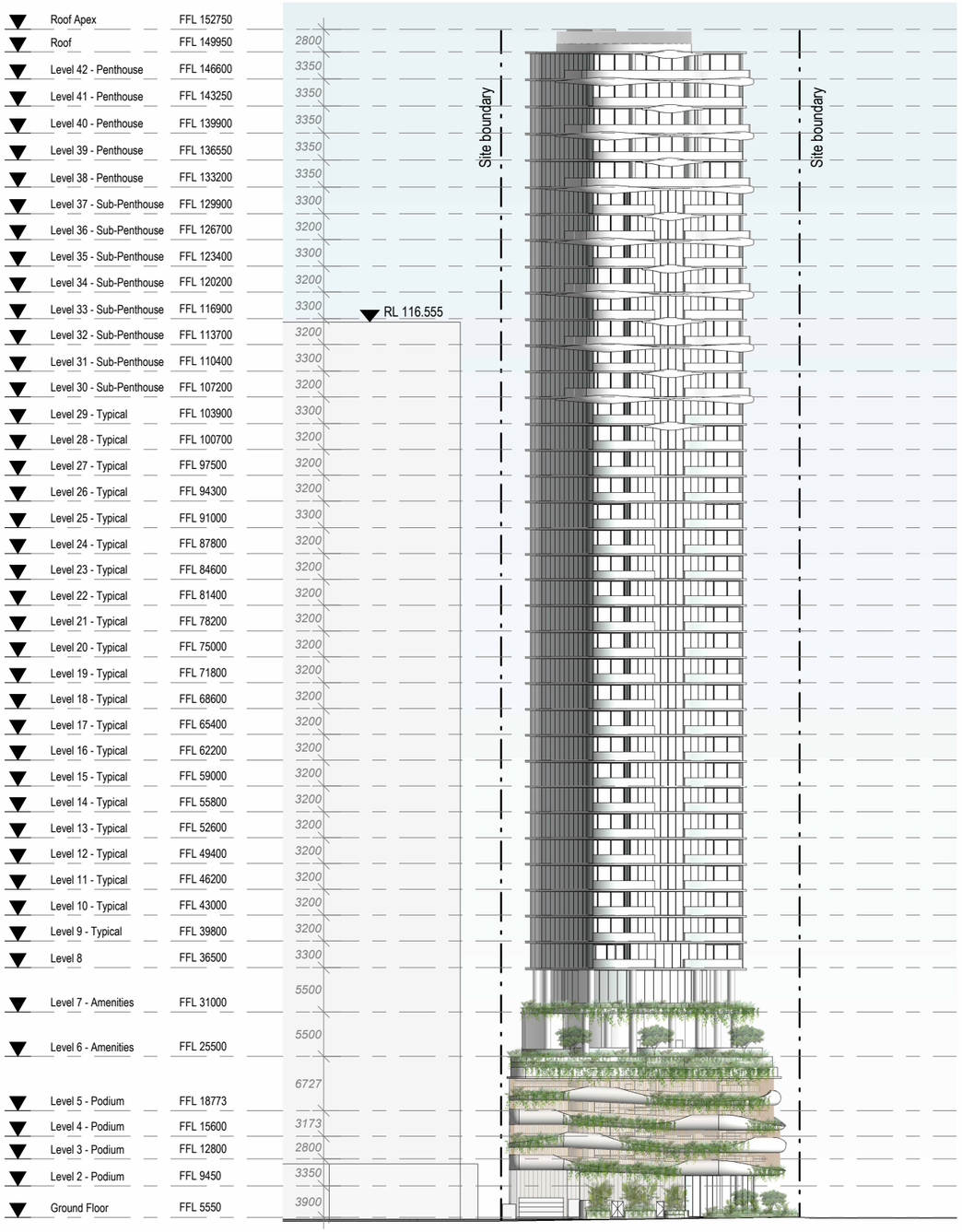
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Drawing Title: SOUTH ELEVATION

Drawing Number: DA-7.21

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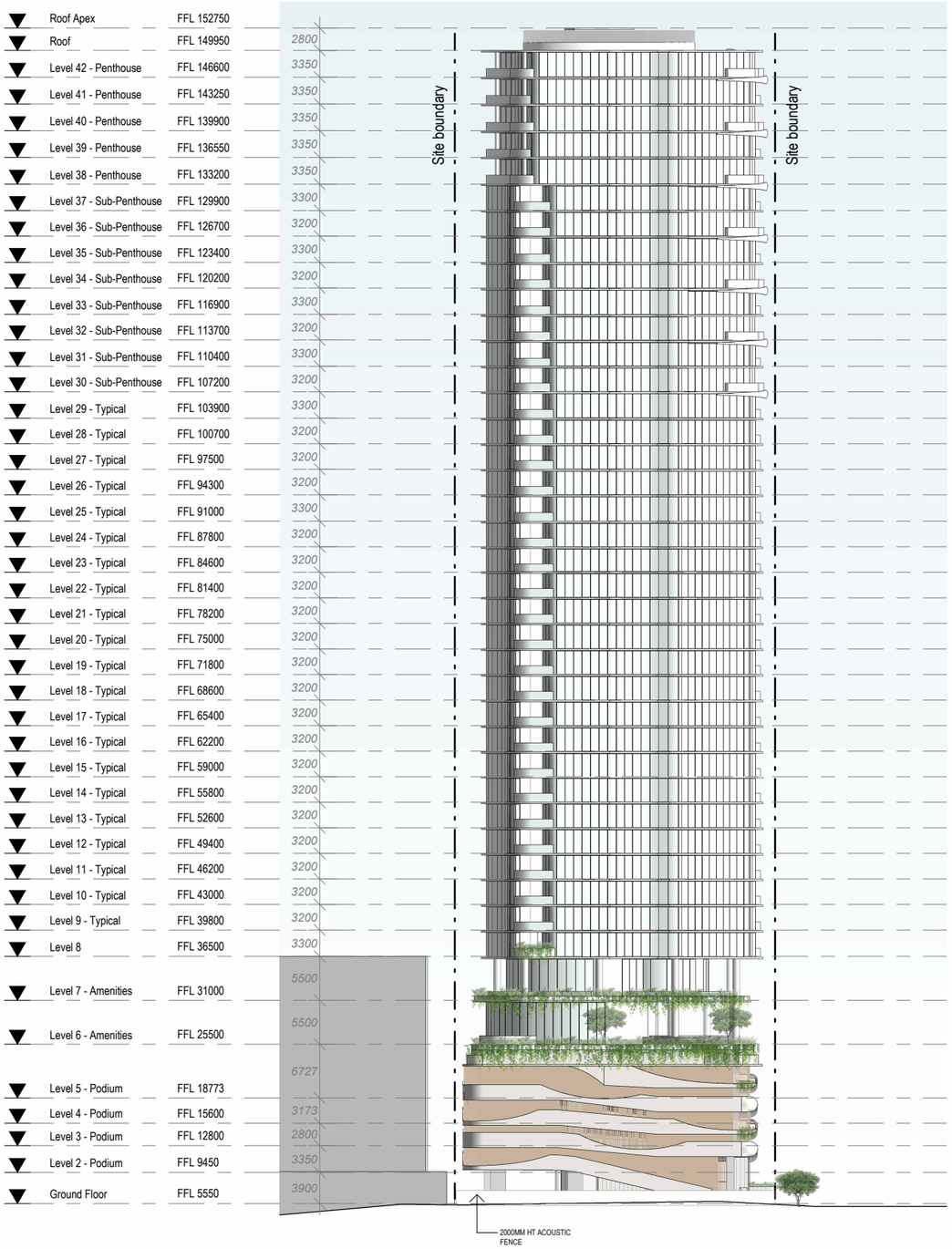
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Drawing Title: WEST ELEVATION

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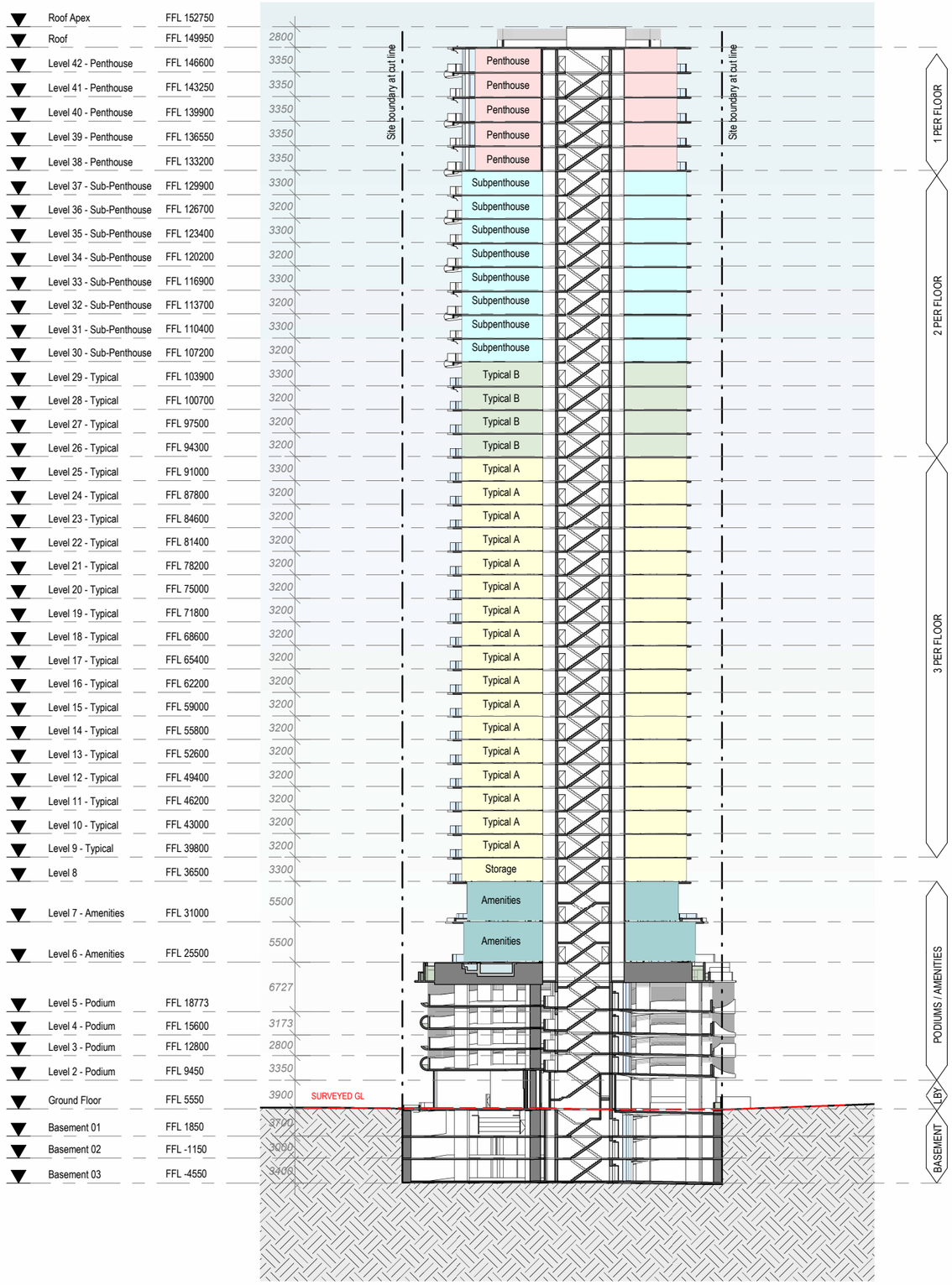
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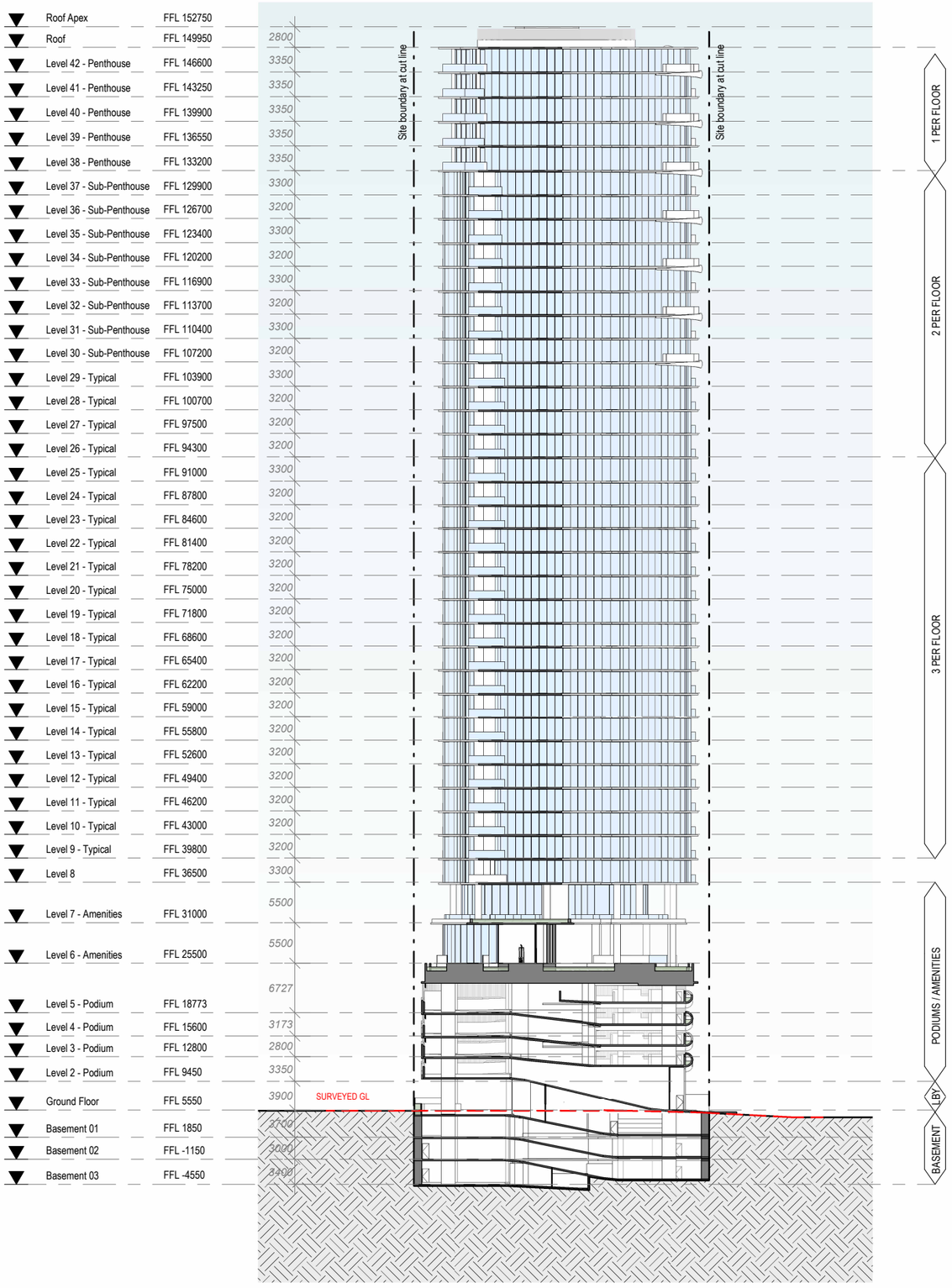
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Drawing Title: SECTION B

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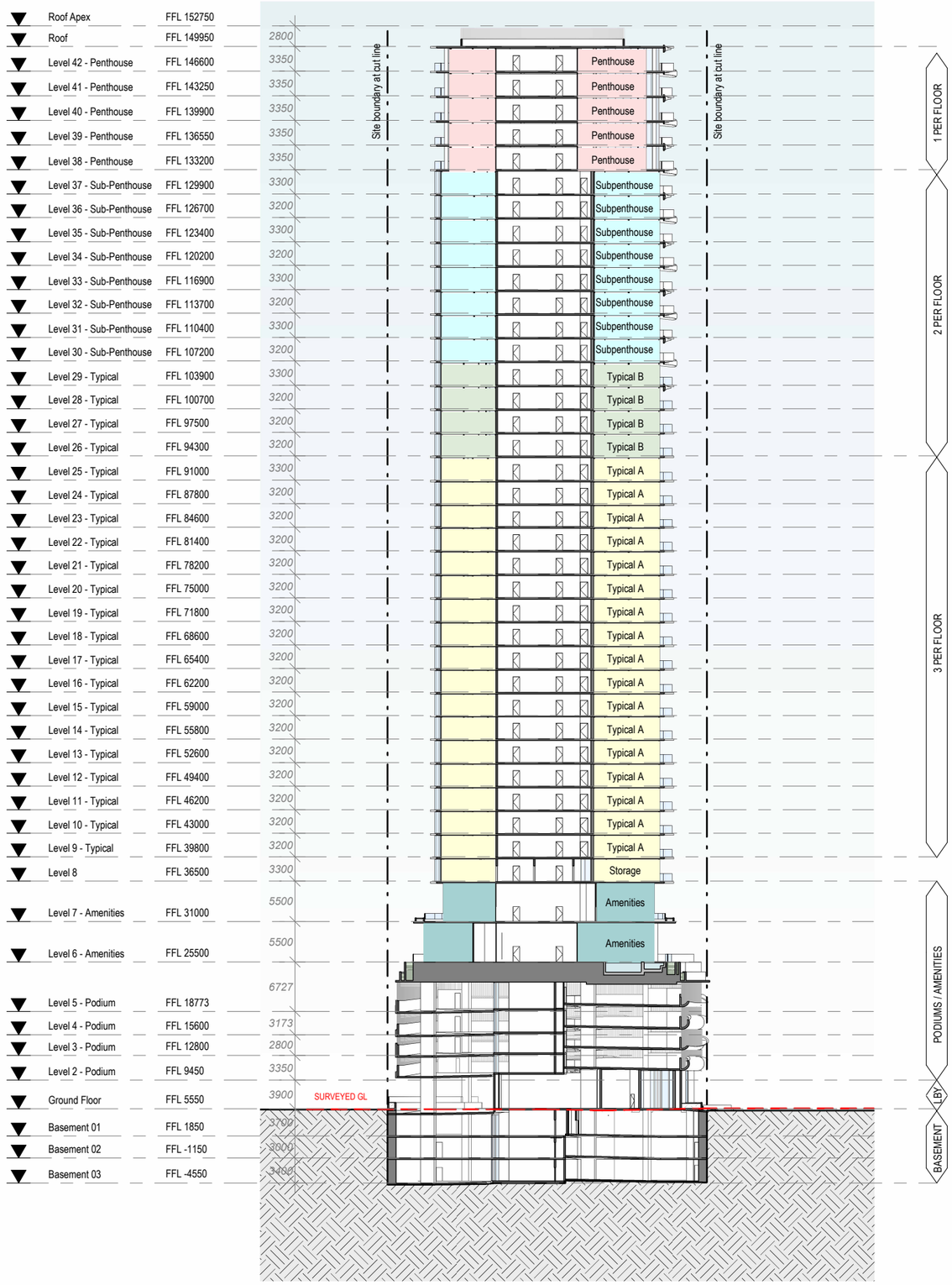
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Drawing Title: SECTION C

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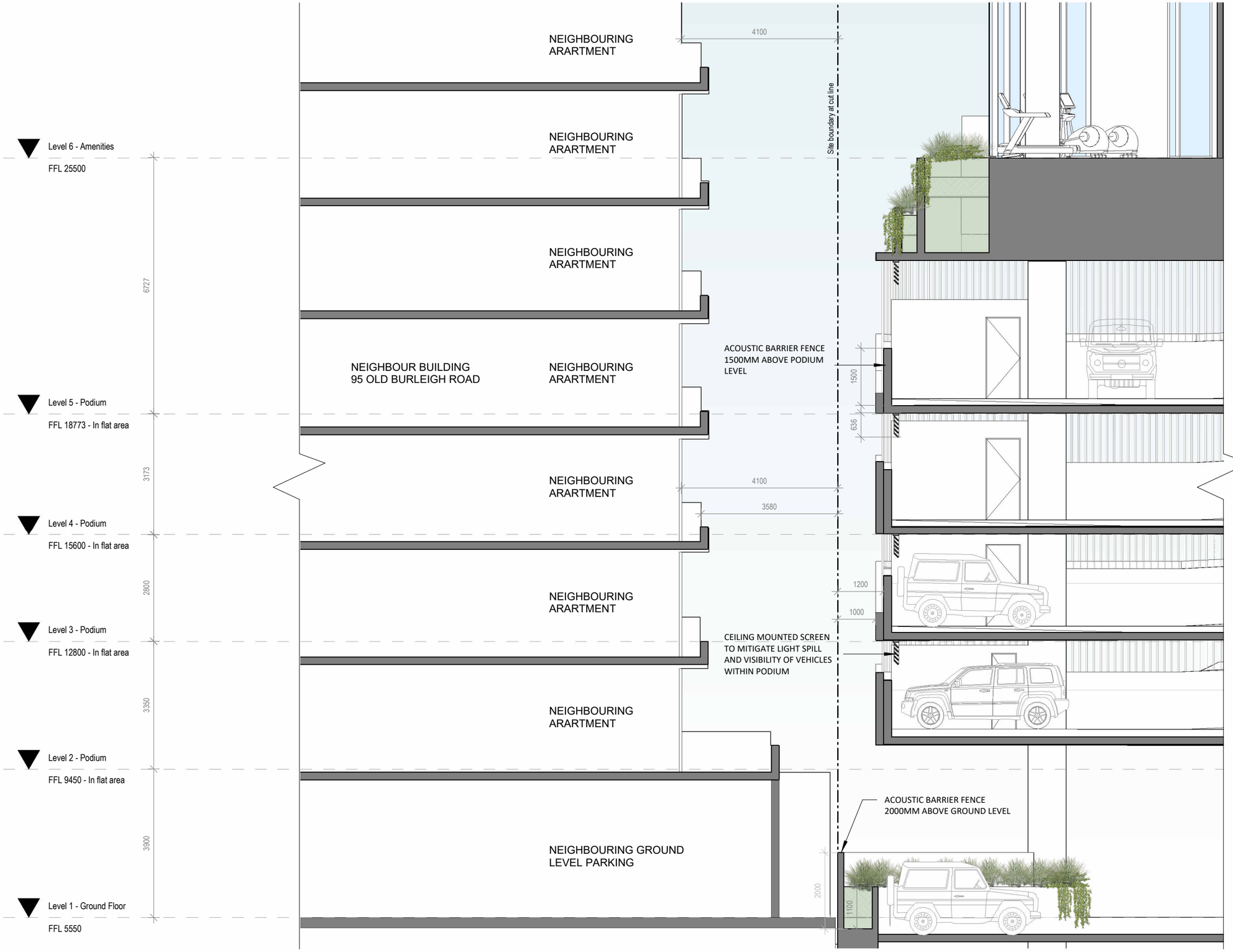
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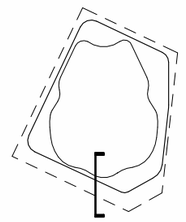
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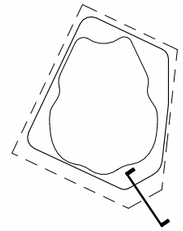
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REVISION		
A	DA - RFI Response	2026.08.04
Rev.	**Description**	**Date**

PROJECT 99-101 Old Burleigh Road

Drawing Title: DETAIL SECTION D

Drawing Number: DA-7.29

Scale/Format: 1 : 100

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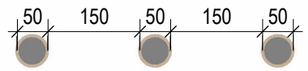
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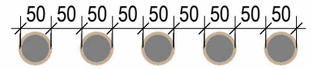


SC 01_50MM DIAMETER ROUND BAR WITH 150 MM SPACING ALUMINUM POWDERCOATED SCREEN BATTEN WITH DULUX STONE BEIGE MATT COLOR



SC 01_50MM DIAMETER ROUND BAR WITH 150MM SPACING

SC 02_50MM DIAMETER ROUND BAR WITH 50 MM SPACING ALUMINUM POWDERCOATED SCREEN BATTEN WITH DULUX STONE BEIGE MATT COLOR



SC 02_50MM DIAMETER ROUND BAR WITH 50MM SPACING

FC 01_TEXTURED PRE-CAST CONCRETE

WL 01_VERTICAL STRIATED CONCRETE

P 01_SLAB EDGES, SOFFIT PAINTED IN DULUX CASPER WHITE

GL 01_CLEAR GLASS WINDOW ALUMINIUM FRAME

REVISION

Rev.	Description	Date
B	DA - RFI Response	2026.08.04
A	Development Application Report	2026.05.14

PROJECT 99-101 Old Burleigh Road

Drawing Title: PODIUM NORTH ELEVATION

Drawing Number: DA-7.30

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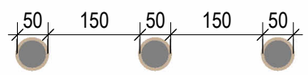
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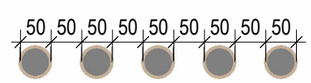


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SC 01_50MM DIAMETER ROUND BAR WITH 150MM SPACING

SC 02_50MM DIAMETER ROUND BAR WITH 50 MM SPACING ALUMINUM POWDERCOATED SCREEN BATTEN WITH DULUX STONE BEIGE MATT COLOR



SC 02_50MM DIAMETER ROUND BAR WITH 50MM SPACING

FC 01_TEXTURED PRE-CAST CONCRETE

WL 01_VERTICAL STRIATED CONCRETE

P 01_SLAB EDGES, SOFFIT PAINTED IN DULUX CASPER WHITE

GL 01_CLEAR GLASS WINDOW ALUMINIUM FRAME

REVISION

Rev.	Description	Date
B	DA - RFI Response	2026.08.04
A	Development Application Report	2026.05.14

PROJECT 99-101 Old Burleigh Road

Drawing Title: PODIUM EAST ELEVATION

Drawing Number: DA-7.31

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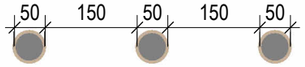
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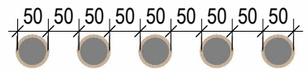


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SC 01_50MM DIAMETER ROUND BAR WITH 150MM SPACING

SC 02_50MM DIAMETER ROUND BAR WITH 50 MM SPACING ALUMINUM POWDERCOATED SCREEN BATTEN WITH DULUX STONE BEIGE MATT COLOR



SC 02_50MM DIAMETER ROUND BAR WITH 50MM SPACING

FC 01_TEXTURED PRE-CAST CONCRETE

WL 01_VERTICAL STRIATED CONCRETE

P 01_SLAB EDGES, SOFFIT PAINTED IN DULUX CASPER WHITE

GL 01_CLEAR GLASS WINDOW ALUMINIUM FRAME

REVISION

Rev.	Description	Date
B	DA - RFI Response	2026.08.04
A	Development Application Report	2026.05.14

PROJECT 99-101 Old Burleigh Road

Drawing Title: PODIUM SOUTH ELEVATION

Drawing Number: DA-7.32

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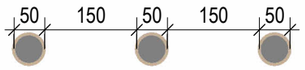
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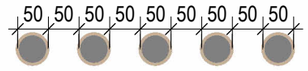
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SC 01_50MM DIAMETER ROUND BAR WITH 150MM SPACING



SC 02_50MM DIAMETER ROUND BAR WITH 50 MM SPACING ALUMINUM POWDERCOATED SCREEN BATTEN WITH DULUX STONE BEIGE MATT COLOR



SC 02_50MM DIAMETER ROUND BAR WITH 50MM SPACING

FC 01_TEXTURED PRE-CAST CONCRETE

WL 01_VERTICAL STRIATED CONCRETE

P 01_SLAB EDGES, SOFFIT PAINTED IN DULUX CASPER WHITE

GL 01_CLEAR GLASS WINDOW ALUMINIUM FRAME

REVISION

Rev.	Description	Date
B	DA - RFI Response	2026.08.04
A	Development Application Report	2026.05.14

PROJECT 99-101 Old Burleigh Road

Drawing Title: PODIUM WEST ELEVATION

Drawing Number: DA-7.33

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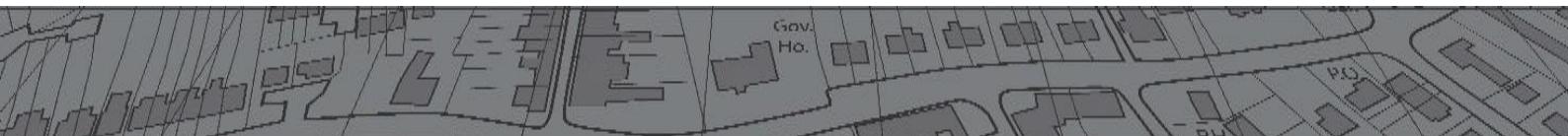
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ATTACHMENT 3
Updated Statement of Landscape Intent



101 Old Burleigh Rd

Broadbeach

Statement of Landscape Design Intent

PREPARED FOR:
ABEDIAN & Co.

URBIS

Acknowledgement of Country

Urbis acknowledges the Aboriginal and Torres Strait Islander peoples as the traditional custodians of all lands on which we do business and we pay our respects to Elders, past and present. We acknowledge the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in diff erent places, we can still be connected and work towards the same goal.



Title: Sacred River Dreaming
Artist: Hayley Pigram
Darug Nation
Sydney, NSW

URBIS

ISSUE AUTHORISATION

Director: Matt Franzmann
Project Team: MF, KM, GR,TA
Project Code: P0059776
Prepared for: ICD Property

Rev	Date	Purpose	Prepared	Reviewed
A	24.04.2026	DA	KM	MF
B	15.05.2026	DA	TA	MF
C	06.08.2026	RFI Draft	MP	MF
D	11.08.2026	RFI	GR	MF

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Context Analysis

Context



SITE ANALYSIS.

North Scale (NTS)

Climatic Analysis

Legend

Proposed Site

Wind Paths

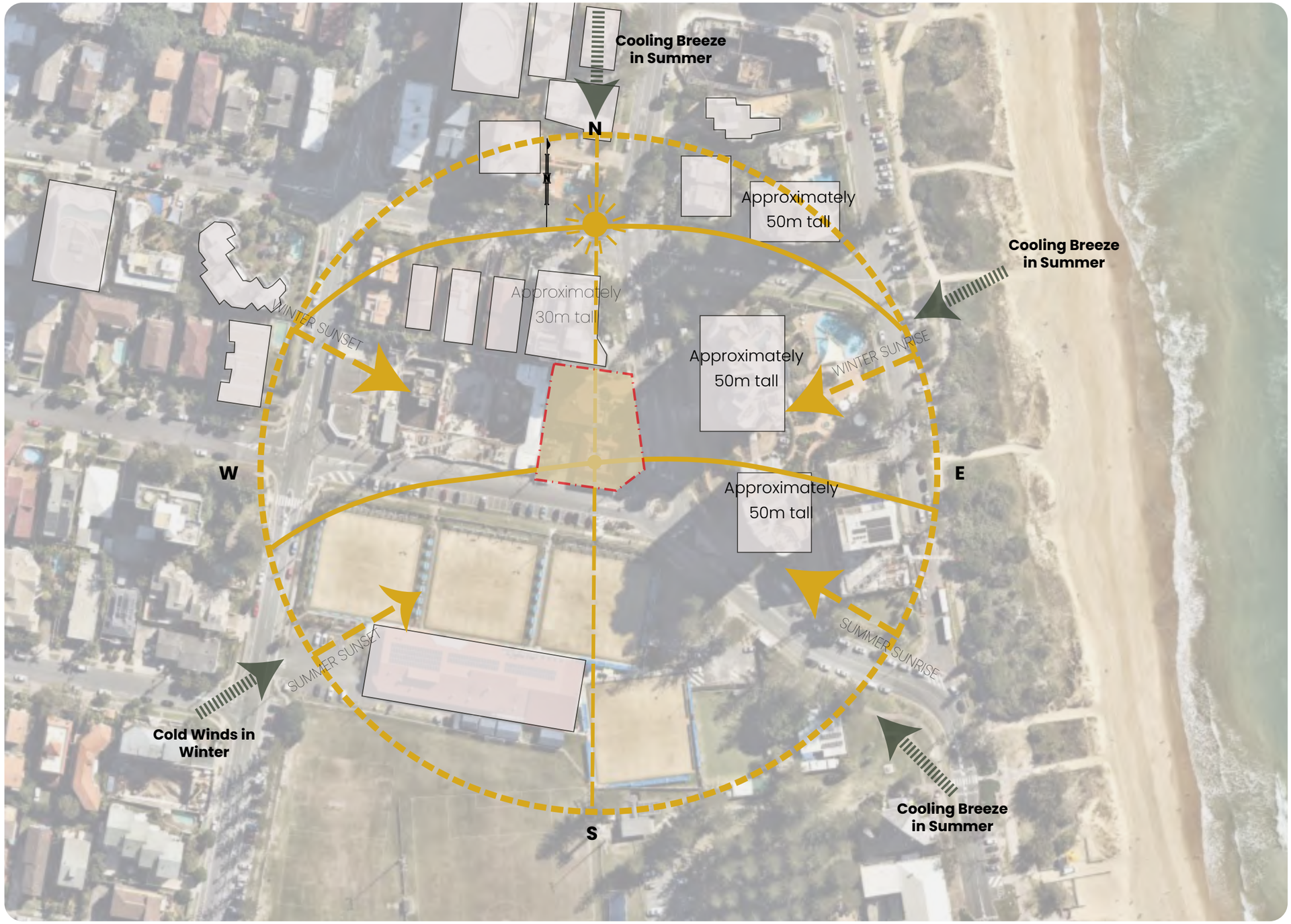
CLIMATE SUMMARY

BROADBEACH PREVAILING WINDS:
SOUTH-EASTERLY TRADE WINDS COMMON MUCH OF THE YEAR

WIND SPEEDS GENERALLY PICK UP IN THE WARMER MONTHS

AVERAGE WINTER TEMPERTURE : 12 °C

AVERAGE SUMMER TEMPERTURE: 29 °C



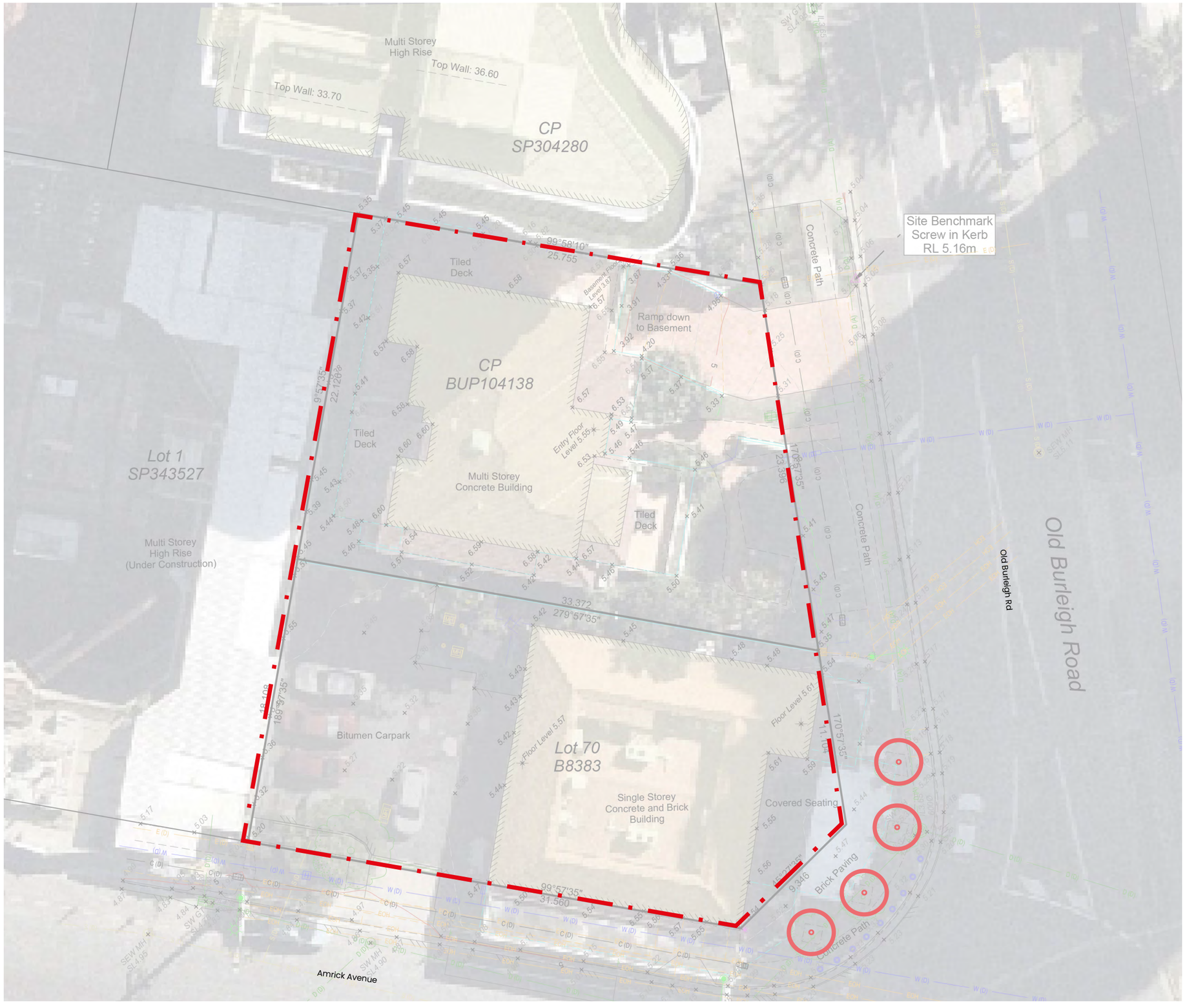
North

Survey & Tree Retention

Legend

Tree to be removed

Boundary

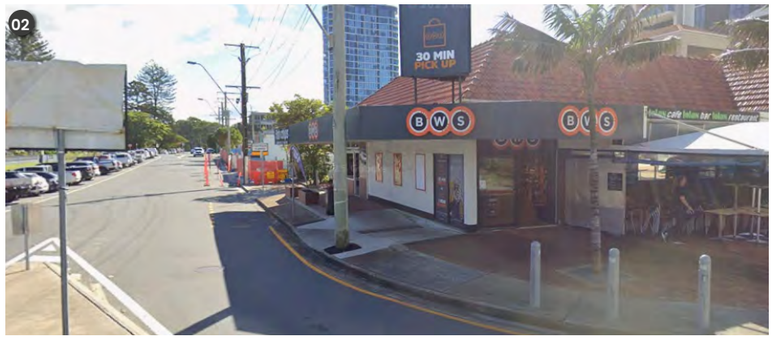


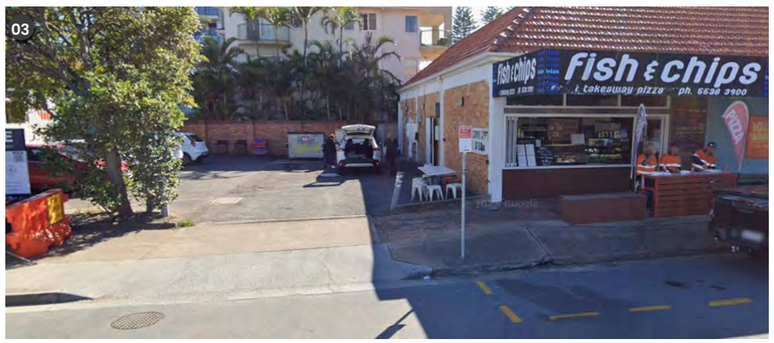
SITE ANALYSIS.

North Scale 1:250 @ A3

Site Photographs











Key Plan

North Scale (NTS)



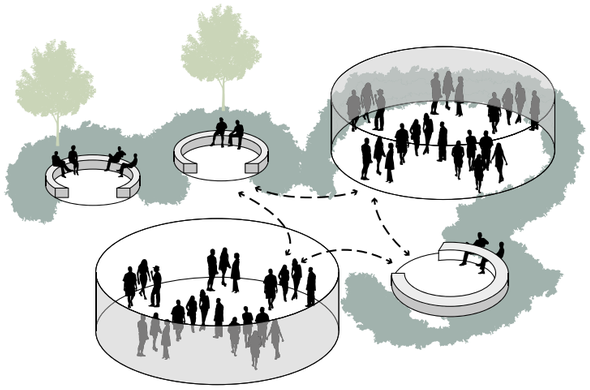




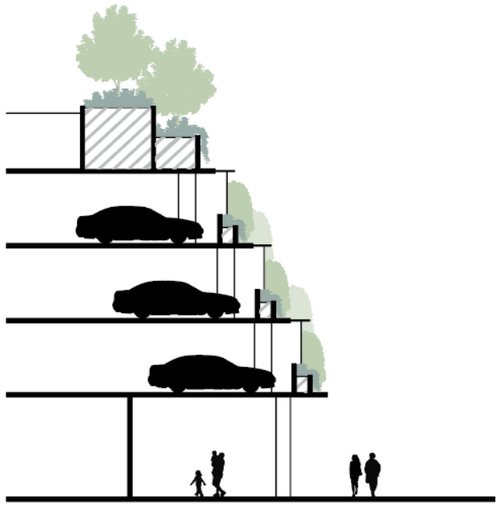
Design Approach

LANDSCAPE PRINCIPLES

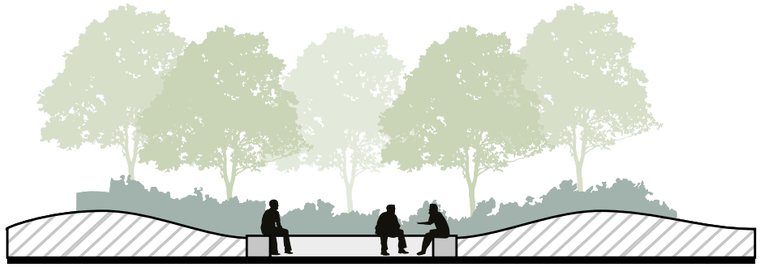
SITE WIDE



Landscape space extension



Soften building interface



Defined landscape rooms

DESIGN APPROACH.



Landscape Design

GROUND FLOOR PLAN

LANDSCAPE DESIGN

LEGEND

1 Screening species to provide privacy and articulate edges

2 Characteristic coastal planting palette with selected hardy species to soften edges and frame filtered views

3 Dense shrub and ground cover planting providing green form and visual enhancment to lobby entrance

4 Turf

5 Generous streetscape canopy providing contiunous shade and pedestrian comfort

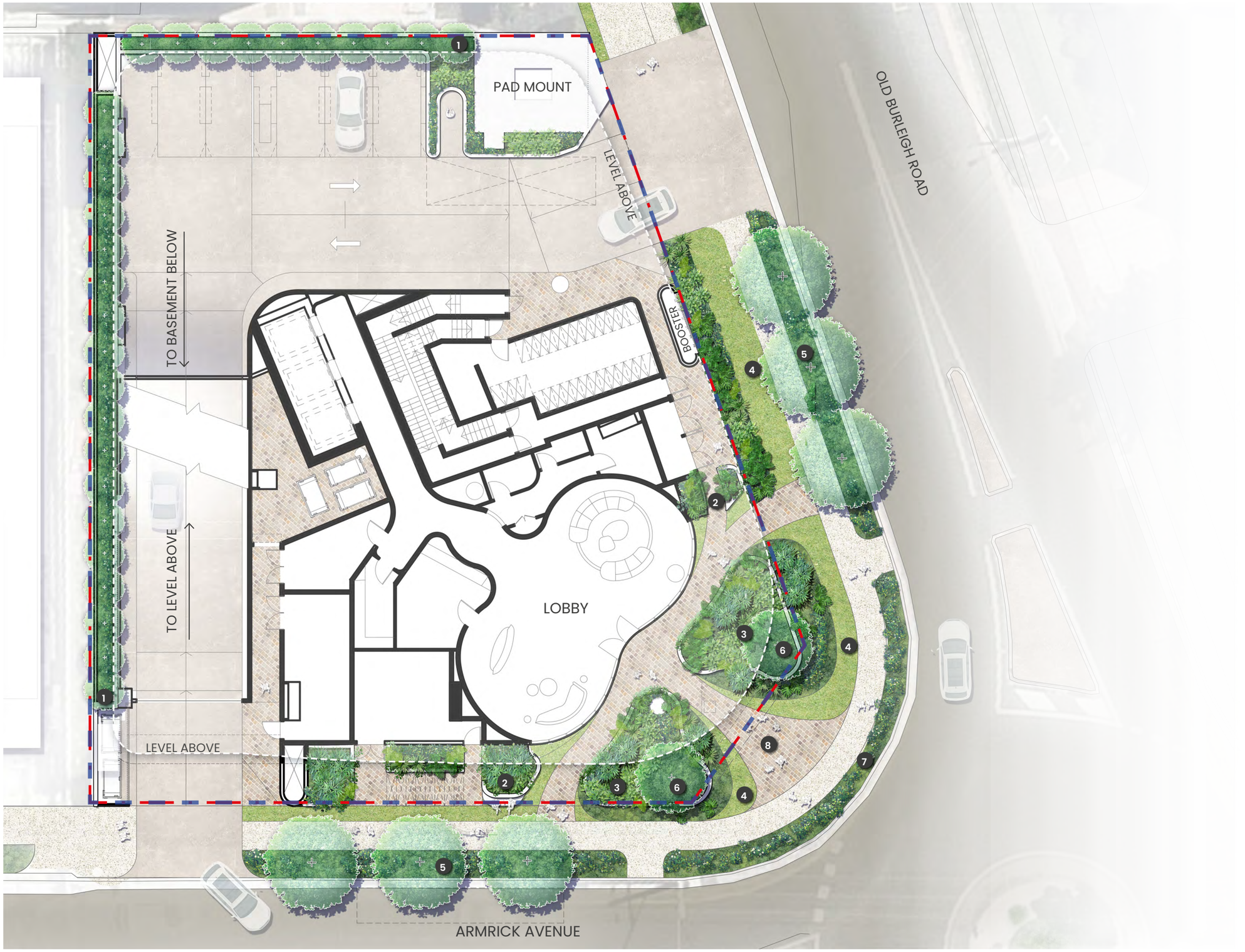
6 Small trees (Randia fitzalanii) within raised planter partially planted under 5m undercroft to frame entry

7 Low level planting to compliment existing roundabout and enable clear visual access to corner. Palms to be removed

8 Paved entry to corner garden plaza for extra permeability

Basement Under

Property Boundary



North Scale 1:400 @ A3

0 1 2.5 5 10 20

LANDSCAPE DESIGN.

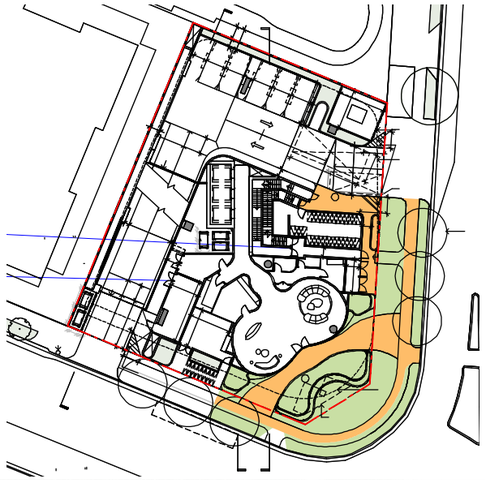
Option Exploration for Corner Landscape

GROUND LEVEL

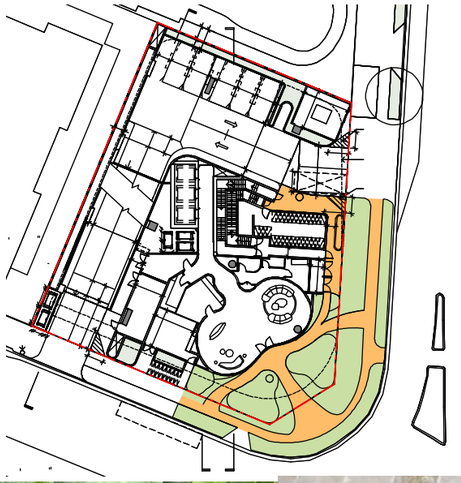
DA 58% HARDSCAPE



CONSOLIDATED 39% HARDSCAPE



HYBRID 40% HARDSCAPE



CHARACTER IMAGES













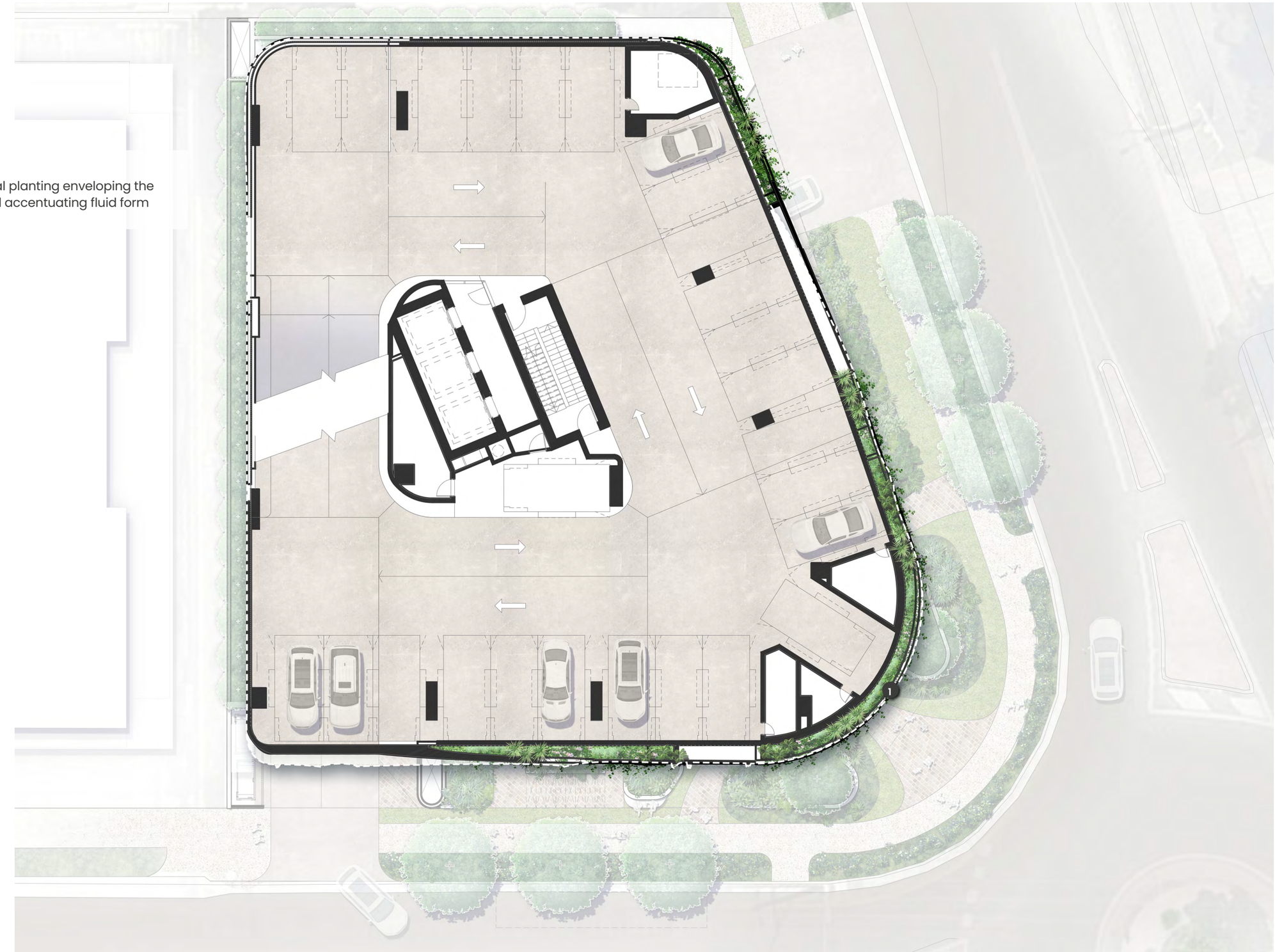


LEVEL 2 PLAN

LANDSCAPE DESIGN

LEGEND

1 Cascading coastal planting enveloping the building edge and accentuating fluid form



North Scale 1:400 @ A3

0 1 2.5 5 10 20

CHARACTER IMAGES

FACADE PLANTING















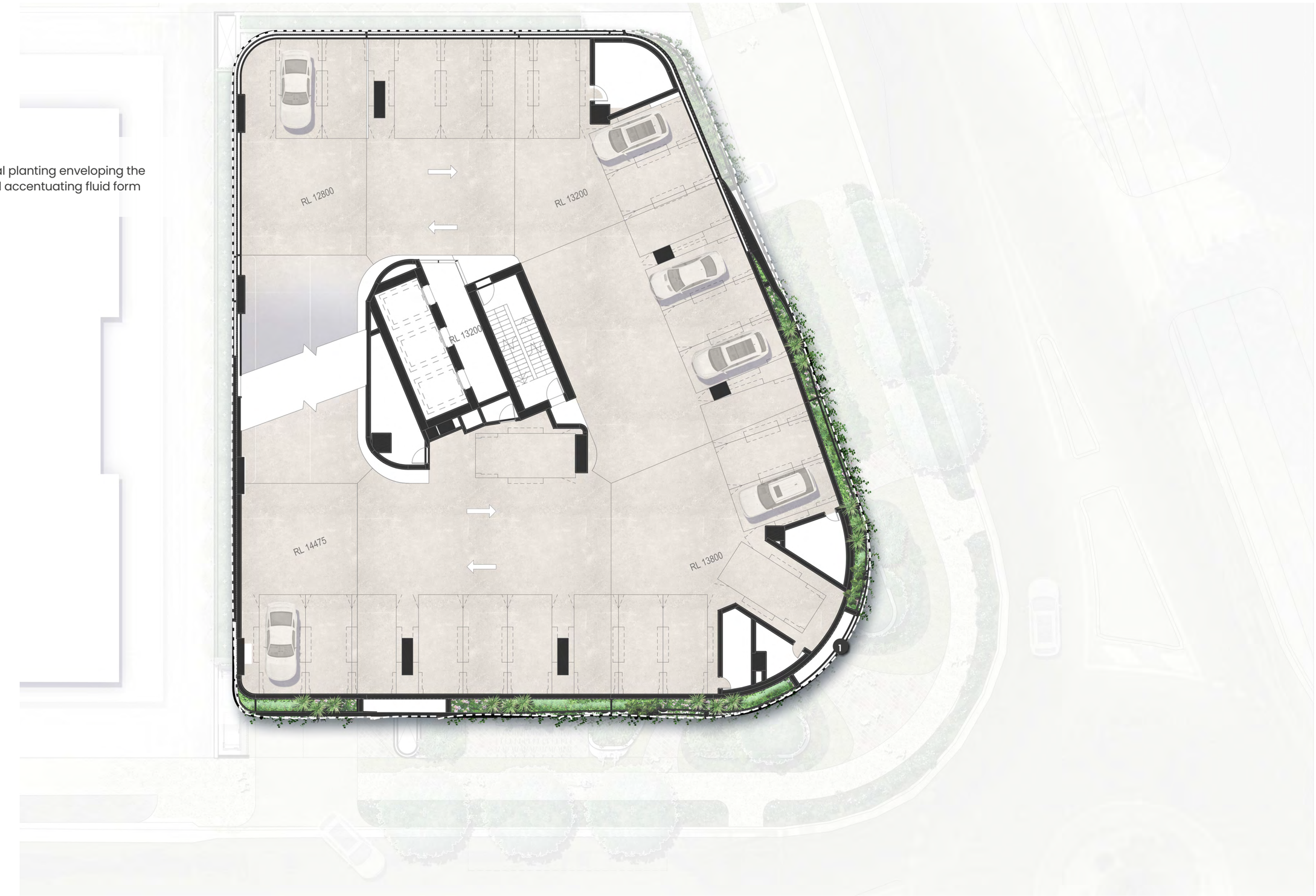
LANDSCAPE DESIGN.

LEVEL 3 PLAN

LANDSCAPE DESIGN

LEGEND

1 Cascading coastal planting enveloping the building edge and accentuating fluid form



North Scale 1:400 @ A3

0 1 2.5 5 10 20

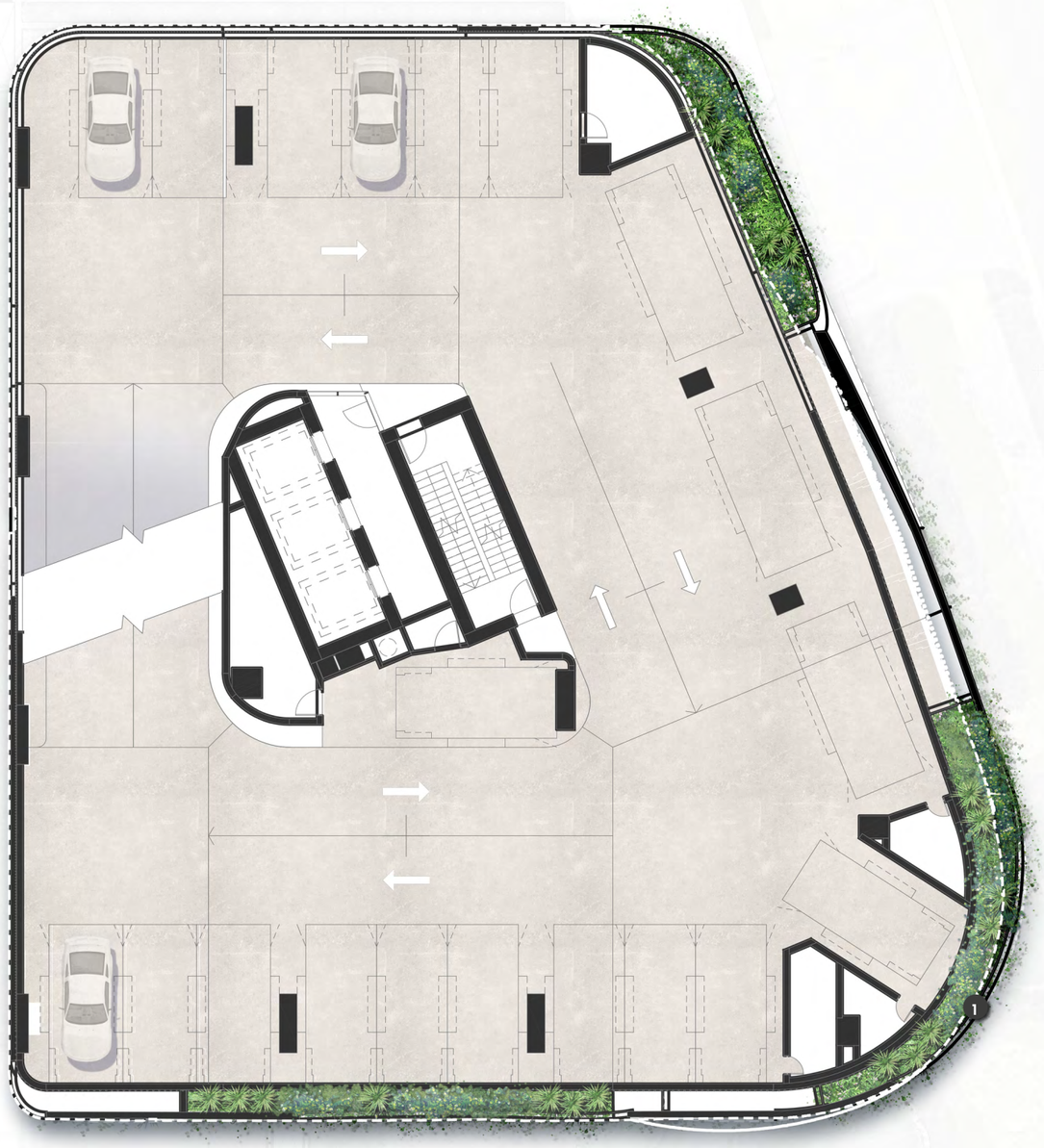
LANDSCAPE DESIGN.

LEVEL 4 PLAN

LANDSCAPE DESIGN

LEGEND

1 Cascading coastal planting enveloping the building edge and accentuating fluid form



North Scale 1:400 @ A3

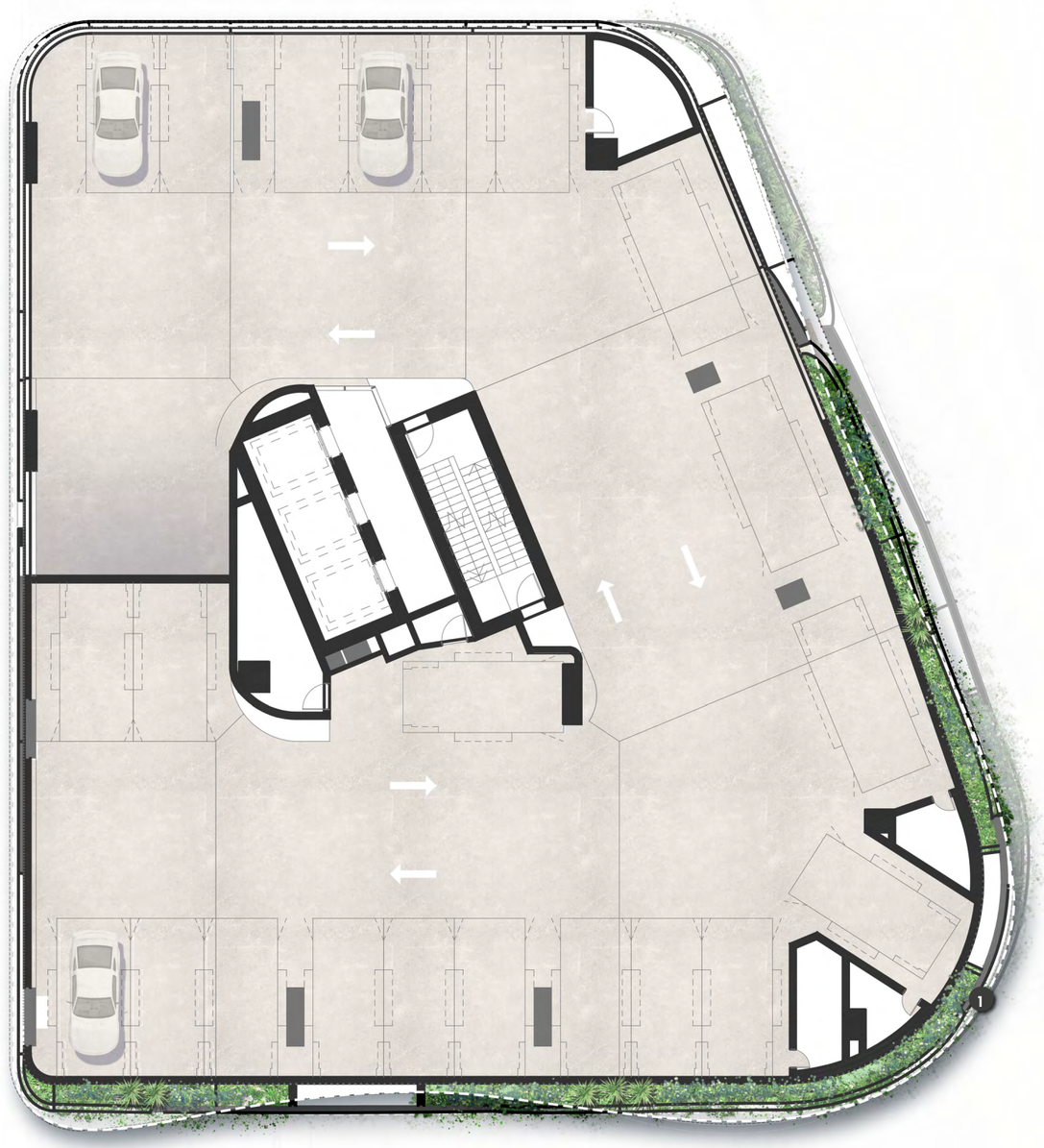
0 1 2.5 5 10 20

LEVEL 5 PLAN

LANDSCAPE DESIGN

LEGEND

1 Cascading coastal planting enveloping the building edge and accentuating fluid form



North Scale 1:400 @ A3

0 1 2.5 5 10 20

POOL DECK AND RECREATIONAL



LEVEL 6 PLAN

LANDSCAPE DESIGN

LEGEND

1. Resort-style pool integrated within a landscaped setting for relaxation and amenity
2. Spa adjoining pool for integrated relaxation and leisure
3. Extended pool deck with adjacent dining zone for outdoor gathering, oriented to capture expansive coastal views
4. Communal BBQ and dining area encouraging social interaction
5. Low-profile edge planting cascading to frame and maintain view corridors
6. Strategically layered shade planting providing relief from morning and afternoon sun
7. Feature Pandanus palms adding to the coastal vibe of the deck, by intergreting robust forms which curates distinct areas



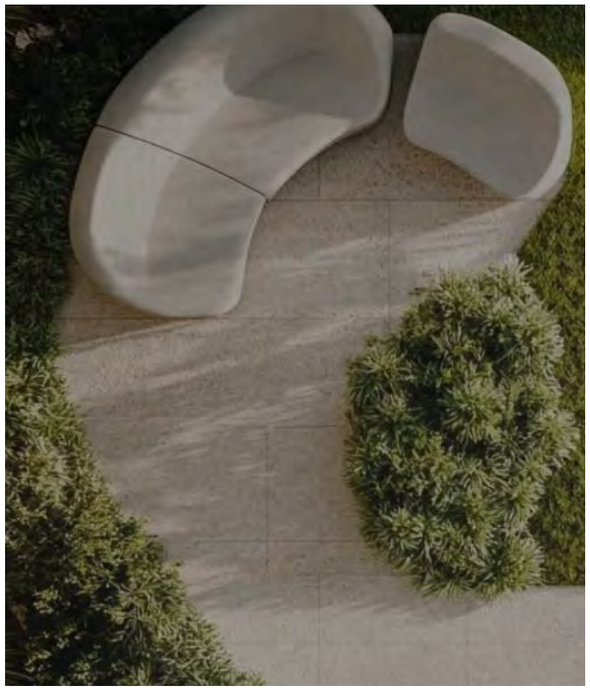
North Scale 1:400 @ A3

0 1 2.5 5 10 20

LANDSCAPE DESIGN.

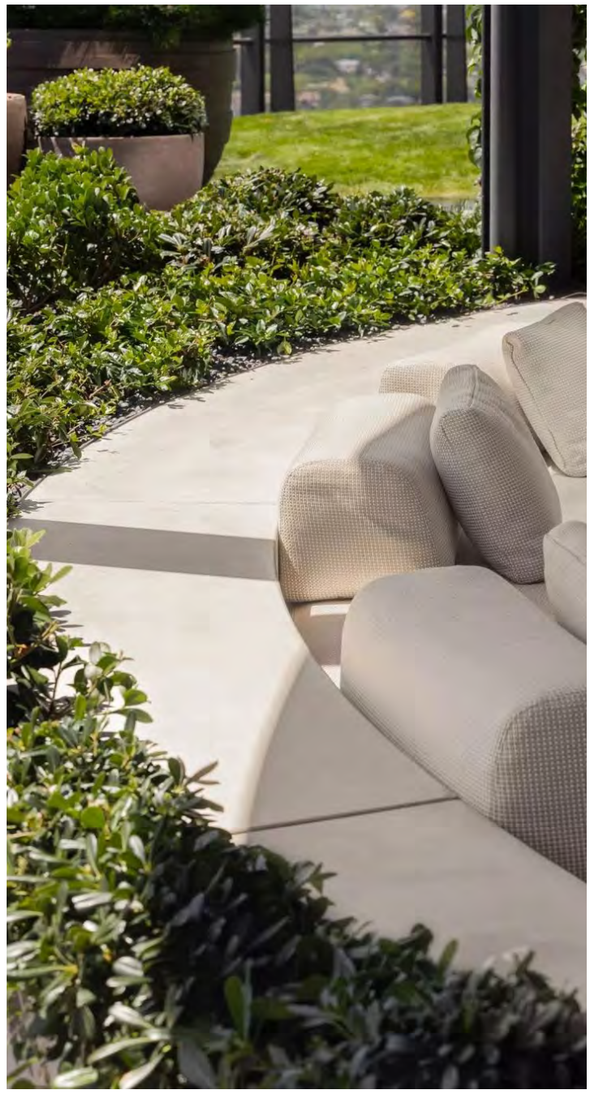
CHARACTER IMAGES

POOL DECK AND ROOF

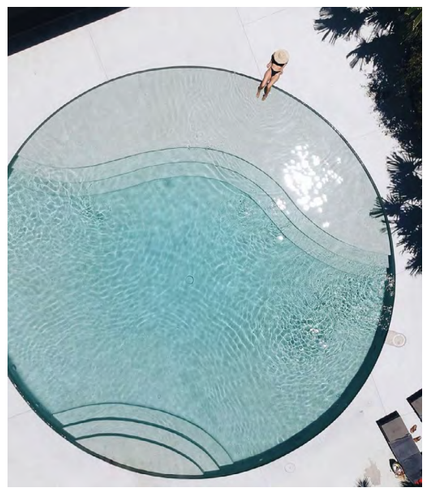


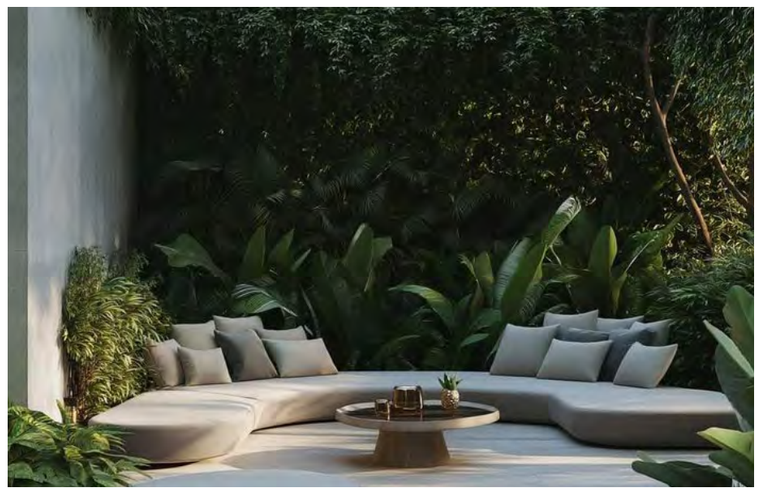










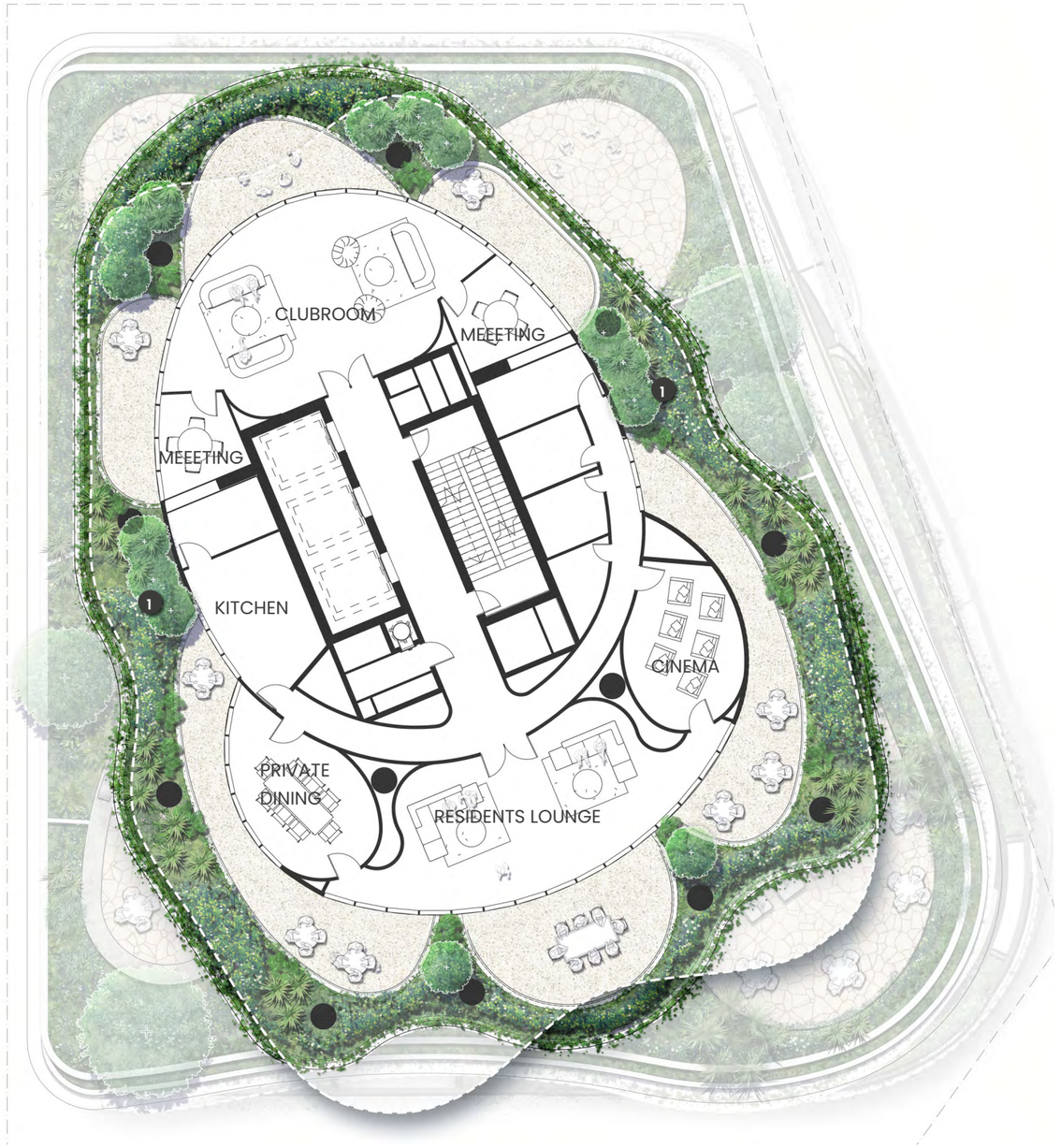


LEVEL 7 PLAN

LANDSCAPE DESIGN

LEGEND

1 Dense subtropical coastal species with cascading plants drapping to level below, creating green terrace softening built edges.



North Scale 1:400 @ A3

0 1 2.5 5 10 20

LEVEL 8 PLAN

LANDSCAPE DESIGN

LEGEND

1 Dense subtropical species with cascading plants drapping to level below, creating green terrace softening built edges with ecological mciroclimates.



North Scale 1:400 @ A3

0 1 2.5 5 10 20

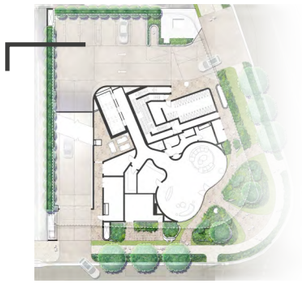
SECTIONS

LANDSCAPE DESIGN.



SECTION 1

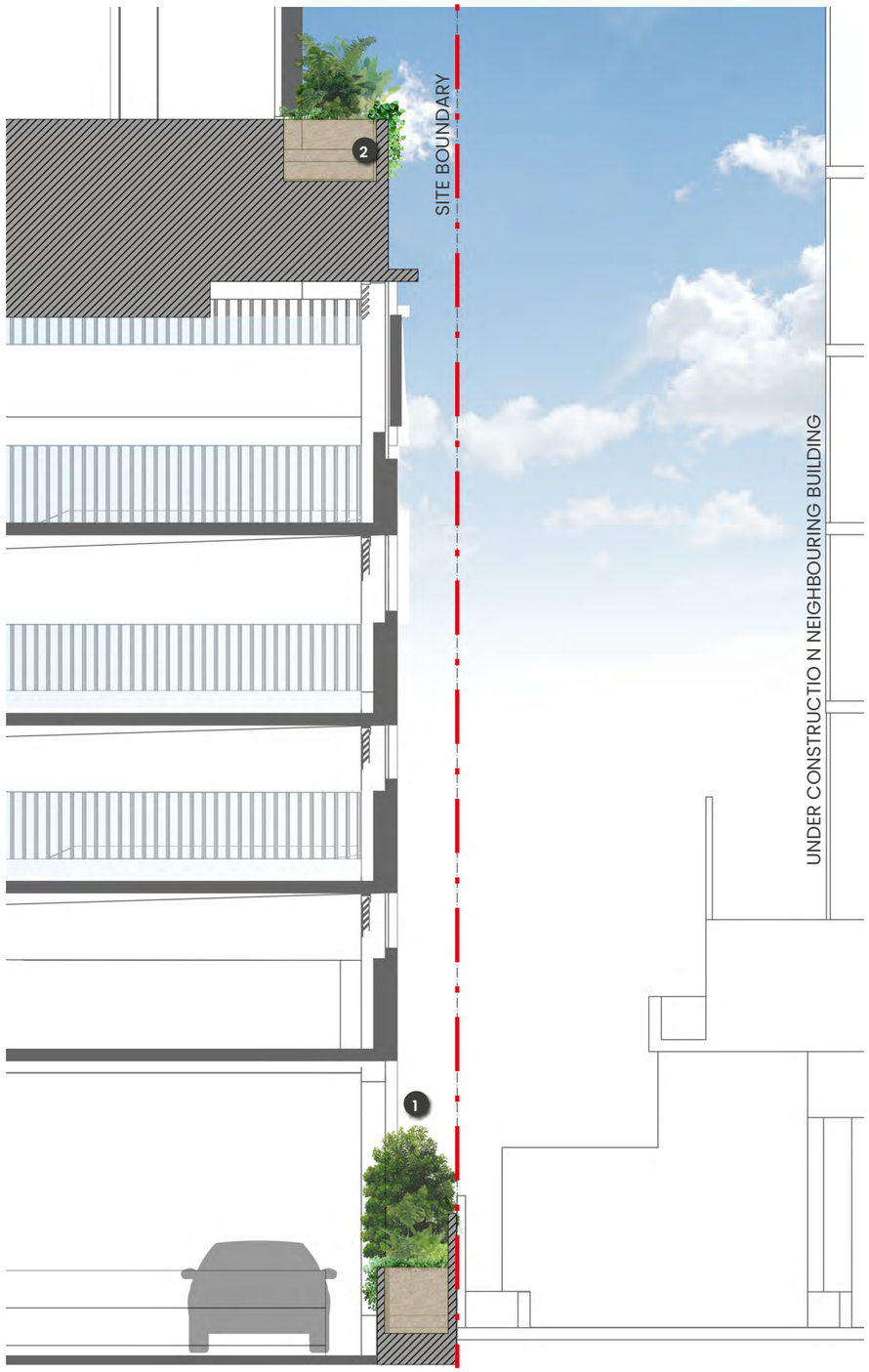
LANDSCAPE DESIGN



LEGEND

1 Screening species to provide privacy and articulate edges

2 Cascading coastal planting enveloping the building edge and accentuating fluid form

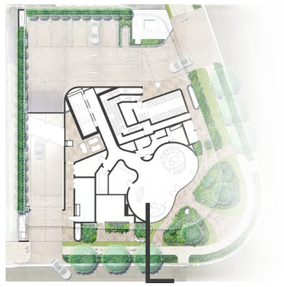


Scale 1:100 @ A3

0 0.5 1 2.5 5

SECTION 2

LANDSCAPE DESIGN



LEGEND

1. Characteristic coastal planting palette with selected hardy species to soften edges and frame filtered views
2. Generous streetscape canopy providing contiunous shade and pedestrian comfort
3. Cascading coastal planting enveloping the building edge and accentuating fluid form
4. Creeping planting to soften structural column

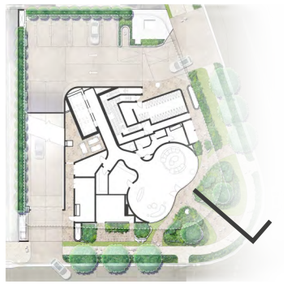


Scale 1:100 @ A3

0 0.5 1 2.5 5

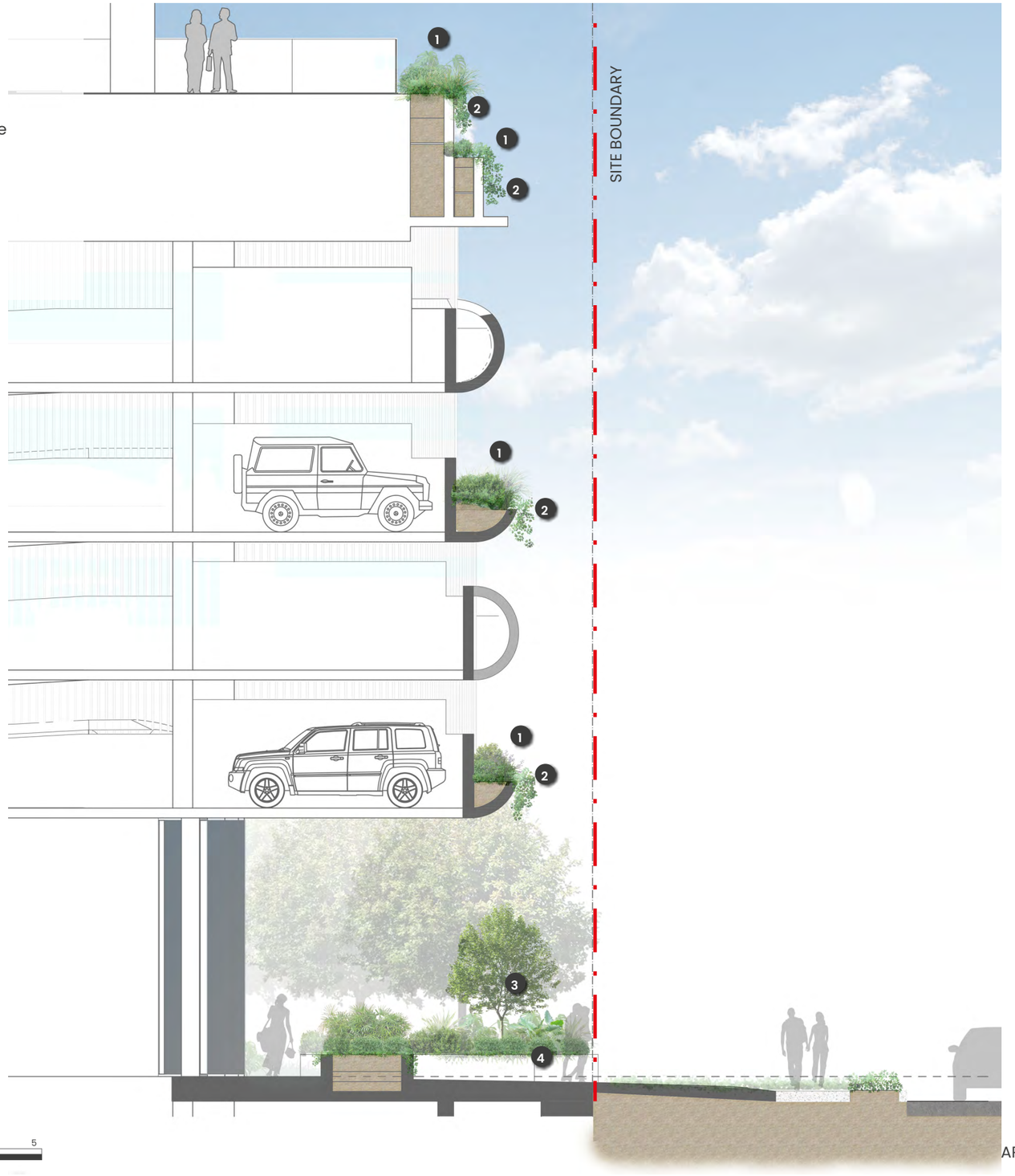
SECTION 3

LANDSCAPE DESIGN



LEGEND

1. Characteristic coastal planting palette with selected hardy species to soften edges and frame filtered views
2. Cascading coastal planting enveloping the building edge and accentuating fluid form
3. Hierarchical mixture of subtropical and coastal planting layers, creating visual interest towards entrance
4. Low profile robust planting to maintain open views and accentuate architectural edges creating a welcoming entrance



Scale 1:100 @ A3

0 0.5 1 2.5 5

ARMRICK AVENUE

LANDSCAPE DETAILS

LANDSCAPE DESIGN.



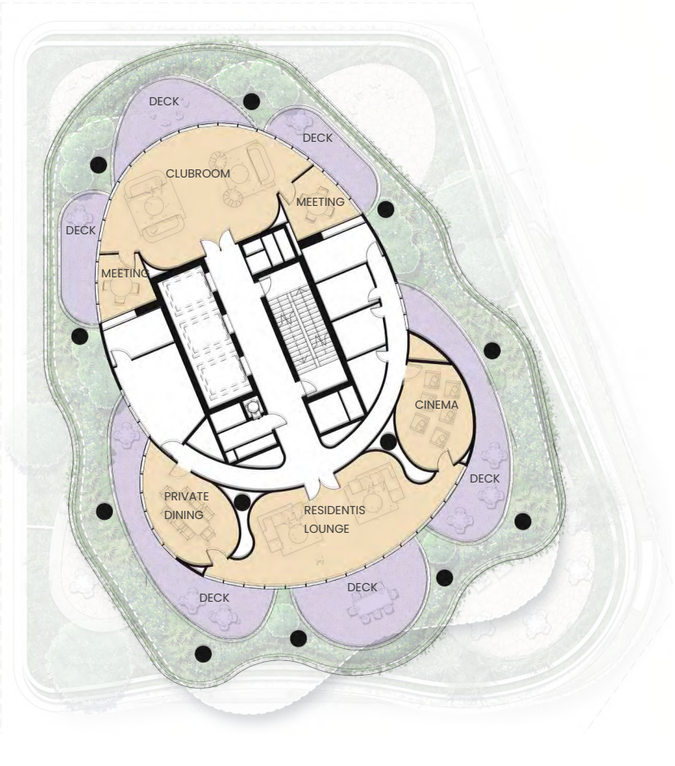
RECREATION CAPACITY DIAGRAM

A diverse range of resident recreation spaces supports active living, wellness, entertainment and social connection, providing flexible settings for relaxation, exercise and community interaction. The provision of these spaces has been considered against a reasonable assumed number of residents using the facilities concurrently, ensuring adequate space per person for comfortable and functional use.

	Function Of Space	Area(m^2)	Spatial Requirements (m^2 / Person)	Recreation Capacity
Spa / Sauna	Passive Recreation, Wellness	33m^2	2	16
Pool	Passive Recreation, Active Recreation	77m^2	4	19
Deck	Passive Recreation, Social, Circulation	256m^2	4	64
Gym	Active Recreation	107m^2	6	18
Multi-purpose Room	Passive Recreation, Social, Residents Functions	177m^2	4	44
	Total Communal Recreation Space	806m^2		161 people



LEVEL 6 WELLNESS DECK



LEVEL 7 RECREATION

Proposed development: Residential Apartments
17 x 2 Bedroom
38 x 3 Bedroom
17 x 3 + Media Bedroom
09 x 4 + Media Bedroom

For the purposes of this assessment we have assumed the following:
100% Occupancy
2.5 people x 17 = 42 people
3.5 people x 38 = 133 people
4.0 people x 17 = 68 people
4.5 people x 9 = 40 people
90% Occupancy
283 people x 90% = 254 people

Occupants utilising recreation areas at any one time (assume 33%)
254 people x 33% = 83 people

The Recreation Capacity Plan will need to demonstrate that 83 people can recreate in the communal recreation space area provided in the proposed development. The current Recreational Capacity Plan, based on usable communal recreation space, demonstrates 161 people can recreate comfortably in the area provided and should be viewed as compliant.

PLANTING PALETTE

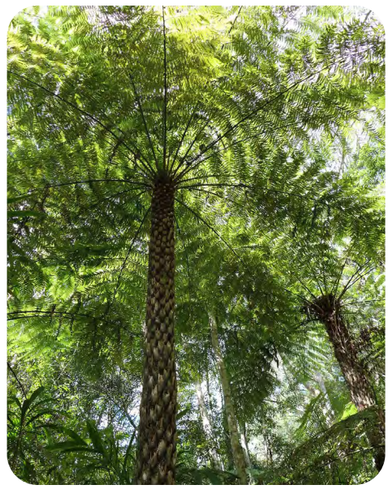
GROUND LEVEL



Buckinghamia celsissima
Ivory Curl



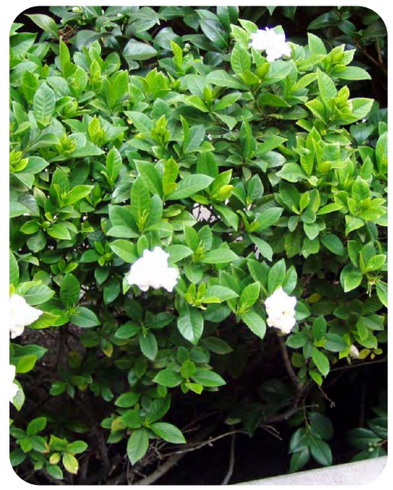
Pandanus tectorius
Pandanus



Cyathea australis
Rough Tree Fern



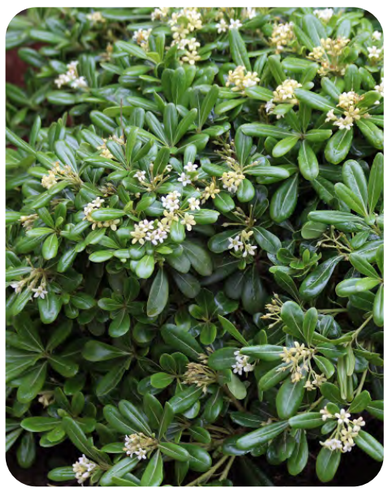
Cupaniopsis anacardioides
Tuckeroo



Atractocarpus fitzalanii
Native Gardenia



Ficus microcarpa
Green Island



Pittosporum tobira
Miss Muffet



Neomarica longifolia
Walking Iris



Carissa macrocarpa
Desert Star



Cissus antarctica
Kangaroo Vine



Dichondra repens
Kidney Weed

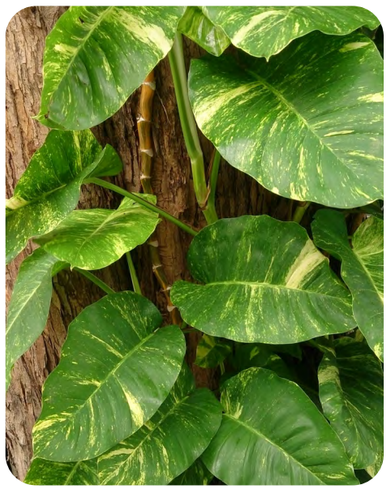


Zoysia tenuifolia
No Mow Grass

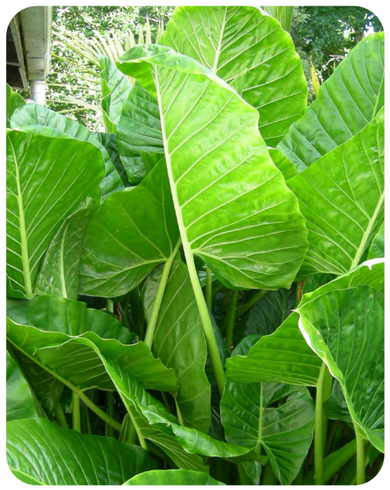
DETAILS.

PLANTING PALETTE

PODIUM PLANTING



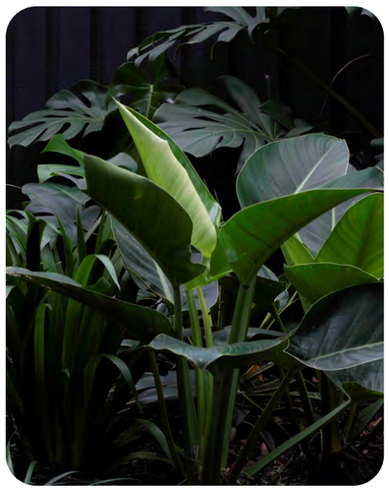
Epipremnum aureum
Golden Pothos



Alocasia brisbanensis
Cunjovi



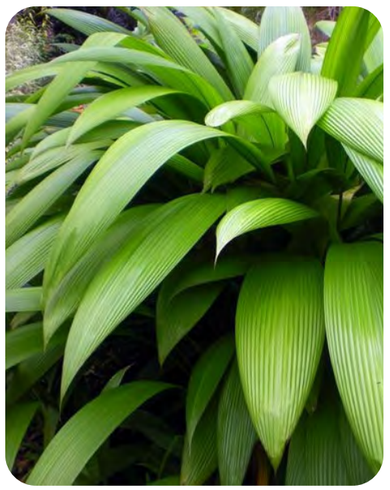
Acacia cognata 'Limelight'
River Wattle



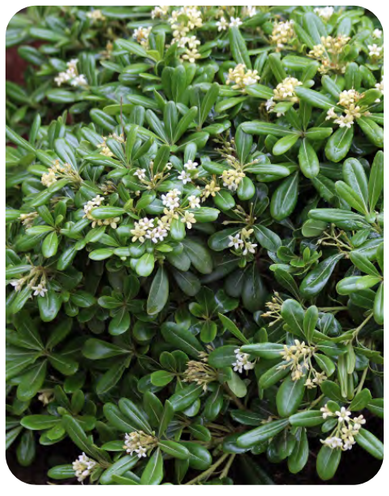
Philodendron Congo
Green Congo



Carissa macrocarpa
Desert Star



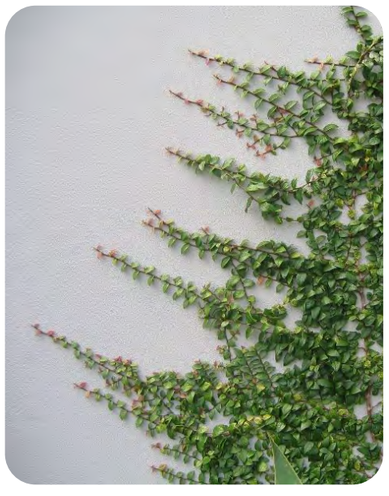
Calathea zebrina
Prayer Plant



Pittosporum tobira
Miss Muffet



Neomarica longifolia
Walking Iris



Ficus pumilla
Climbing Fig



Monstera deliciosa
Fruit Salad Plant



Viola hederacea
Native Violet



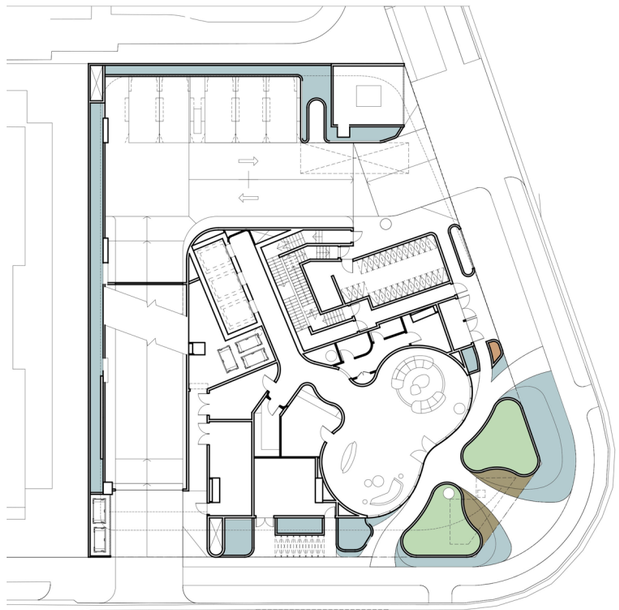
Zoysia tenuifolia
No Mow Grass

DETAILS.

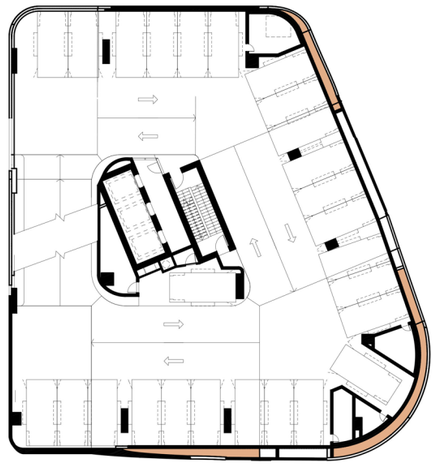
Planting Depths

LEGEND

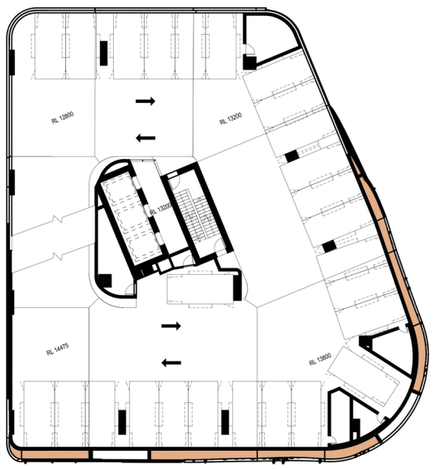
- Min 450mm, mounded to 650mm depth
- 1100mm depth
- Min 450mm, mounded to 850mm
- 450mm



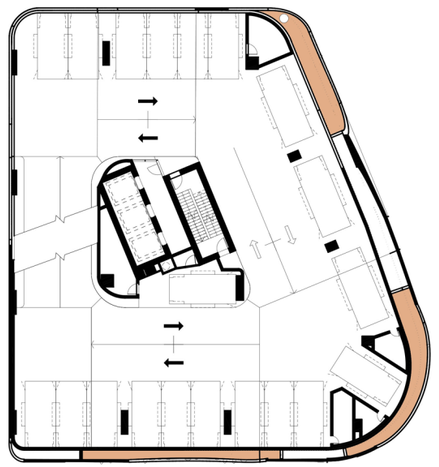
GROUND LEVEL



LEVEL 2



LEVEL 3



LEVEL 4

DETAILS.

North Scale 1:500 @ A3

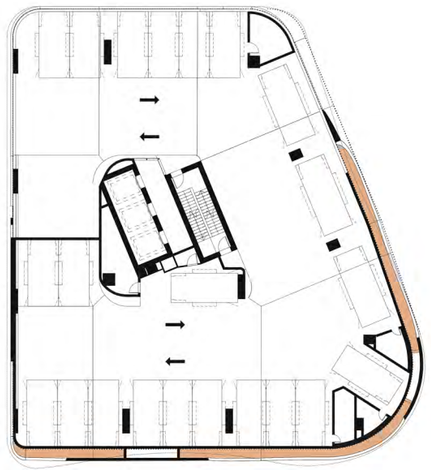
0 1 2.5 5 10 20

Planting Depths

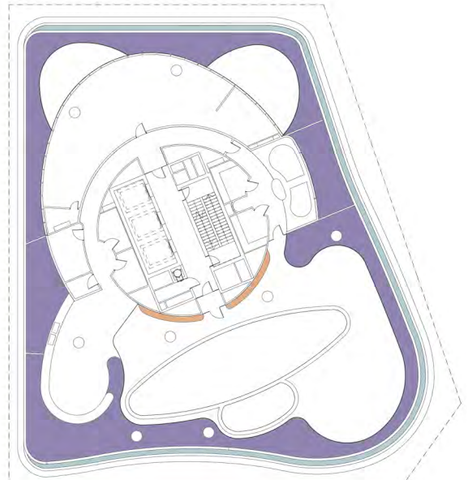
LEVEL 06

LEGEND

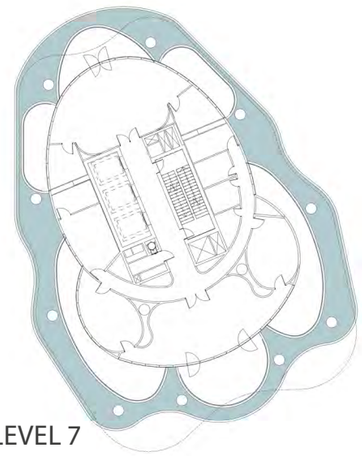
- Min 450mm, mounded to 650mm depth
- 1100mm depth
- 1500mm depth



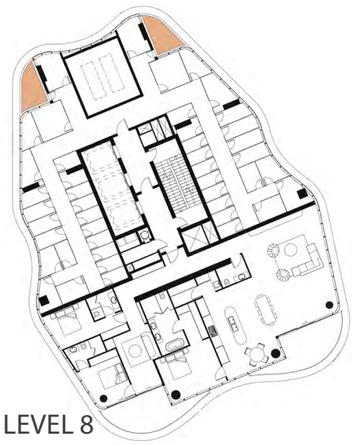
LEVEL 5



LEVEL 6



LEVEL 7



LEVEL 8

North Scale 1:500 @ A3

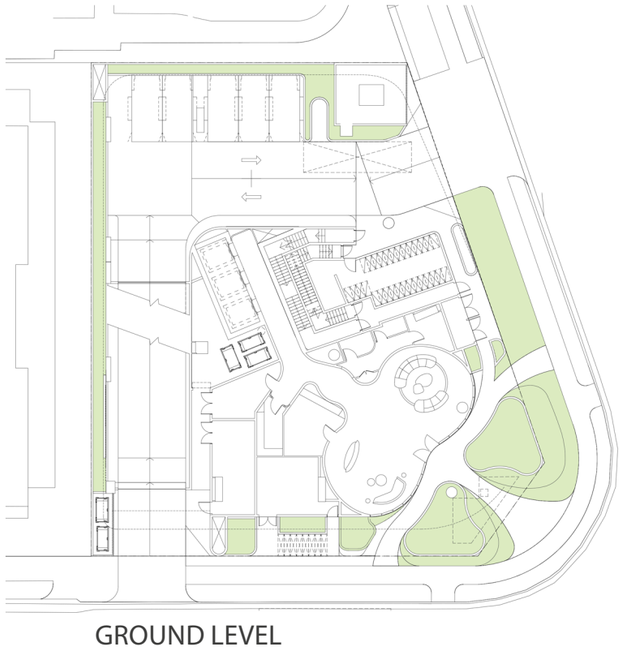
0 1 2.5 5 10 20

Planter Maintenance

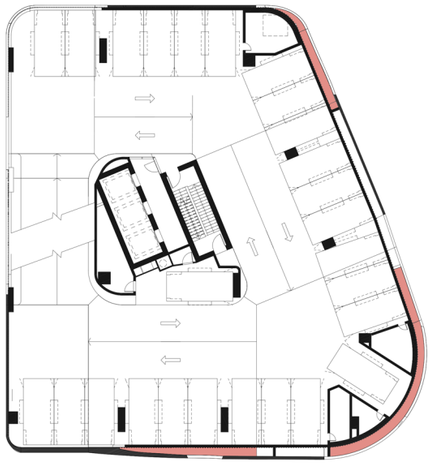
LEGEND

At Level Access

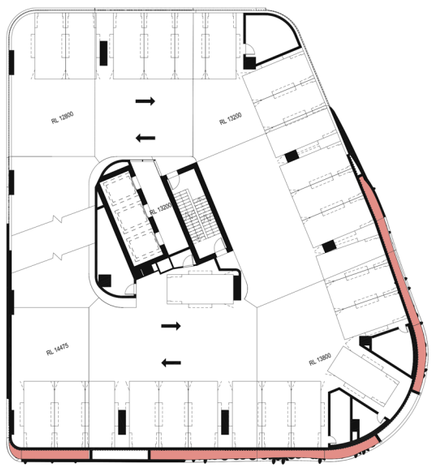
Anchorage Point Access



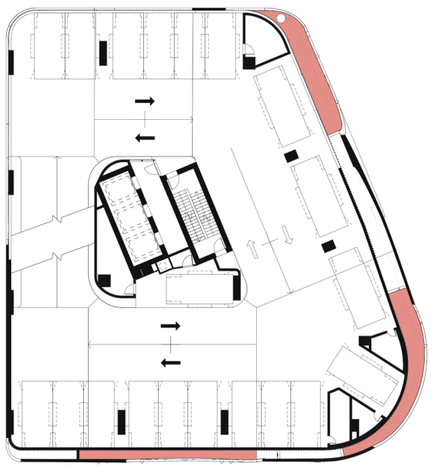
GROUND LEVEL



LEVEL 2



LEVEL 3



LEVEL 4

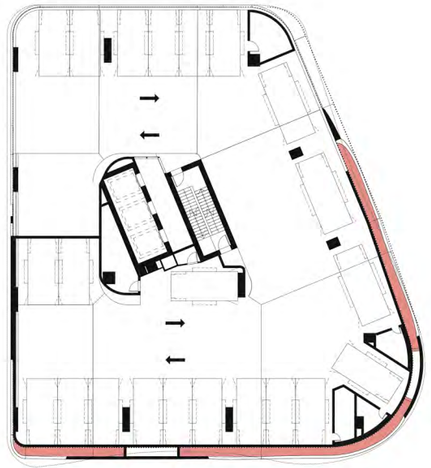
DETAILS.

Planter Maintenance

LEGEND

At Level Access

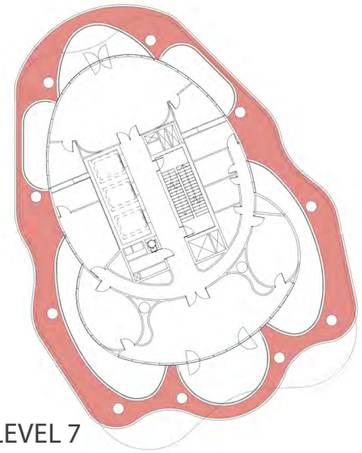
Anchorage Point Access



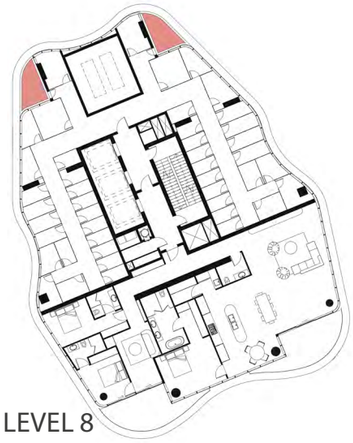
LEVEL 5



LEVEL 6



LEVEL 7



LEVEL 8

DETAILS.

Soil Strategy

Creating a thriving urban environment requires careful consideration of soil specifications. For structural soils, it's essential to ensure they provide adequate support for infrastructure while allowing for root growth. These soils should have a balanced composition of sand, silt, and clay, with a focus on compaction and load-bearing capacity.

Horizon A, the topsoil layer, should be rich in organic matter and nutrients to support plant health and growth. This layer is crucial for water retention and root development. Horizon B, the subsoil layer, should have a good structure to facilitate drainage and deeper root systems, providing stability and access to nutrients.

For planter boxes on buildings, lightweight soils are necessary to reduce the load on structures. These soils should be a mix of organic materials and lightweight aggregates, ensuring they are both nutrient-rich and well-draining. This combination supports plant growth while maintaining the structural integrity of the building.

By adhering to these soil specifications, we can create sustainable, green urban spaces that enhance the quality of life for all.

On Structure soil media A

Quality – Soil must be free from any 'unwanted materials'

Physical Properties

Property	Units	Target range
Texture, preferred range	n/a	Gravelly loamy sand to organic sandy loam
Air-filled porosity	%	≥ 10
Chloride	%	≥ 40
Permeability (@ 16 drops by McIntyre Jakobsen)	mm/h	> 100
Saturated Density	kg/L	< 2.4
Organic matter	% w/w	< 15
Wettability	min	<5
Dispensability in water		1 or 2 (AS4419) Category
Large particles in the largest dimension		
< 2 mm	% w/w	30–70
2–10 mm	% w/w	10 –20
10–20 mm	% w/w	5–10
20–50 mm	% w/w	< 5
> 50 mm	% w/w	0

Chemical Properties

C2. Chemical properties	Units	Target range
pH in water (1:5) Standard range	pH units	5.4–6.8
Electrical Conductivity (1:1.5)	dS/m	< 2.2
Chloride	mg/L	≤ 200
Ammonium-N (NH4)	mg/L	≤ 100
Ammonium-N + nitrate-N (NH4 + NO3)	mg/L	≥ 50
Nitrogen draw-down index	-	≥ 0.7
Toxicity index	mm	≥ 70
Phosphorus – P standard range	mg/L	8–40
Low phosphorus – P (P-sensitive plants)	mg/L	< 3
Potassium (K)	mg/L	50–250
Sulphate (SO_4)	mg/L	≥ 40
Calcium (Ca)	mg/L	≥ 80
Magnesium (Mg)	mg/L	≥ 15
Ca:Mg ratio	–	1.5–10
K:Mg ratio	–	1–7
Sodium (Na)	mg/L	≤ 130
Iron (Fe)	mg/L	≥ 35
Cooper (Cu)	mg/L	0.4 - 15
Zinc (Zn)	mg/L	0.3 - 10
Manganese (Mn)	mg/L	1 - 15
Boron (B)	mg/L	0.02 – 0.65

On Structure soil media B

Quality – Soil must be free from any 'unwanted materials'

Physical Properties

Property	Units	Target range
Texture, preferred range	n/a	Gravelly loamy sand to organic sandy loam
Air-filled porosity	%	≥ 10
Water-holding capacity	%	≥ 40
Permeability (@ 16 drops by McIntyre Jakobsen)	mm/h	> 100
Saturated Density	kg/L	< 1.8
Organic matter	% w/w	< 5
Wettability	min	≤ 5
Dispensability in water		1 or 2 (AS4419) Category
Large particles in the largest dimension		
< 2 mm	% w/w	30–70
2–10 mm	% w/w	10 –20
10–20 mm	% w/w	5–10
20–50 mm	% w/w	< 5
> 50 mm	% w/w	0

Chemical Properties

C2. Chemical properties	Units	Target range
pH in water (1:5) Standard range	pH units	5.4–6.8
Electrical Conductivity (1:1.5)	dS/m	< 2.2
Chloride	mg/L	≤ 200
Ammonium-N (NH4)	mg/L	≤ 100
Ammonium-N + nitrate-N (NH4 + NO3)	mg/L	≥ 50
Nitrogen draw-down index	-	≥ 0.7
Toxicity index	mm	≥ 70
Low phosphorus – P (P-sensitive plants)	mg/L	< 3
Potassium (K)	mg/L	50–250
Sulphate (SO_4)	mg/L	≥ 40
Calcium (Ca)	mg/L	≥ 80
Magnesium (Mg)	mg/L	≥ 15
Ca:Mg ratio	–	1.5–10
K:Mg ratio	–	1–7
Sodium (Na)	mg/L	≤ 130
Iron (Fe)	mg/L	≥ 35
Cooper (Cu)	mg/L	0.4 - 15
Zinc (Zn)	mg/L	0.3 - 10
Manganese (Mn)	mg/L	1 - 15
Boron (B)	mg/L	0.02 – 0.65

Irrigation Strategy

A comprehensive irrigation strategy for the project is required development (refer to appendices for detail irrigation reports).

This proposal focuses on sustainability and efficiency, aiming to meet 95% of the irrigation water demand through non-potable sources. Key elements include:

Rainwater Harvesting:
Water will be collected from rooftops and hard surfaces, treated via primary filtration, and stored in a basement-level tank.

This rainwater harvesting strategy has the following benefits:

Environmental Benefits:
- Conserves potable water resources by using harvested rainwater for irrigation.
- Reduces storm water runoff, mitigating the risk of flooding and erosion.
- Minimises the carbon footprint associated with water treatment and distribution.

Maintenance Benefits:
- Provides a consistent water source for irrigation, ensuring landscape health.
- Reduces wear and tear on municipal water systems.
- On-site treatment systems are designed for easy maintenance and long-term reliability.

Costs;
- Reduces reliance on potable water, lowering water bills.
- Decreases the need for expensive water supply infrastructure.

Advanced Irrigation System:
A smart Wi-Fi enabled controller will adjust irrigation schedules based on real-time weather data. The system includes low-pressure drip tubes for planted areas and medium-pressure pop-up sprinklers for turf, designed to minimise water wastage.

Fertigation Integration:
Fertilisers and other nutrients will be directly injected into the irrigation water, ensuring optimal plant health.

Fertigation systems in high-rise buildings combine watering and fertilising in one process, making landscape maintenance more efficient and sustainable. By delivering nutrients directly through the irrigation water, plants get exactly what they need, reducing waste and preventing over-fertilisation.

These systems also save water and lower maintenance costs. Smart controllers adjust watering schedules based on weather, ensuring plants receive the right amount of water and nutrients.

In summary, fertigation systems promote healthier plants, conserve resources, and support sustainable urban development.

Efficiency and Safety - Failure early warning detection systems:
A master valve and flow sensor will monitor water flow, shutting down zones with detected faults and notifying operators.
Early warning detection systems have the following benefits:

Environmental Benefits:
- Conserves water by promptly addressing leaks and inefficiencies.
- Ensures optimal water use, supporting sustainable practices.

Maintenance Efficiency:
- Provides real-time alerts, allowing for quick response and resolution of issues.
- Reduces the need for manual inspections, saving time and labour.

Landscape Health:
- Early detection helps to maintain consistent irrigation, ensuring plants receive the right amount of water.
- Prevents over watering or under watering, promoting healthier landscapes.

Cost benefits:
- Detects issues like broken pipes or faulty valves early, preventing water wastage and reducing repair costs.
- Minimises potential damage to property and landscaping, avoiding expensive remediation.

This overall irrigation strategy not only aligns with sustainability goals but also ensures efficient water use and robust landscape maintenance. The proposal has been certified to meet all relevant standards and guidelines, with flexibility to adapt to any project changes.

Landscape Maintenance Management Strategy

The landscape maintenance plan for the project is designed to ensure the landscape remains true to its original design intent, creating a lush, green environment that reflects Brisbane's subtropical nature. This plan outlines the strategies and requirements necessary to maintain the landscape in alignment with the project's vision and Brisbane City Council's standards.

KEY OBJECTIVES:

Adherence to Design Intent:
Maintain the landscape to evoke a pre-colonisation environment, with native and endemic plants creating key habitats - Refer to bio-diversity plan.
Plant Health and Longevity:
Ensure all plants thrive by providing appropriate light levels, soil conditions, water, nutrients and regular maintenance activities.
Sustainable Practices:
Implement eco-friendly practices to support the long-term health of the landscape.

MAINTENANCE STRATEGIES:

Regular Monitoring and Logging:
Maintain a detailed log of maintenance activities, including soil moisture levels, plant health, and climatic conditions. This data will guide tailored maintenance efforts and inform replenishment or replacement needs.
Cleaning and Watering:
Regularly wash down plants to remove dust and contaminants, ensuring optimal photosynthesis. Monitor and adjust watering schedules to prevent overwatering, especially in low-light areas.
Soil and Fertilisation:
Use the specified soil mix to maintain soil health and stability. Fertilise plants during the active growing season (September to April) to support growth.
Composting and Mulching
All greenwaste to be collected and composted on site and re-used for site mulch. This approach will not only achieve a more healthy and sustainable outcome for the landscape, but also reduce costs to export waste and import mulch.
Plant Replenishment and Replacement:
Plan for plant replenishment in the colder months, with installation in September to minimise plant shock. Ensure replacement plants are acclimatised to site conditions.

INSTALLATION AND TIMING:

Optimal Planting Periods:
Schedule planting during the March or September Equinox to avoid extreme weather conditions and reduce plant stress.

COLLABORATION AND COMPLIANCE:

Nursery Coordination:
Work closely with nurseries to ensure plants are acclimatised to the site's light levels. Conduct nursery visits to select suitable stock and review acclimatisation strategies.
Certification and Documentation:
Ensure all maintenance activities and plant installations comply with the original design specifications and are certified by a registered landscape architect.
Authorities Approvals:
The project is under the jurisdiction of Brisbane City Council, with all landscaping details designed in accordance with council standards. Documentation and delivery of softscape works will adhere to BCC approval and to be maintained to BCC standards throughout the development's lifespan.

Design Methodology:
The landscape design considers unique micro-climates and structural loading, ensuring large tree and palm specimens are coordinated with the structural design. Drainage has been meticulously planned with the hydraulic engineer, and soil specifications tailored for on-structure landscapes in Brisbane. Maintenance works to consider the original design methodology.

N**atural Daylight for Planting:**
A high-level lux study will inform the planting design, ensuring areas meet the minimum lux levels required for long-term plant growth.

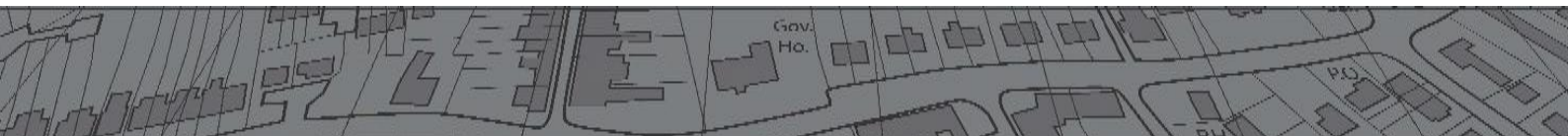
By following this comprehensive maintenance plan, we aim to preserve the integrity and beauty of the project landscape, ensuring it remains a vibrant and sustainable green space for the community.

Landscape Maintenance Management schedule

Routine Maintenance / Routine Inspections & Reactive Maintenance	JAN				FEB				MARCH				APRIL				MAY				JUNE				JULY				AUGUST				SEPT				OCT				NOV				DEC			
Ground Floor																																																
Activity Description	**Activity Code**	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Cleaning Operations																																															
Graffiti Removal	CGR																																															
Litter Collection	CLC																																															
Clear Gully / Stormwater Pits	CGP																																															
Hardscape																																															
Maintenance and Cleaning of the Pavements, Stairs, ramps, Steppers, and Boulders	HMPB																																															
Re-sealing the Pavers	HRP																																															
Timber Inspection (fixings & cracks)	HTI																																															
Softscape																																															
Garden Maintenance	SGM																																															
Care of Grass and Turf	SGT																																															
Grass Mowing	SMO																																															
Pest Control	SPC																																															
Weed Treatment	SWT																																															
Care of Shrubs, Palms and Trees	SCT																																															
Trellis System Maintenance	STR																																															
Facade planter box maintenance (abseiling)	SPBA																																															
Arbour Maintenance	SAR																																															
Built Environment																																															
Loose Furniture Maintenance	BFM																																															
Signage Maintenance	BSM																																															
Fence Maintenance	BFE																																															
Irrigation																																															
Maintenance of Irrigation System	IM																																															
Adjust the Control by the Respective Season	IC																																															
Flush the System	IF																																															

DETAILS.

ATTACHMENT 4
Wind Assessment



101 OLD BURLEIGH ROAD

BROADBEACH, QLD

PEDESTRIAN WIND ASSESSMENT

PROJECT # 2605883

21 AUGUST 2026

SUBMITTED TO

Abedian & Co.
2 The Lanes Boulevard,
Mermaid Waters, QLD 4218

SUBMITTED BY

RWDI Australia Pty Ltd
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DOCUMENT CONTROL

Version	Status	Date	Prepared By	Reviewed By
A	Initial	20 August 2026	AMC	RL
B	Updated Drawings	21 August 2026	RL	AMC/HK

NOTE

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QUALITY ASSURANCE

RWDI Australia Pty Ltd operates a Quality Management System which complies with the requirements of AS/NZS ISO 9001:2015. This management system has been externally certified by SAI Global and Licence No. QEC 13457 has been issued for the following scope: The provision of consultancy services in acoustic engineering, air quality and wind engineering; and the sale, service, support and installation of acoustic monitoring and related systems and technologies.

1. INTRODUCTION

RWDI Australia Pty Ltd (RWDI) was engaged to undertake a pedestrian wind assessment of the Proposed Development located at 101 Old Burleigh Road in Broadbeach, QLD. The subject site is bounded by Old Burleigh Road to the east, Armrick Avenue to the south, the Crest Broadbeach high-rise towers to the west, and a mid-rise residential building to the north. The location of the site within its broader existing surrounding context is shown in Image 1.

The Proposed Development comprises a 42-storey residential tower with outdoor amenities provided at the 5-storey podium rooftop and Level 7. Image 2 shows a render of the Proposed Development.

This desk-based report provides a review of the potential wind conditions around the site and offers conceptual wind control measures and design advice suitable for early design of the development. The key outdoor pedestrian accessible areas of interest associated with the development include the pedestrian footpaths around the site, the entrances to the development, and the amenity spaces on various levels.



Image 1: Project Location and Surrounding Context (Source: Nearmap)



Image 2: Render of Proposed Development – View from South

2. METHODOLOGY

Predicting wind speeds and occurrence frequencies around a building is a complex process, encompassing an assessment of factors such as building geometry, orientation, surrounding building heights and positions, terrain upstream, and the local wind climate. RWDI has amassed extensive expertise through conducting numerous wind tunnel studies and Computational Fluid Dynamics (CFD) assessments specifically focused on pedestrian wind conditions around buildings. This wealth of experience, complemented by comprehensive literature, facilitates a reliable and efficient desktop estimation of pedestrian wind conditions for concept designs without the need for wind-tunnel testing or detailed CFD studies.

Note that this approach delivers a preliminary assessment of potential wind conditions around the site. It offers a conceptual framework for wind control measures aimed at enhancing wind comfort, if and where necessary. To further validate and refine the predicted conditions discussed in this report or to fine-tune the suggested wind control measures, physical scale model tests in a boundary layer wind tunnel or CFD simulations will be required. These detailed studies offer a quantitative validation and enable a more detailed assessment, ensuring the accuracy and effectiveness of proposed wind control strategies.

Therefore, RWDI's assessment is based on the following:

- A review of the regional long-term meteorological data;
- Drawings and information received by RWDI in August 2026.
- Wind-tunnel studies, CFD simulations, and desktop assessments undertaken by the microclimate team for projects in the region;
- RWDI's engineering judgement, experience, and expert knowledge of wind flows around buildings[1, 2]; and,
- Assessment against a suitable criteria for pedestrian wind comfort and safety.

Note that other microclimate issues such as those relating to cladding and structural wind loads, door operability, building air quality, noise, vibration, etc. are not part of the scope of this assessment.

1. H. Wu and F. Kriksic (2012). "Designing for Pedestrian Comfort in Response to Local Climate", Journal of Wind Engineering and Industrial Aerodynamics, vol.104-106, pp.397-407.
2. C.J. Williams, H. Wu, W.F. Waechter and H.A. Baker (1999), "Experience with Remedial Solutions to Control Pedestrian Wind Problems", 10th International Conference on Wind Engineering, Copenhagen, Denmark.

3. METEOROLOGICAL DATA

Meteorological data recorded Gold Coast Seaway from 1995 to 2023 were analysed and used as a reference to assess wind conditions within and around the study area. Image 3 depicts the directional distributions of wind frequencies and speeds recorded at the station. The records indicate that winds from the south to south-east sectors are predominant throughout the year with secondary winds originating from north-west and north-east.

Strong winds with a mean speed exceeding 30 km/h, as measured at the airport at a height of 10 meters, predominantly originate from the south to south-east sectors throughout the year. These winds can potentially be the source of uncomfortable / unsafe wind conditions, depending on the site exposure or development design.

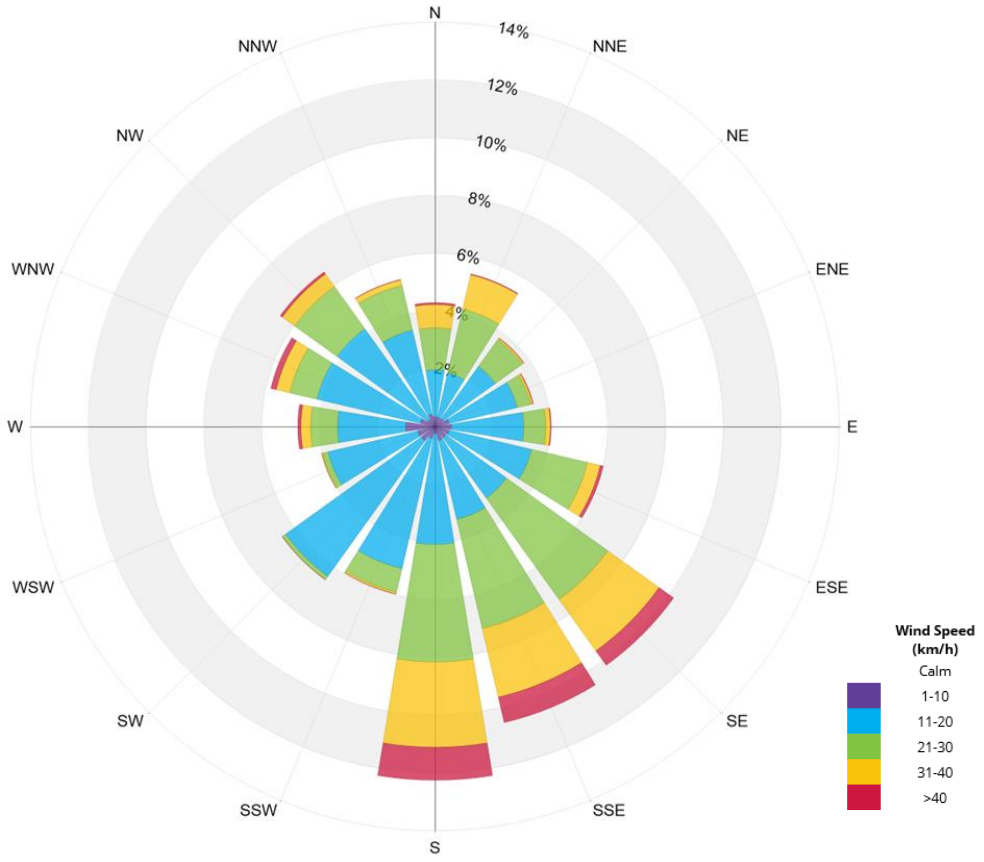


Image 3: Directional Distribution of Winds Approaching Gold Coast Seaway
(1995 - 2023)

4. PEDESTRIAN WIND CRITERIA

4.1 Pedestrian Wind Safety Criterion

Pedestrian wind safety is associated with excessive gusts that can adversely affect a person's balance and footing. The *Australasian Wind Engineering Society Guidelines for Pedestrian Wind Effects Criteria* (2024) recommends assessing wind safety using a threshold of 3-second gusts exceeding 83 km/h for more than 0.1% (or 9 hours) per year. Wind conditions surpassing this limit are considered severe and likely to impact pedestrian stability. This has been assessed qualitatively in the current report.

4.2 Pedestrian Wind Comfort Criteria

Pedestrian wind comfort is assessed using the criteria developed by Soligo et al.[1, 2] which are illustrated in Image 4. These criteria, established at RWDI through extensive research and consulting since 1974, are based on gust-equivalent mean wind speeds. Wind comfort levels are categorised according to the typical/intended pedestrian activity such that higher the activity level, higher the wind speed tolerable while engaged in the activity. Wind conditions are assessed at a typical pedestrian chest height and are considered suitable for the intended use of the space if the associated winds for the category are expected for at least 80% of the time. Wind control measures are recommended for areas where the occurrence frequencies of wind speeds are expected to exceed the threshold values for specific pedestrian activities.

It should be noted that these criteria for wind forces represent average wind tolerance and can be subjective with regional differences in wind climate and thermal conditions as well as variations in age, health, clothing, etc. also impacting and individual's perception of the wind climate. For a full assessment of comfort, a thermal comfort study is required.

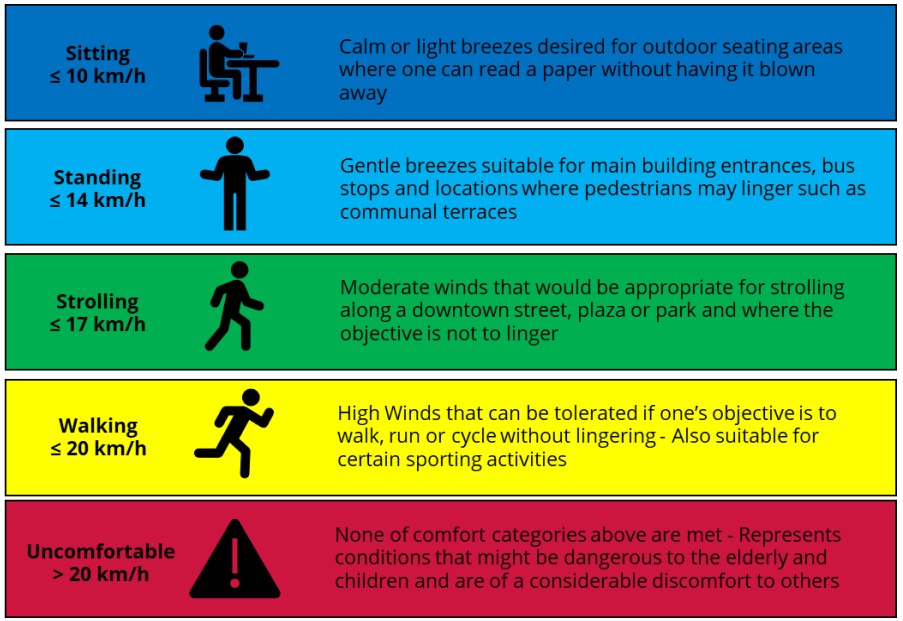


Image 4: RWDI Pedestrian Wind Comfort Criteria

1. M.J. Soligo, P.A. Irwin, and C.J. Williams (1993). "Pedestrian Comfort Including Wind and Thermal Effects," Third Asia-Pacific Symposium on Wind Engineering, Hong Kong.
2. M.J. Soligo, P.A. Irwin, C.J. Williams, and G.D. Schuyler (1998). "A Comprehensive Assessment of Pedestrian Comfort Including Thermal Effects," Journal of Wind Engineering and Industrial Aerodynamics, vol. 77&78, pp. 753-766.

5. RESULTS AND DISCUSSION

5.1 General Wind Flow around Buildings

In the discussion of wind conditions on and around the Proposed Development, reference may be made to the following generalised wind flows (see Image 5). If these building / wind combinations occur for prevailing winds, there is a greater potential for increased wind activity and uncomfortable or potentially unsafe conditions. Design details such as setting back a tower from the edges of a podium for a prevailing wind direction, deep canopies close to ground level, wind screens / tall trees with dense landscaping, etc. can help reduce high wind activity. The choice and effectiveness of these measures would depend on the exposure and orientation of the site with respect to the prevailing wind directions and the size and massing of the proposed buildings.

Conversely, in areas where higher wind velocities are desired, design measures can be implemented to enhance wind flow. For instance, channels aligned with prevailing wind directions can be integrated into the design to promote increased wind infiltration in regions prone to stagnant conditions. Such measures are particularly beneficial in areas with generally milder climates and high humidity levels, such as those closer to the equator.

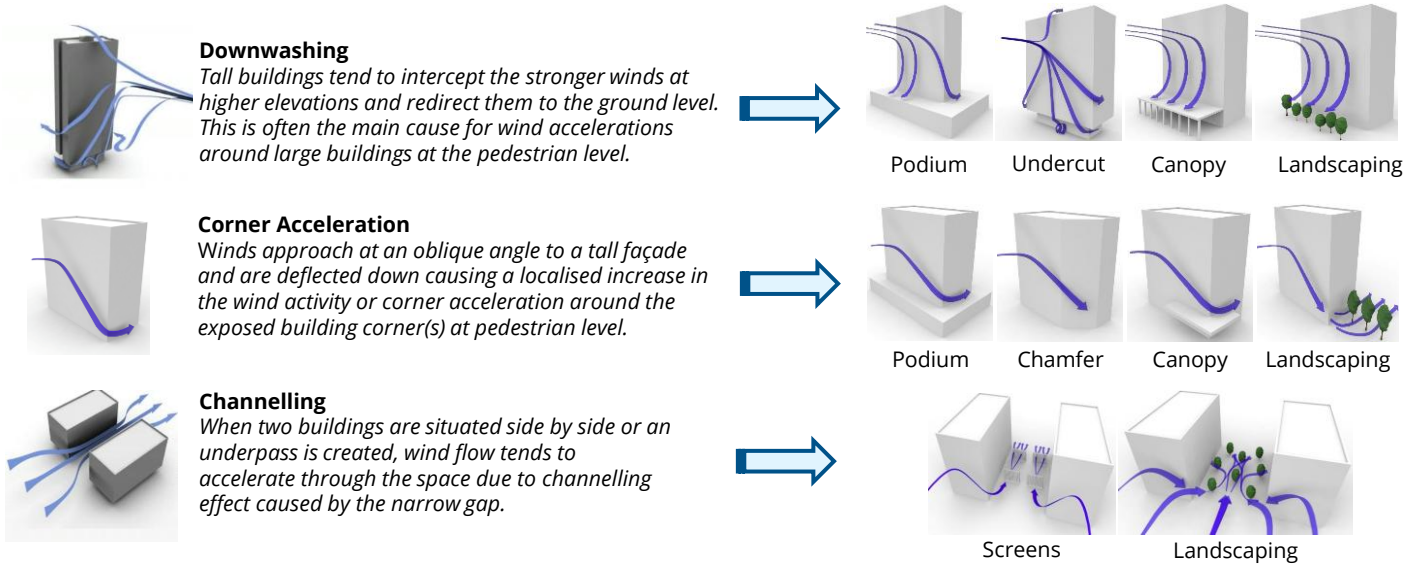


Image 5: General Wind Flow around Buildings with Examples of Common Wind Measures

5.2 Site Exposure and Existing Site Conditions

The exposure of the site to regional prevailing winds is illustrated in Image 6 and discussed below:

1. The terrain to the south-east and south of site is generally open, comprising primarily of flat open fields and low-rise buildings with a dense patch of trees located approximately 150m to the south-east.
2. The terrain to the north-west comprises of low-rise buildings which are likely to provide some shelter to the site from surface-level winds. However, winds can channel between the Crest Towers and 97 Old Burleigh building to impact the on-site conditions.
3. The terrain to the north-east comprises a mix of open areas and high-rise towers that are likely to provide some reduction in winds approaching from this direction.

The existing site is currently occupied by low-rise buildings. Hence, the Crest Towers and 100 Old Burleigh Towers located along Armrick Avenue are likely to potential drivers of existing wind environment. Winds from the south through south-east sectors are expected to be redirected and accelerated around these towers, potentially affecting pedestrian-level wind conditions within the surrounding public realm, particularly at the intersections of Armrick Avenue with Old Burleigh Road and Surfers Parade. In general, the wind environment is expected to be suitable for strolling to walking use. Pre-existing high winds exceeding the comfort and safety criteria are anticipated at the intersections, around the bases of these towers, and along roadways situated within the wakes of these buildings.

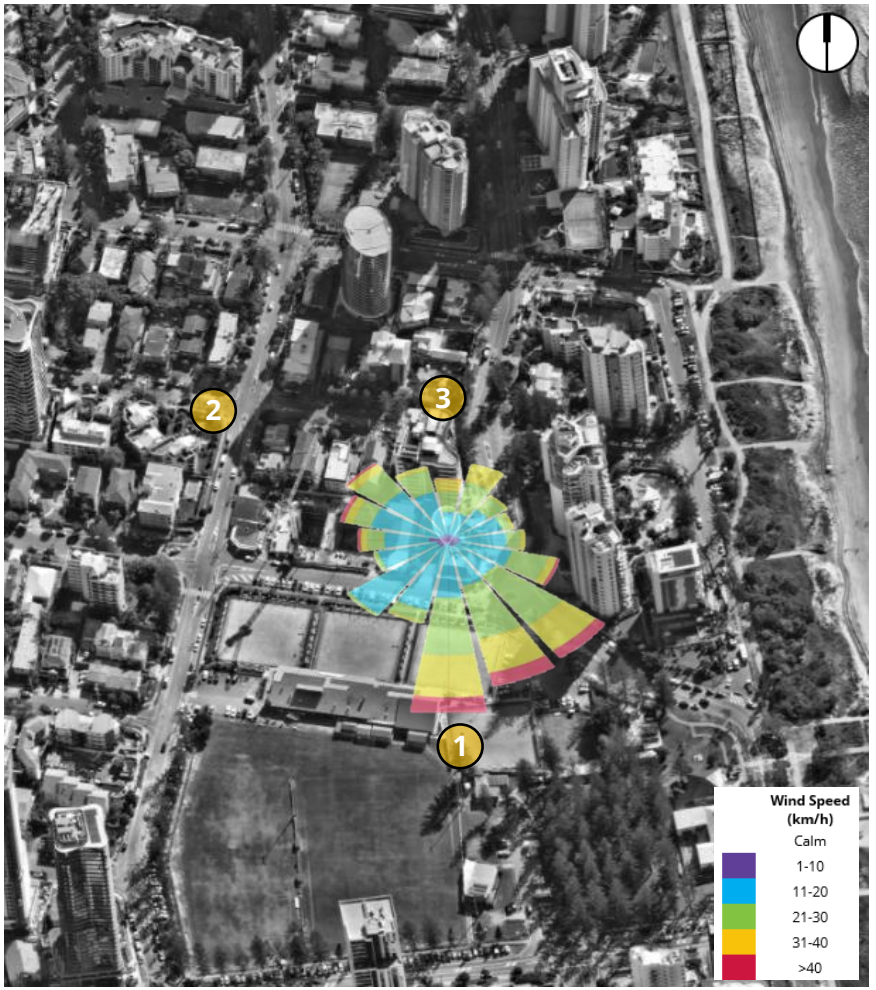


Image 6: Exposure of Site to Regional Prevailing Winds

5.3 Proposed Site Conditions

The Proposed Development comprises a single tower above a podium structure and incorporates several design features that are expected to reduce adverse wind effects. These include an aerodynamic tower form that is likely to encourage wind flow around the building rather than generate significant downwash, tower setback above the podium (which also includes porosity) that is likely to further reduce ground level wind impacts, and the inclusion of strategically located screening and landscaping elements. However, as noted in Section 5.2, the Proposed Development is located in an inherently windy region and, therefore, pre-existing wind conditions may already be exceeding the comfort and safety limits. Expected wind conditions around key areas are provided below along with recommendations.

- **Ground Floor and Surround Streets:** The south to south-east sector winds are likely to be redirected towards the ground plane due to the combined massing of the towers along Armrick Avenue. These winds are likely to channel along the north-south aligned streets including along Old Burleigh Road. The winds are also likely to entrap under the overhang above the primary lobby entrance on Ground Floor, leading to local wind acceleration effects.

  Expected Conditions:
  - Strolling to Walking use along most surrounding footpaths.
  - High winds exceeding the comfort and safety limits can occur at the corner of Old Burleigh Road and Armrick Avenue, near the lobby entrance to the Proposed Development, and between the Proposed Development and the neighbouring Crest Tower where wind channelling may impact areas along Armrick Avenue. Note pre-existing wind conditions may already by exceeding the comfort and safety limits.

  Recommendations:
  - Include porosity of at least 50% in all podium level façades to allow winds to flow through rather than being redirected to the ground.
  - Strategic vertical screening at the corner of Old Burleigh Road and Armrick Avenue can improve the wind conditions in this area. Wind tunnel testing or CFD studies is recommended to be undertaken to determine the height and size of the screening.
  - Dense vegetation such as planters and trees is also recommended to supplement the screening.

5.3 Proposed Site Conditions

- **Level 6:** The Level 6 communal amenity areas are expected to be impacted by elevated wind conditions due to open exposure to the regional winds. Increased impacts can result from channelling of south to south-east and north-west sector winds between adjacent buildings and due to local corner wind acceleration effects.

  Expected Conditions:
  - Sitting to Standing use within Hot/Cold plunge pools.
  - Standing to Walking use within the southern pool and BBQ area with potentially stronger winds near the corners and close to Crest Towers due to increased channelling.
  - Strolling to Walking use with potentially stronger winds within the northern corner spaces adjacent to the gym.

  Recommendations:
  - Impermeable perimeter screening with a height of 1.2-1.5 m is recommended around all trafficable spaces. Wind tunnel testing or CFD studies is recommended to confirm the required height.
  - Retain perimeter vegetation area and include dense shrubs and trees extending above the screen height where possible.

- **Level 7:** Similar to Level 6, the communal amenity areas on Level 7 are expected to be impacted by elevated wind conditions with the channelling of south to south-east and north-west sector winds between adjacent buildings and local corner wind acceleration effects likely to lead to adverse impacts.

  Expected Conditions:
  - Standing to Walking use with potentially stronger winds near the corners.

  Recommendations:
  - Impermeable perimeter screening with a height of 1.2-1.5 m is recommended around all trafficable spaces. Wind tunnel testing or CFD studies is recommended to confirm the required height.
  - Retain perimeter planting zones and incorporate dense shrubs and trees that extend above the screen height where practicable to provide additional wind mitigation.

5.3 Proposed Site Conditions

- **Private Balconies (Levels 8-42):** The Proposed Development includes private balconies on all residential levels. These balconies are generally located near tower corners while the sub-penthouse and penthouse levels incorporate larger balconies spanning the northern and southern aspects on some levels. All balconies are currently designed with 1.1 m high impermeable balustrades with the southern balconies also incorporating full-height solid glass screens near the corners. Wind conditions may vary depending on the screening treatment adopted and the intended accessibility of the balcony spaces.

  Expected Conditions:
  Northern Private Balconies
  Level 8: Standing to Walking.
  Levels 9-25: Strolling to Walking.
  Levels 26-29: Strolling to Uncomfortable/Unsafe.
  Levels 30-37 (sub-penthouse): Strolling to Uncomfortable/Unsafe.
  Levels 38-42 (penthouse): Strolling to Uncomfortable/Unsafe.

  Southern Private Balconies
  Level 8: Standing to Walking.
  Levels 9-25: Sitting to Strolling.
  Levels 26-29: Standing to Walking.
  Levels 30-37 (sub-penthouse): Strolling to Walking.
  Levels 38-42 (penthouse): Strolling to Walking.

  Recommendations:
  Northern Private Balconies
  - Include full-height impermeable screening to the Levels 26-42 northern private balconies along the eastern and western open aspects OR increase impermeable balustrade height to 1.5 m. Wind tunnel testing or CFD studies is recommended to confirm the required extent and height of screening.

  Southern Private Balconies
  - Retain the proposed full-height solid glass screens on the southern balconies.

Wind tunnel testing or CFD studies are recommended during detailed design stages to verify the wind conditions and the performance of the recommended treatments.

6. SUMMARY

Wind conditions on and around the Proposed Development located at 101 Old Burleigh Road in Broadbeach, QLD are discussed in this report. The qualitative assessment is based on the review of local wind climate and the current design of the Proposed Development. The impact of the surrounding terrain and the local land topography has also been considered. The assessment is based on RWDI's experience with wind tunnel testing and CFD analysis of similar buildings within the region.

Conceptual wind interactions around the Proposed Development are discussed in the report for the prevailing wind directions to identify key wind sensitive areas. The assessment indicates that wind impacts are likely to be governed by the neighbouring high-rise buildings in the vicinity and the inherently windy environment for the existing site. The Proposed Development includes positive features such as an aerodynamic tower profile, setbacks above the podium, and strategic screening for some balconies that are expected to reduce wind impacts. However, given the already windy local environment, adverse localised effects are expected to persist that can impact the usability of outdoor areas. Accordingly, appropriate wind mitigation measures are detailed in this report to improve conditions at these locations. These include targeted screening and landscape interventions.

This qualitative approach provides a screening-level estimation of potential wind conditions around the site and offers conceptual wind control measures and design advice suitable for early design of buildings. To quantify and confirm the predicted conditions discussed in the report, wind tunnel testing and/or computational fluid dynamics (CFD) is recommended. The wind control measures can be further refined as part of these studies.

7. APPLICABILITY OF ASSESSMENT

The assessment discussed in this report pertains to the Proposed Development in accordance with the drawings and information received in August 2026. In the event of any significant changes to the design, construction or operation of the building or addition of surroundings in the future, RWDI could provide an assessment of their impact on the wind conditions discussed in this report. It is the responsibility of others to contact RWDI to initiate this process.

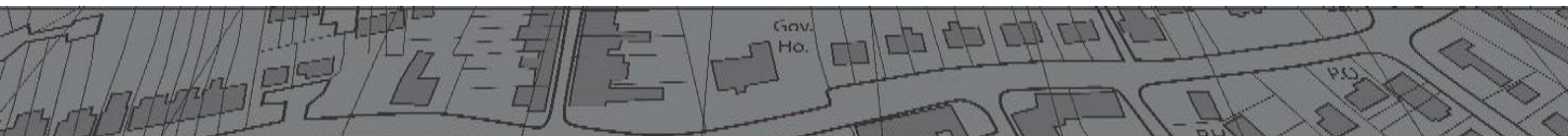
Statement of Limitations

This report entitled *'101 Old Burleigh Road: Pedestrian Wind Assessment*', dated 21 August 2026, was prepared by RWDI Australia Pty Ltd ("RWDI"). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared. Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this report have been correctly interpreted in the final design of the Project.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilise the report and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this report carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.

ATTACHMENT 5
Solar Reflectivity Design Review



RWDI Australia Pty Ltd
Suite 602, Level 6, 80 William Street,
Woolloomooloo, NSW 2011
ABN 86 641 303 871

3 August 2026

Katharina Ovens-Brown
Design Manager
Abedian & Co.
kob@abedian.co

Re: Solar Reflectivity – Preliminary Desktop Review for Development Application 99-101 Old Burleigh Road, Broadbeach, QLD (RWDI #2605883)

Dear Katharina,

RWDI was engaged to provide a desktop design review of the potential effects of light reflected by the proposed 99-101 Old Burleigh Road development ("the **Project**"), which comprises a forty-two-storey high-rise development, located at the intersection of Old Burleigh Road and Armrick Avenue, Broadbeach, QLD. This letter provides background information on solar reflections from buildings and a preliminary review of the Project's potential solar reflection effects. The review is based on the information provided by Abedian & Co. on 2 July 2026 as summarised in Table *1*.

Table 1: List of Architectural Drawings and Model Reviewed

File Name	File Type	Drawings Reviewed	Date Received (dd/mm/yyyy)
Section 3 PLANS	PDF	• DA-2.00 (Application Details) DA-4.01 to DA-4.05 (Site Location) • DA-5.01 to DA-5.05 (Site Plan) • DA-5.13 to DA-5.18 (Context Elevation) • DA-6.01 to DA-6.06 (Perspectives and Material Palette)	02/07/2026
260513_101 OBR_DA ARC SET	PDF	• DA-7.04 to DA-7.18 (Floor Plan)	02/07/2026
260604_99-101 OBR DA MODEL	3DM	• N/A	02/07/2026

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Background

Metrics

There are currently no universal standards that define how much reflected light and heat from a building is 'too much'. Many approaches to studying this phenomenon are used in jurisdictions around the world. In Australia, a common approach is to compute the so-called *veiling luminance* [1] of a reflection. This quantitative approach requires the understanding of not just the intensity of the reflection but also its source location relative to a person's direction of view. Reflections with a veiling luminance at or above 500 cd/m² are then defined as "glare" [2]. For some jurisdictions such as Sydney, any reflection that exceeds this threshold is considered problematic, though in other jurisdictions RWDI has worked in, some potential for glare is acceptable so long as it is not excessive compared to what existing buildings create. Queensland and the City of Gold Coast (*City Plan 2016*) do not currently prescribe a numerical solar reflectivity or glare threshold. Reflected glare is addressed through the general amenity of neighbouring residential premises' outcome in the *High-rise accommodation design code (9.3.9*) and the *General development provisions code (9.4.4)*. This review adopts the widely accepted 500 cd/m² veiling luminance threshold as the assessment benchmark.

While the veiling luminance metric allows a prediction of the potential for visual impact, it does not address the potential for a building's reflections to cause thermal effects to people and property. Thermal impacts occur when a building's shape results in multiple reflections converging in the same area (e.g., inward curving facades). Depending on the combined intensity of the reflections and the nature of the objects exposed to them, significant heat gains can occur. There is limited research into this topic, but RWDI has developed our own thresholds for reflected solar energy [3] which are consistent with the guidelines that do exist [4-7].

Calculation

The actual calculation of the above metrics requires an understanding of the materiality of the building envelope since light reflects from different materials in different ways. *Specular* reflectors (e.g., glass, polished metals) are those where the reflected energy all travels in the same direction. This is different from *diffuse* reflectors (e.g., concrete, plasterboard), which scatter the reflected light in all directions. Reflection studies generally focus on specular reflections since it is these reflections that can lead to reflection convergence and also tend to have a larger visual impact due to their directional nature.

A key aspect of specular reflectors that must be understood is that their reflectivity value is *not* a fixed value. The reflectivity will only be approximately constant for light striking the surface up to a critical angle away from perpendicular (approximately 56° for glass). As light strikes the surface at more glancing angles, the reflectivity will exponentially

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increase. This behaviour will occur for *any* specular reflector, including glass. This is why setting limits on facade reflectivity does not necessarily prevent glare. Modern insulated glazing units can also feature coatings that selectively reflect the sun's thermal energy but not the visible light. This is done to lower solar heat gains while still providing high levels of daylight internally. This fact further complicates the use of façade reflectance thresholds since a window could be reflecting much more infrared energy than the visible reflectance values stated by the manufacturer may suggest.

Project Review

Due to the nuances described above, a computational technique is required to quantify the actual prediction of a building's potential for glare impacts. That said, RWDI's experience in studying this phenomenon does permit us to provide a preliminary discussion of what the potential effects of the Project may be on its surroundings.

For the purposes of this preliminary review, all windows, sliding doors and glazed balustrades are assumed to be specularly reflective. Materiality assumptions for opaque elements are based on the rendered perspectives (DA-6.01 to DA-6.05) and the Material Palette (DA-6.06). Podium concrete and aluminium screens are assumed to be matte/low-gloss, subject to confirmation at the material sampling stage. It is noted that some anodised aluminium can still exhibit measurable specular reflection at very glancing angles, which will be reviewed and assessed in the detailed analysis stage.

Key observations regarding the solar reflectivity performance of the Project are as follows:

1. A positive feature of the Project is that the facade from Ground Level to Level 5 Podium is predominantly made of non-reflective materials (concrete and low gloss aluminium screens per DA-6.06). This design feature is anticipated to reduce the extent of glazed surfaces in the immediate line-of-sight for drivers and pedestrians and lessen the potential reflection impacts on nearby road users. It is recommended that these features are retained as the design progresses.

2. The large ground-level lobby glazed areas (refer DA-6.04 to DA-6.05 and DA-7.04) will be reviewed as part of the detailed computational assessment currently underway. The current setback design is expected to provide additional self-shading, and should be retained as the design progresses. Other recommended passive design measures include adopting a low visible reflectance target (20% or less), consistent with the acceptable solutions in the *Gold Coast Planning Scheme 2003*, and incorporating landscaping in front of the lobby area. Development of the specifics of any mitigation measure can be undertaken during the detailed analysis stage.

3. The current design of the Project features concave (inward curving) building forms on the east, north and west aspects, from Level 8 through Level 41 (refer

DA-6.01 to DA-6.03). Some recommended passive design measures include limiting full spectrum reflectivity of the glazing to as low as practical. The detailed computational assessment currently underway will quantify any potential visual or thermal reflection effects associated with the concave building form.

4. Given the building orientation, the extent of the glazed areas of the Project and the sun path for the site, drivers, pedestrians and occupants in the following areas are anticipated to have the potential to experience reflection impacts:

    - Drivers at the roundabout of Armrick Avenue and Old Burleigh Road.
    - Drivers on Armrick Avenue, approaching the Project.
    - Southbound drivers on Old Burleigh Road.
    - Drivers exiting the Oceana on Broadbeach into Old Burleigh Road.
    - Pedestrians walking along Armrick Avenue and Old Burleigh Road.
    - Pedestrians at the open space of Club Broadbeach, located south of the Project.
    - Occupants of Oceana on Broadbeach, located east of the Project.
    - Occupants of Crest Broadbeach, located west of the Project.
    - Occupants of 95 Old Burleigh Road, located north of the Project.

    The detailed computational assessment currently underway will evaluate representative surrounding viewpoints, neighbouring developments and public realm locations to quantify any potential reflection effects associated with the Project.

Recommendations

Based on the preliminary desktop review, RWDI recommends:

1. Retention of the predominantly matte, non-specular materiality for the podium as documented in DA-6.06.

2. Consideration of materials and finishes with low glare risk for the solid façade or non-glazed areas, e.g. matte finishes, textured pre-cast. Materials such as polished metal cladding, anodised aluminium in high specular finishes and polished aluminium composite material (ACM) should be avoided.

3. Selection of glazing with an appropriate external reflectance level having regard to the performance outcomes of the City of Gold Coast planning controls. Final glazing recommendations will be informed by the detailed computational assessment currently underway.

4. A detailed computational glare and reflected solar radiation assessment, based on final glazing specification, would be required to quantify any potential impact. This assessment will quantify potential visual glare and reflected solar energy effects and inform any further recommendations, if any.

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Overall, there are several positive features of the Project's design as it pertains to reflections given the Project's location and surrounding context. A detailed computational solar reflectivity assessment is currently underway to quantify any potential visual or thermal reflection effects and to inform any project-specific recommendations. Subject to the outcome of that assessment, RWDI considers the Project capable of demonstrating consistency with the amenity objectives of the City of Gold Coast planning framework.

Please contact us if you have any questions regarding the findings from this review.

Yours truly,
RWDI



Yao Chen Yan
MSE
Scientist Engineer



Henry Kuo
BE(Aero), DipPM, MIEAust
Project Manager



Ghar Ek Lau
Ph.D.
Senior Scientist Engineer | Associate Principal

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ABN 86 641 303 871

References

1. Vos, J., et al. "CIE equations for disability glare." *CIE TC Report CIE 146* (2002): 2002.
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Statement of Limitations

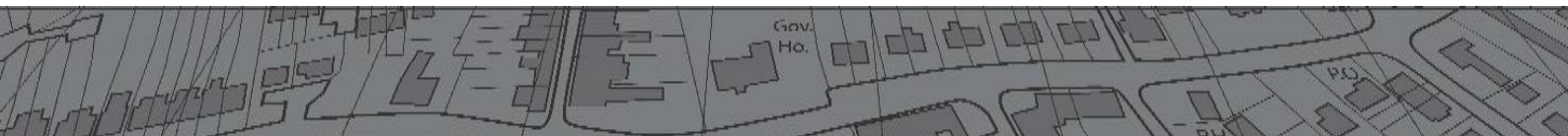
This document was prepared by RWDI Australia Pty Ltd ("RWDI") for Abedian & Co. ("Client"). The findings and conclusions presented in this document have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this document are based on the information available to RWDI when this document was prepared.

Because the contents of this document may not reflect the final design of the Project or subsequent changes made after the date of this document, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this document have been correctly interpreted in the final design of the Project.

The conclusions and recommendations contained in this document have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilise the document and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this document carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.

ATTACHMENT 6
Traffic & Transport Response



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Our reference: P7399.001L 101 Old Burleigh Road IR Response

14 August 2026

Sunland Group

C/- Abedian & Co
2 The Lanes Boulevard
Mermaid Waters QLD 4220

Attention: Katharina Ovens-Brown
Sent via email: ***kob@abedian.co***

Dear Katharina,

RE: INFORMATION REQUEST RESPONSE: TRAFFIC & TRANSPORT ITEMS
101 BURLEIGH ROAD BROADBEACH

1. Introduction

This letter has been prepared in response to an Information Request (IR) issued by City of Gold Coast (Council) dated 19th June 2026 (Council reference: MCU/2026/201) in relation to 101 Burleigh Road, Broadbeach (subject site). Specifically, this letter responds to Items 8-12 of the IR. Architectural plans are provided in **Attachment A**.

2. Response to Traffic & Transport Items

2.1. Item 8 – Servicing

> *The proposed development includes a total of 81 units with a high proportion (approximately 80%) of 3 and 4 bed units. The submitted drawings show standing area for a Small Rigid Vehicle (SRV) on the access driveway extending from Old Burleigh Road. The applicant acknowledges the need for MRV servicing, proposing use of the existing on-street 'Loading Zone Commercial Veh 20 Mins Max' to conduct servicing. Loading zones are only permitted to be used for a maximum of 30 minutes, which is not considered sufficient time for removalist vehicles in which MRV servicing is intended to capture. As such, officers are not supportive of the use of the on-street loading zone to service the development.*
>
> *To achieve Performance outcome PO3 of the Transport code, the applicant is therefore requested to submit amended drawings making provision for MRV standing onsite.*

Response:

An MRV bay has been provided on-site in accordance with PO3. Swept paths are provided in **Attachment B** that show an MRV reversing on-site and exiting in a forward gear. Given the constraints of the subject site, this considered acceptable in the unlikely instance an MRV is required on-site.

2.2. Item 9 – Active Transport Network

> *No internal pedestrian connection is provided between visitor bays V01 to V05 at ground level and the main lobby. The applicant is therefore requested to submit amended drawings providing an internal pedestrian connection to the lift lobby avoiding conflict with vehicles entering and exiting the site from Old Burleigh Road.*

Response:

Internal pedestrian connection between visitors parking bays and main lobby has been provided.

2.3. Item 10 – Ingress and Egress

While Bitzios Consulting has demonstrated by swept path diagram that a B99 vehicle can turnaround in the aisle of the visitor car parking area in basement level 1. Given this access serves three basement levels officers request provision of a dedicated turnaround bay. If all visitor spaces are occupied, this will enable a visitor to stand clear of all entering and exiting traffic.

As only 9 visitor spaces are required to satisfy Acceptable outcome AO1 of the Transport code and 10 are proposed, it is recommended that the applicant convert visitor car parking bay V07 in basement level 1 to provide a dedicated turnaround bay to achieve Performance outcome PO14 of the Transport code. This is considered the ideal location noting it is directly opposite the entry lane.

Response:

The visitor turnaround is in accordance with AS2890.1 in its proposed form and as such, the additional bay has been retained to maximise visitor parking.

2.4. Item 11 – Traffic Impact Assessment

The submitted Traffic Impact Assessment (TIA) prepared by Bitzios Consulting undertakes capacity assessment of the Surf Parade/Armrick Avenue and Old Burleigh Road/Armrick Avenue intersections. However, the assessment does not incorporate the development traffic from the approved and under construction development at 9-15 Armrick Avenue (Council reference: OTH/2022/64). The applicant is therefore requested to update the assessment to include this traffic, confirming whether if measures are required to mitigate the impact of additional traffic from the proposed development to Achieve Performance outcome PO16 of the Transport code.

Response:

Development traffic associated with the approved development at 9-15 Armrick Avenue (Council Reference: OTH/2022/64) has been included in the SIDRA assessment of the Surf Parade / Armrick Avenue and Old Burleigh Road / Armrick Avenue intersections. The traffic volumes were adopted from the approved TIA for OTH/2022/64. The resulting SIDRA assessment is summarised in Table 2.1 and Table 2.2 with the full results provided in **Attachment C**.

Table 2.1 Surf Parade / Armrick Avenue SIDRA Results Summary

Year	Peak Period	Traffic Scenario	DOS	Average Delay (s)	95% Back of Queue (m)
2027	AM	Design	0.212	4.5	8.3
	PM	Design	0.295	4.7	12.6
2037	AM	Design	0.266	4.6	11.0
	PM	Design	0.365	5.0	17.0

Table 2.2 Old Burleigh Road / Armrick Avenue SIDRA Results Summary

Year	Peak Period	Traffic Scenario	DOS	Average Delay (s)	95% Back of Queue (m)
2027	AM	Design	0.283	6.9	13.7
	PM	Design	0.277	6.7	14.4
2037	AM	Design	0.363	7.1	19.3
	PM	Design	0.351	6.9	20.2

As shown in the above tables, the traffic impact at the relevant intersections is well within acceptable performance parameters with the approved development traffic at 9-15 Armrick Avenue.

2.5. Item 12 – Transport Code

Based on review of the submitted ground, basement and podium car park drawings, officers have identified several minor issues amendment as follows:

General:

a) *Remove all internal kerb within the basement and podium parking levels to increase the trafficable vehicle circulation area.*
b) *The swept paths prepared by Bitzios Consulting show the B85 vehicle circulating on the inside loop and the B99 vehicle on the outer loop. Considering a B99 vehicle has a larger turning circle, officers request the inverse assessment (i.e. B99 on the inside loop and B85 on the outer loop) ensuring 300mm clearance on the inside, 600mm between vehicles and 600mm on the outside of any path. Where changes are required to the walls around the building core as indicated by Bitzios Consulting, these are to be incorporated in response to this item.*
c) *Despite the two-lane two-way width of ramps and parking aisles, due to the tight looping arrangement, officers are not convinced that the proposed development can operate safely without hold points and signals. The applicant is therefore requested investigate and propose ramp signal management design including designated hold points on each level, prioritising entering vehicles.*

Ground Level:

d) *Include annotations at both vehicle access points requiring that "Pedestrian sight triangles must be kept clear of obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level".*

Podium Levels:

e) *Demonstrate by way of swept path diagram including 300mm manoeuvring clearances access to P26 on podium level 2, P52 on podium level 3, P61 and P72 on podium level 4 and P81 and P94 on podium level 5.*
f) *The swept paths prepared by Bitzios Consulting show the B85 vehicle circulating on the inside loop and the B99 vehicle on the outer loop. Considering a B99 vehicle has a larger turning circle, officers request the inverse assessment (i.e. B99 on the inside loop and B85 on the outer loop) ensuring 300mm clearance on the inside, 600mm between vehicles and 600mm on the outside of any path. Where changes are required to the walls around the building core as indicated by Bitzios Consulting, these are to be incorporated in response to this item.*
g) *Despite the two-lane two-way width of ramps and parking aisles, due to the tight looping arrangement, officers are not convinced that the proposed development can operate safely without hold points and signals. The applicant is therefore requested investigate and propose ramp signal management design including designated hold points on each level, prioritising entering vehicles.*

Basement Levels:

h) *The swept paths prepared by Bitzios Consulting show the B85 vehicle circulating on the inside loop and the B99 vehicle on the outer loop. Considering a B99 vehicle has a larger turning circle, officers request the inverse assessment (i.e. B99 on the inside loop and B85 on the outer loop) ensuring 300mm clearance on the inside, 600mm between vehicles and 600mm on the outside of any path. Where changes are required to the walls around the building core as indicated by Bitzios Consulting, these are to be incorporated in response to this item.*
i) *Despite the two-lane two-way width of ramps and parking aisles, due to the tight looping arrangement, officers are not convinced that the proposed development can operate safely without hold points and signals. The applicant is therefore requested investigate and propose ramp signal management design including designated hold points on each level, prioritising entering vehicles.*

Response:

General:

a) All internal kerbs have been removed within the basement and podium levels

b) Updated swept paths have been provided in **Attachment B** as per Council's request

c) A two-way one-lane signalised ramp system has not been considered for this proposal

Ground Level:

d) Annotations will be provided at both vehicle access points stating: "Pedestrian sight triangles must be kept clear of visibility obstructions. Low-level landscaping is permitted to a maximum mature height of 500 mm above driveway level."

Podium Levels:

e) Swept paths have been provided in **Attachment B** car parking space can operate with 300mm clearance as per AS2890.1

f) Updated swept paths have been provided in **Attachment B** as per Council's request

g) A two-way one-lane signalised ramp system has not been considered for this proposal

Basement Levels:

h) Updated swept paths have been provided in **Attachment B** as per Council's request

i) A two-way one-lane signalised ramp system has not been considered for this proposal

3. Concluding Statement

I trust that the additional information provided herein is sufficient to respond to Council's Information Request in relation to traffic items and will allow Council to prepare reasonable and relevant conditions of approval.

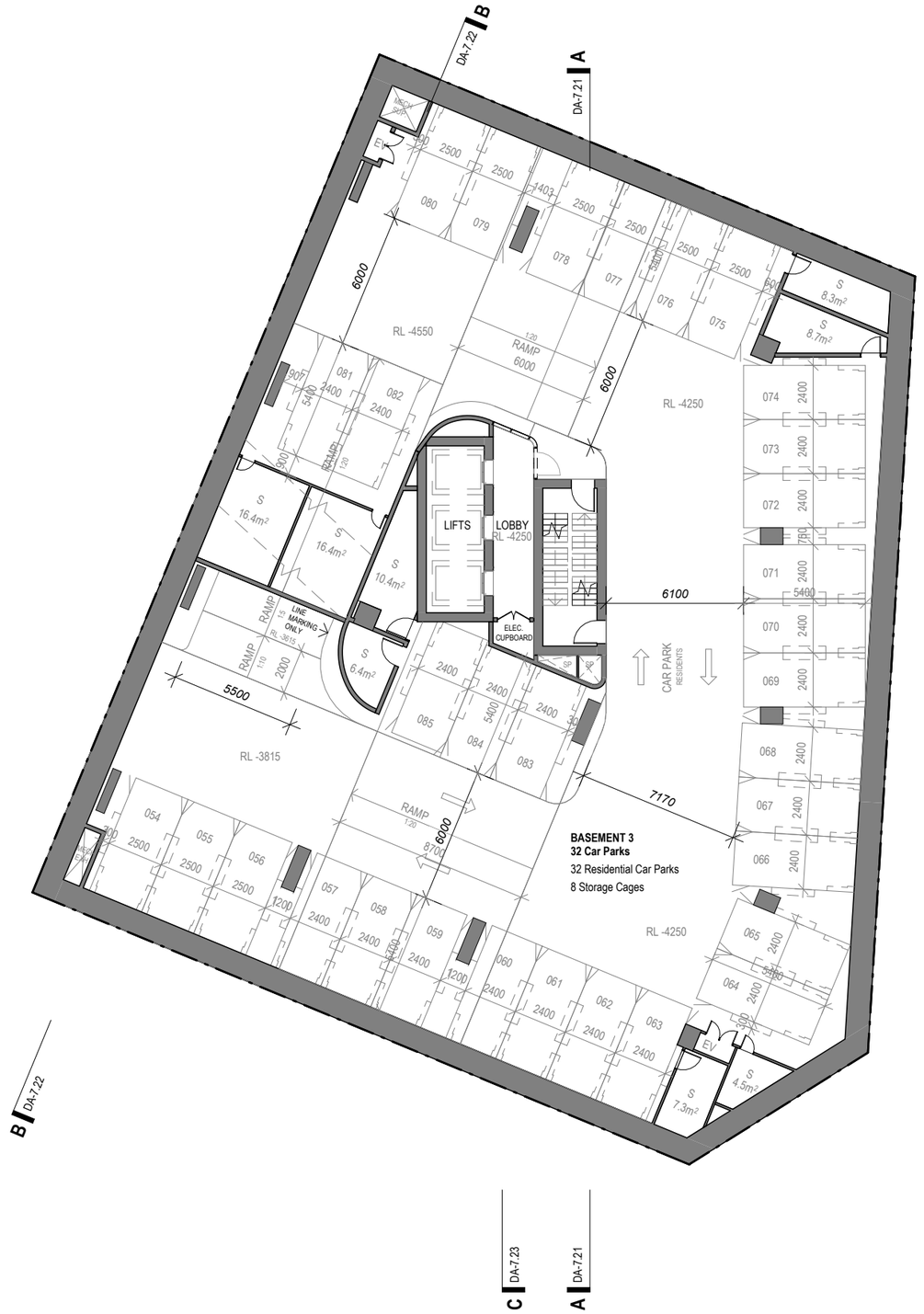
Yours faithfully,



Aaron Stockwell
Senior Traffic Engineer / Transport Planner
B ENG (Hons)
BITZIOS CONSULTING

Attachment A

Development Plans



REVISION		
B	DA - RFI Response	2026.08.04
A	Development Application Report	2026.05.14
Rev.	**Description**	**Date**

PROJECT 99-101 Old Burleigh Road

Drawing Title: BASEMENT 03

Drawing Number: DA-7.01

Scale/Format: 1 : 250

NOTES

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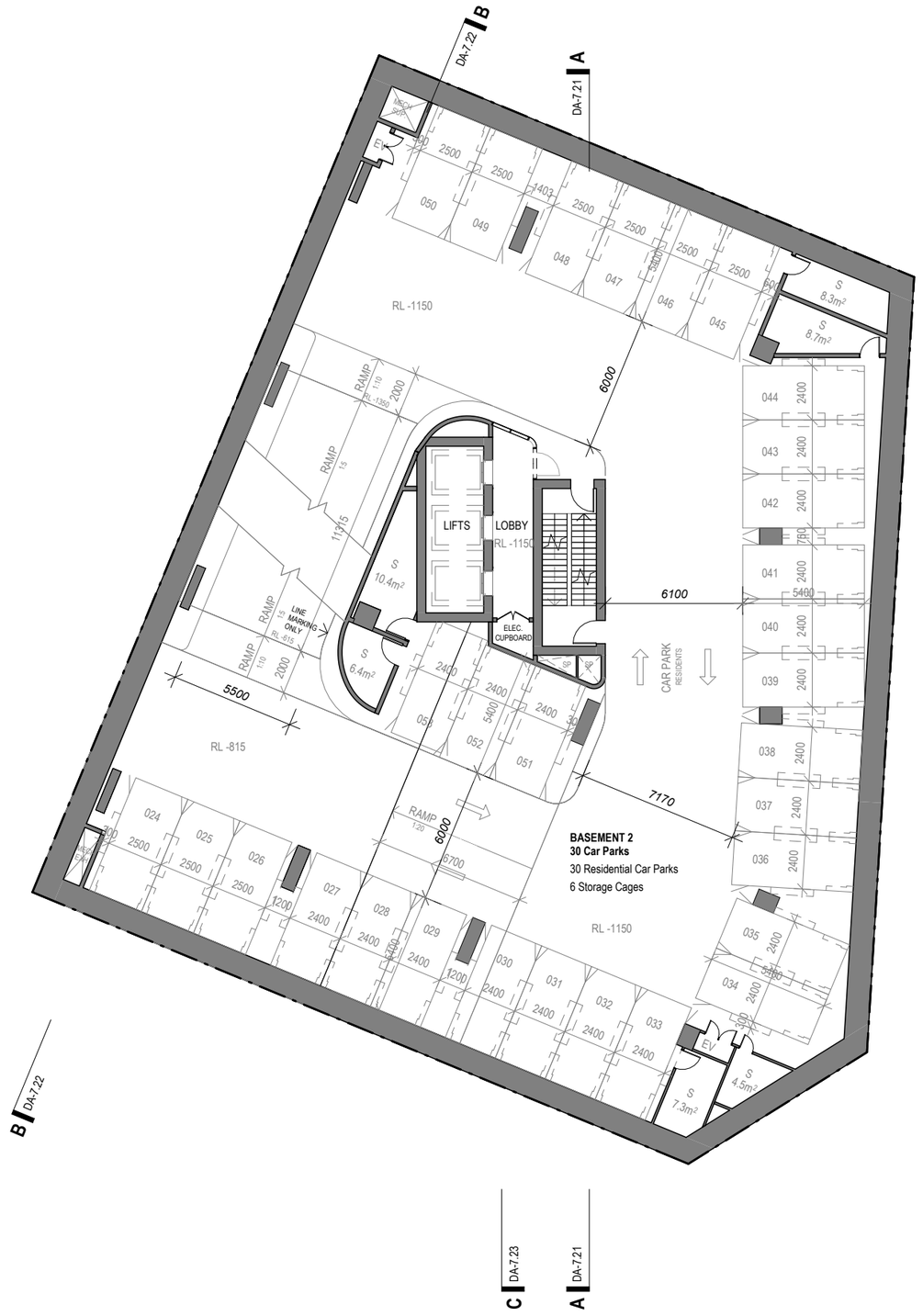
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B	DA - RFI Response	2026.08.04
A	Development Application Report	2026.05.14
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PROJECT 99-101 Old Burleigh Road

Drawing Title: BASEMENT 02

Drawing Number: DA-7.02

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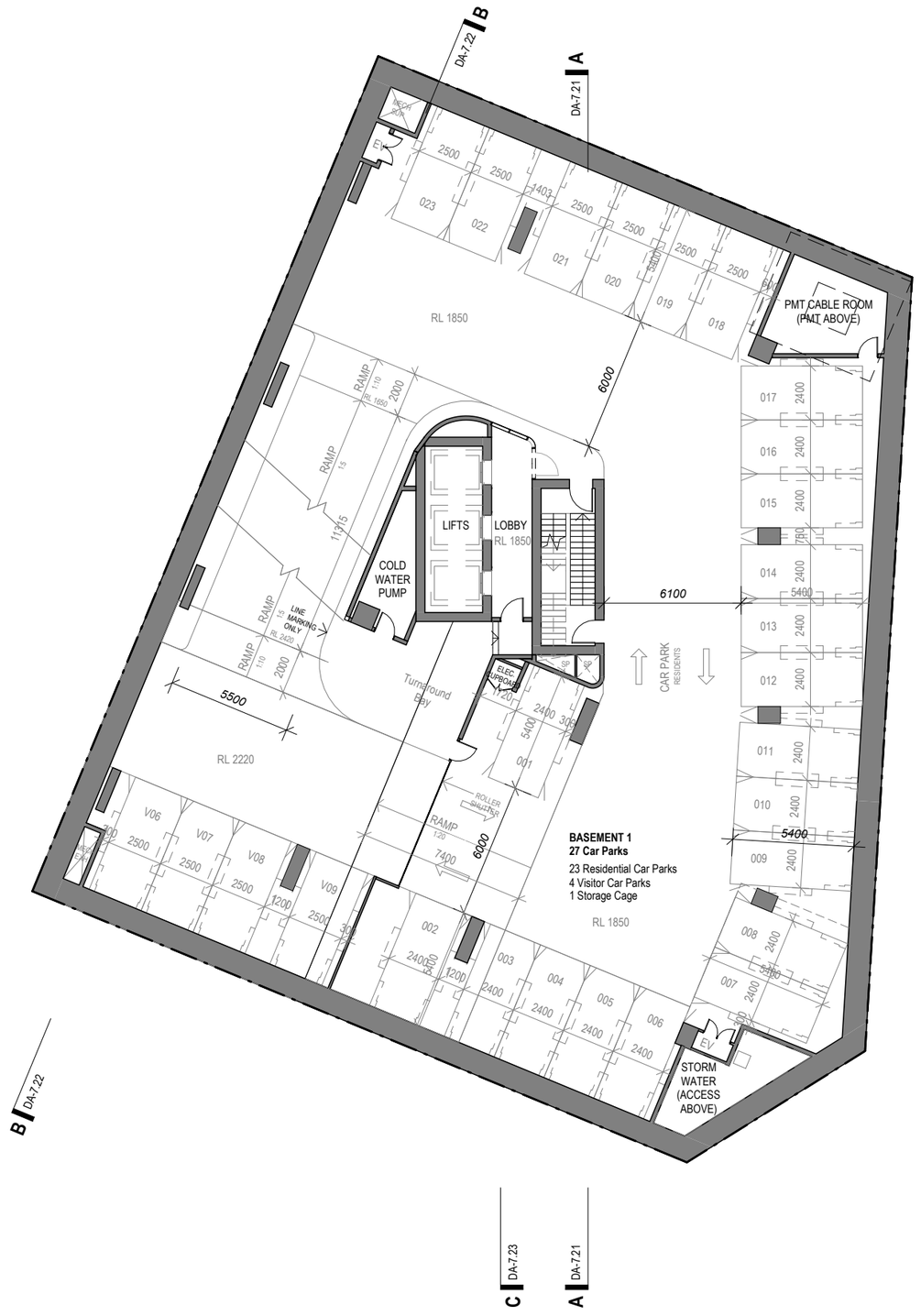
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PROJECT 99-101 Old Burleigh Road

Drawing Title: BASEMENT 01

Drawing Number: DA-7.03

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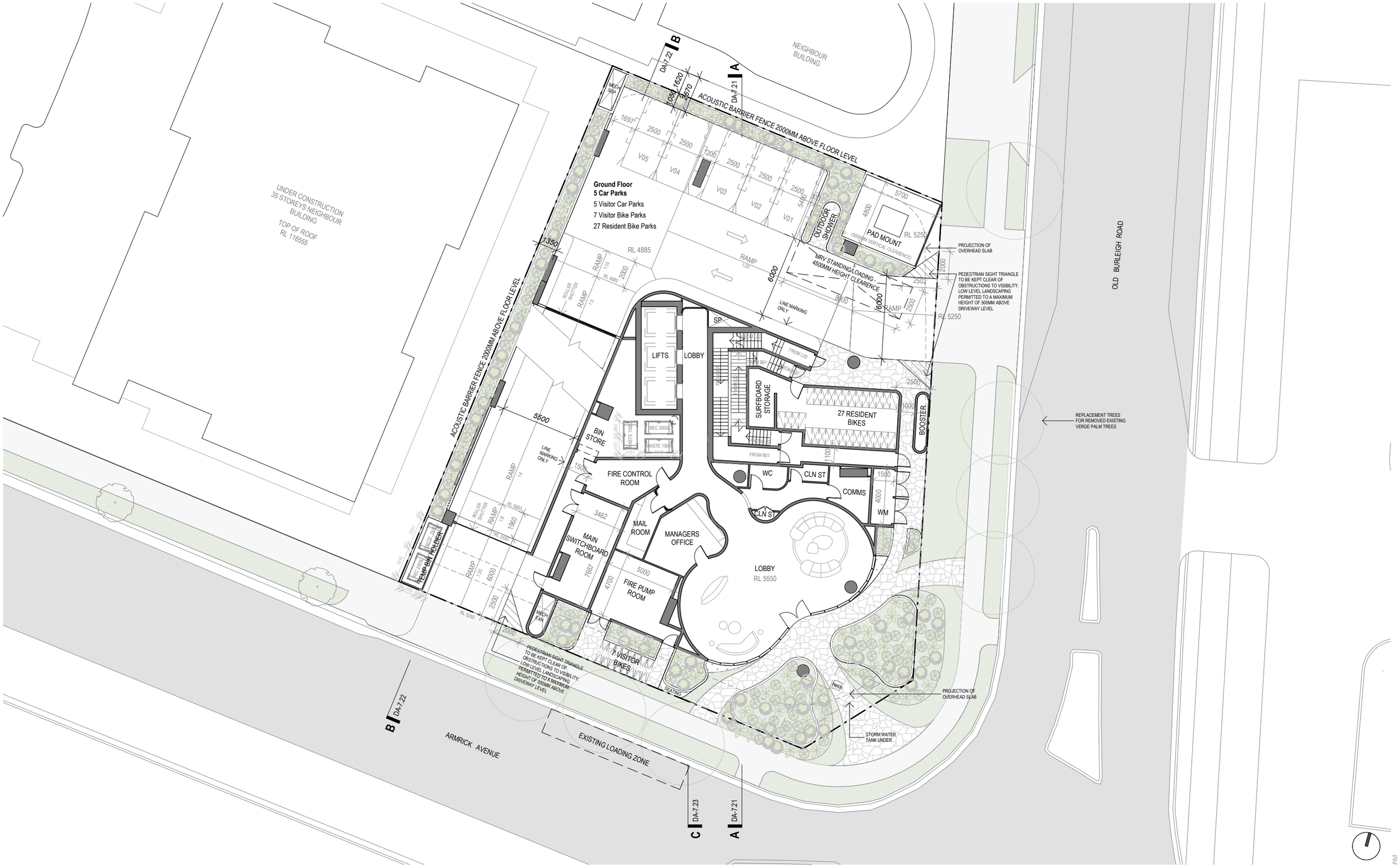
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PROJECT 99-101 Old Burleigh Road

Drawing Title: GROUND FLOOR

Drawing Number: DA-7.04

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PROJECT 99-101 Old Burleigh Road

Drawing Title: LEVEL 2 - PODIUM

Drawing Number: DA-7.05

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Drawing Title: LEVEL 4 - PODIUM

Drawing Number: DA-7.07

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Drawing Title: LEVEL 3 - PODIUM

Drawing Number: DA-7.06

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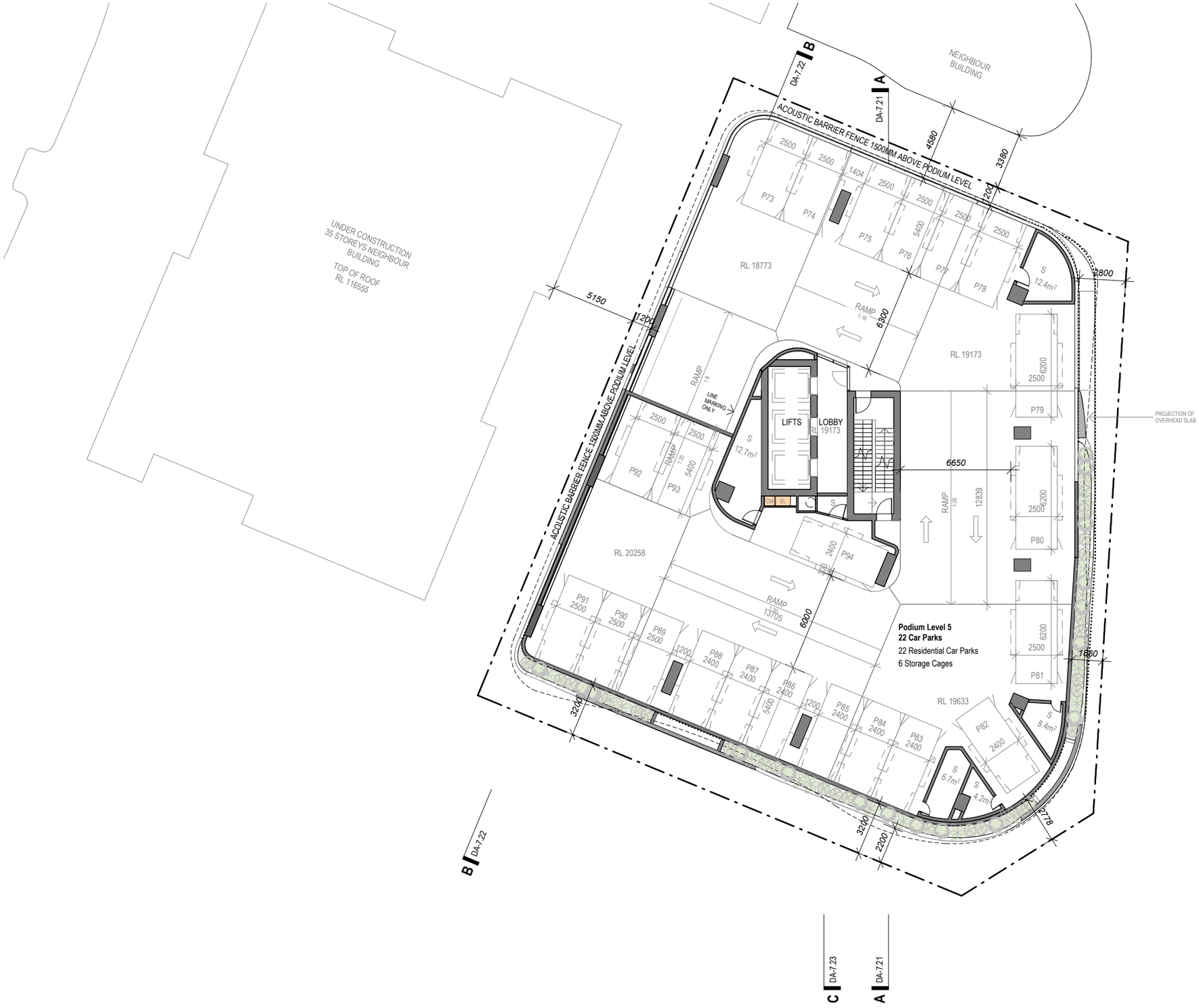
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A	Development Application Report	2026.05.14
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PROJECT 99-101 Old Burleigh Road

Drawing Title: LEVEL 5 - PODIUM

Drawing Number: DA-7.08

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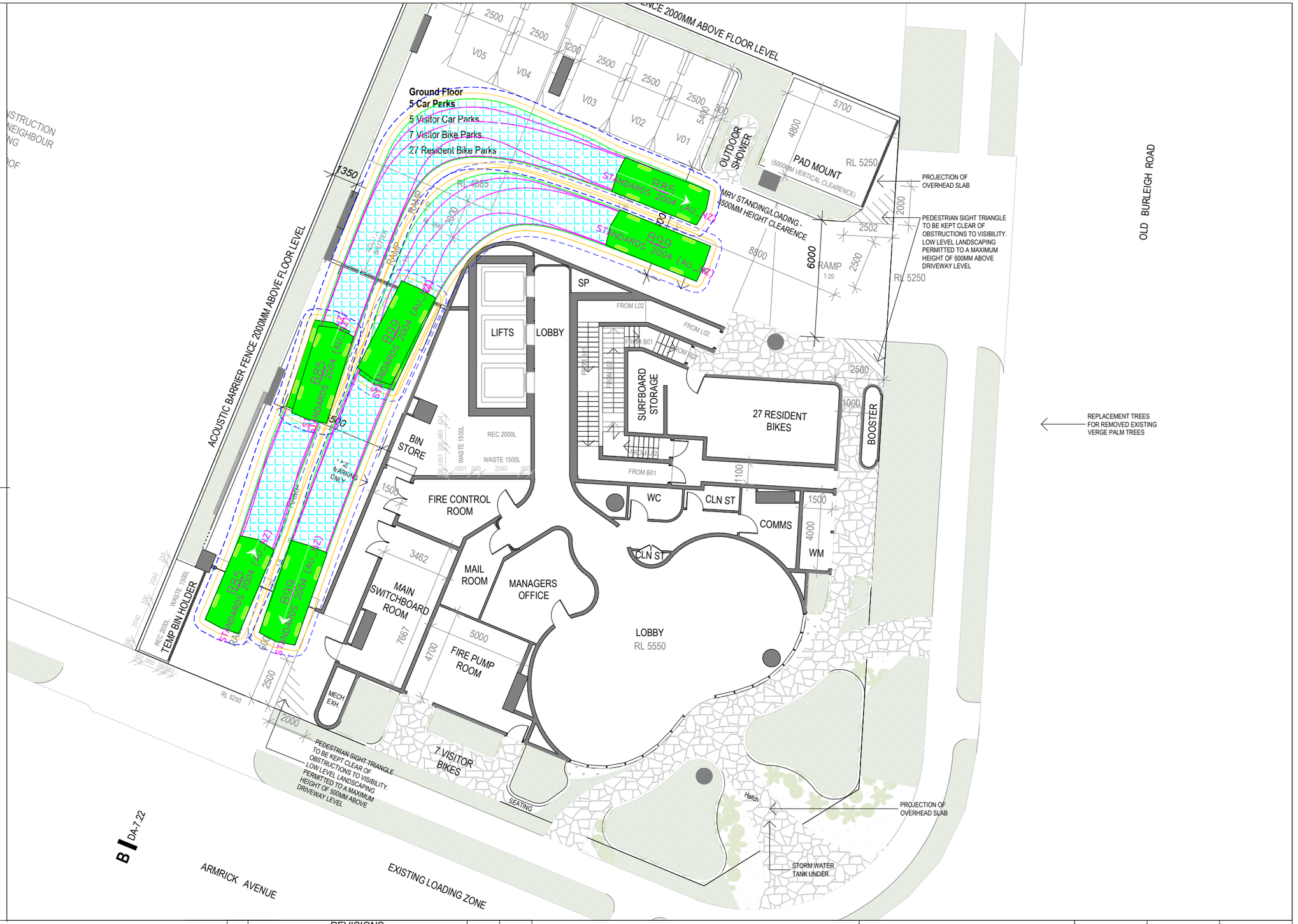
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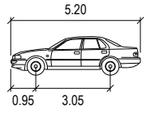
Attachment B

Swept Path Assessment



Vehicle Clearance (300mm)

Vehicle Clearance (600mm)



B99	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

DESIGN VEHICLE

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REVISIONS

Issue	Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

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Project: 101 Old Burleigh Road Broadbeach TIA

Title: Ground Floor B99 IN and OUT

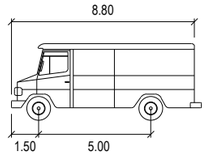
Design	Drawn	Checked
A.S	A.S	A.S

CONCEPT ONLY

Date: 14.08.2026

Project Number	Sheet Number	Issue
P7399	1	001

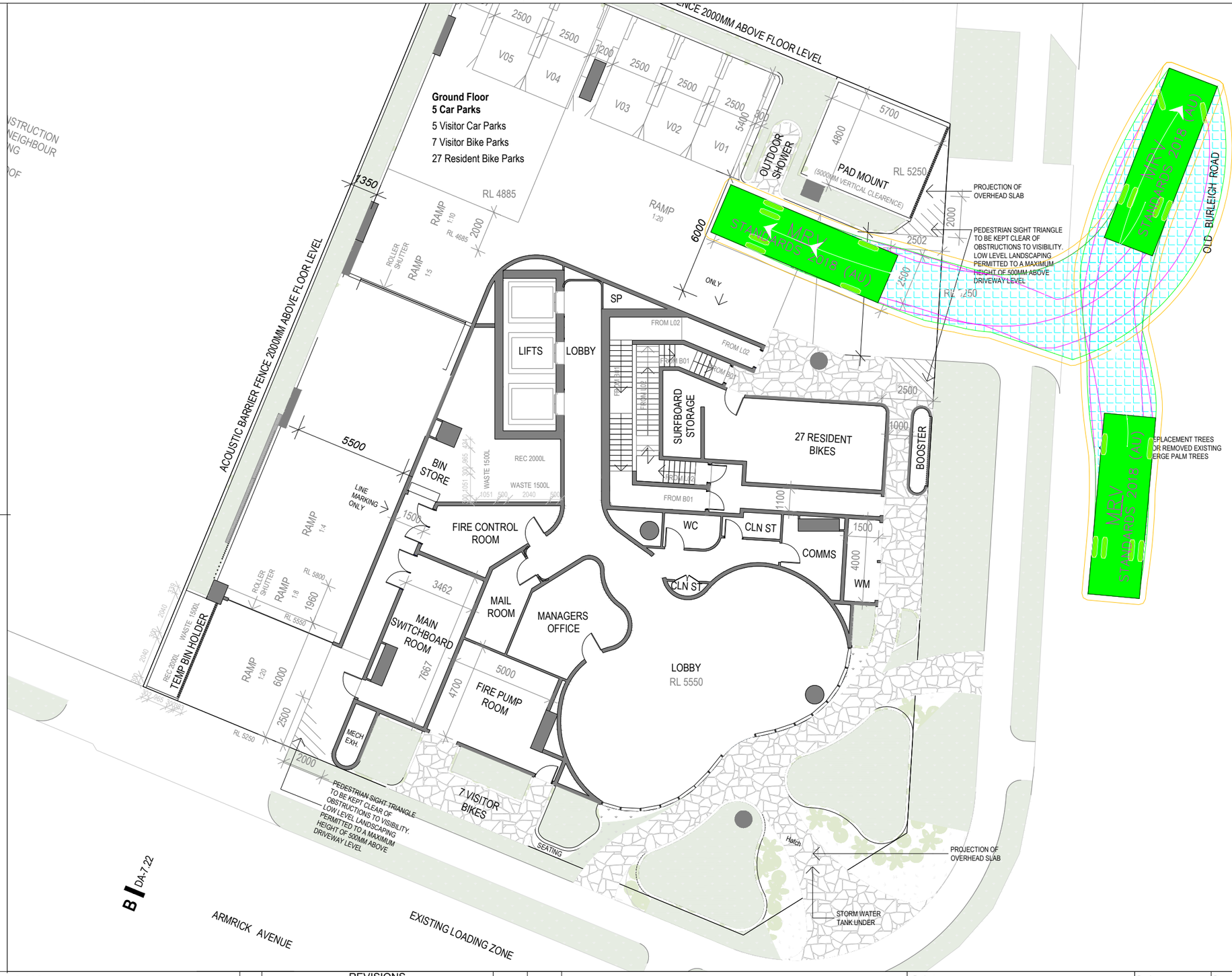
Vehicle Clearance (300mm)



MRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 38.7

DESIGN VEHICLE



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REVISIONS

Issue	Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 — 0 2 4 6 8 10 — 1:200

Project: 101 Old Burleigh Road Broadbeach TIA

Title: MRV IN

Design	Drawn	Checked
A.S	A.S	A.S

CONCEPT ONLY

Date: 14.08.2026

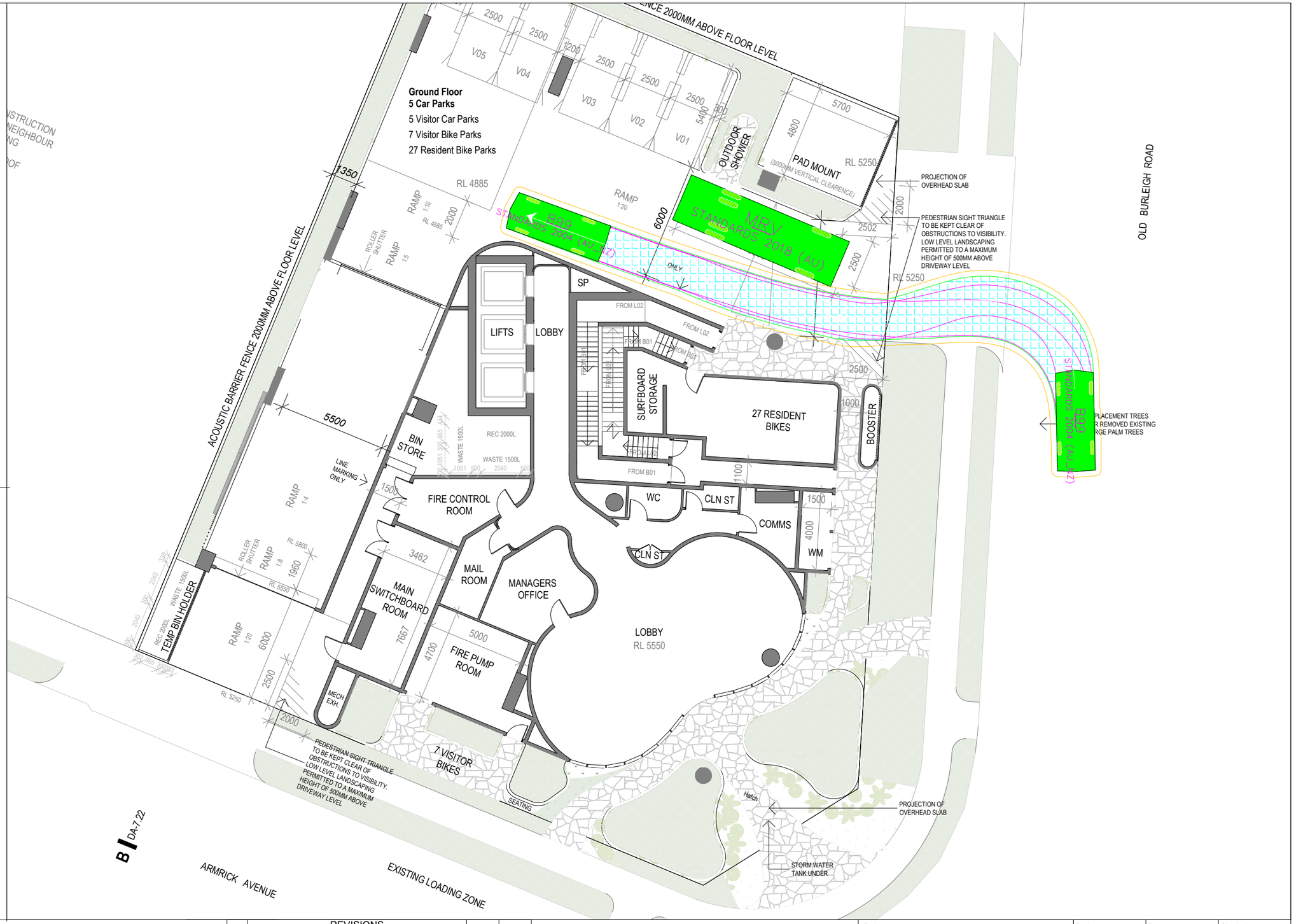
Project Number	Sheet Number	Issue
P7399	2	001

Vehicle Clearance (300mm)



B99	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

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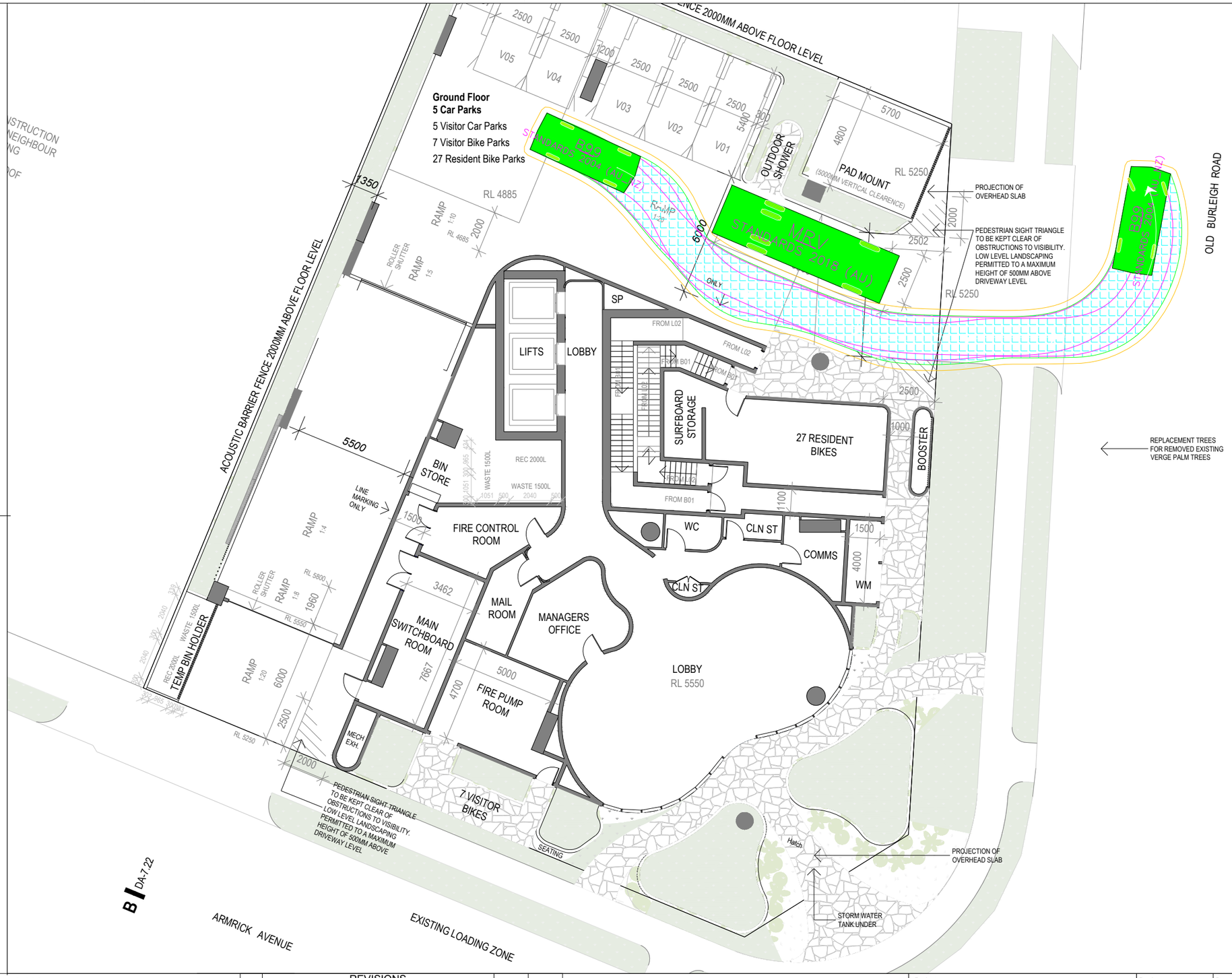
Project	Design	Drawn	Checked
101 Old Burleigh Road Broadbeach TIA	A.S	A.S	A.S
	CONCEPT ONLY		Date 14.08.2026
Title: Ground Floor B99 Passing MRV 1	Project Number P7399	Sheet Number 3	Issue 001

Vehicle Clearance (300mm)



B99	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

DESIGN VEHICLE



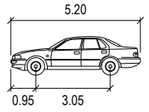
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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 0 2 4 6 8 10 1:200

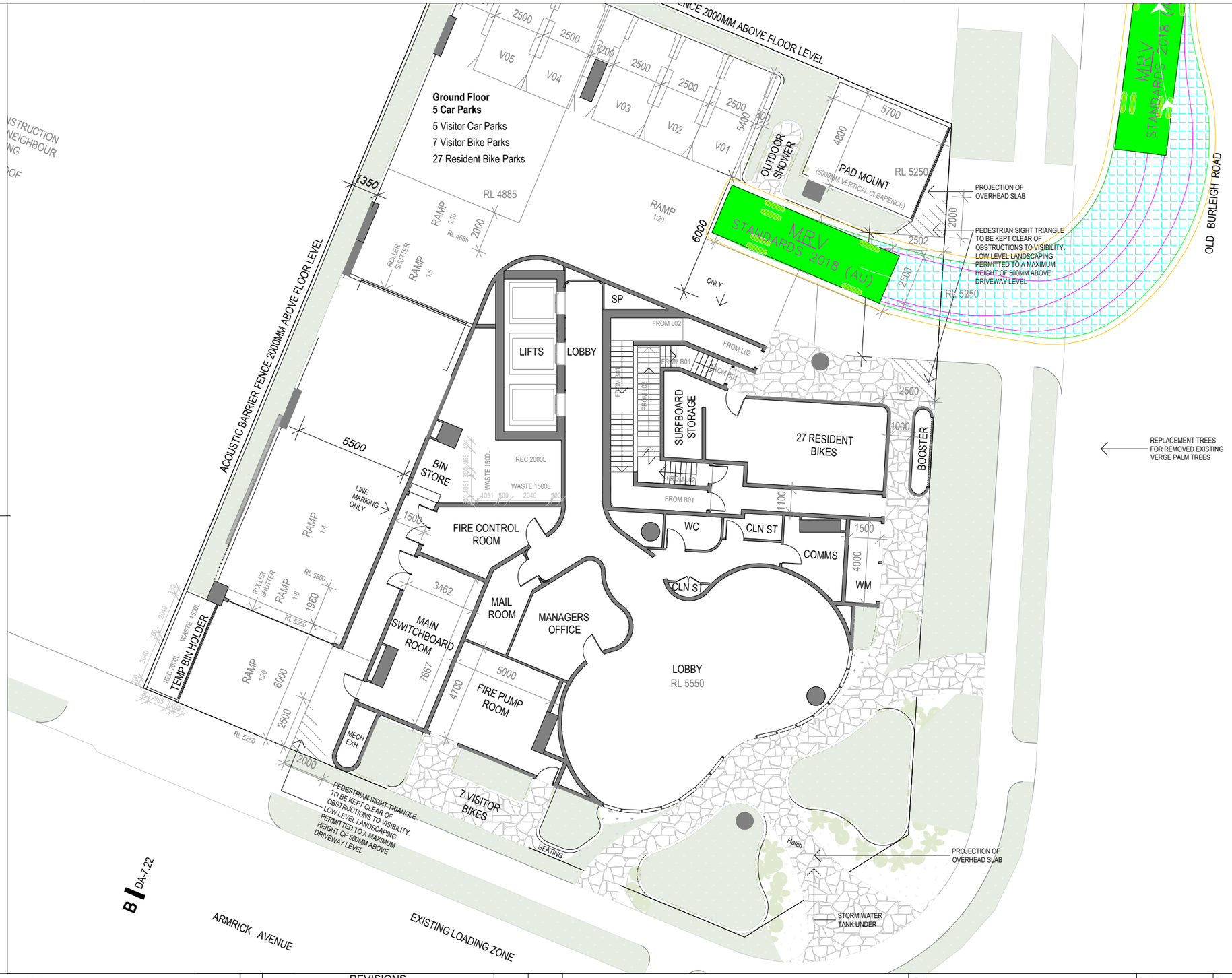
Project	Design	Drawn	Checked
101 Old Burleigh Road Broadbeach TIA	A.S	A.S	A.S
	CONCEPT ONLY		Date 14.08.2026
Title: Ground Floor B99 Passing MRV 2	Project Number P7399	Sheet Number 4	Issue 001

Vehicle Clearance (300mm)



B99	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

DESIGN VEHICLE



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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 0 2 4 6 8 10 1:200

Project: 101 Old Burleigh Road Broadbeach TIA

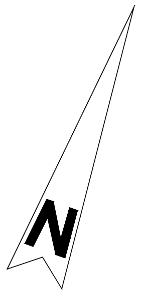
Title: MRV Out

Design	Drawn	Checked
A.S	A.S	A.S

CONCEPT ONLY

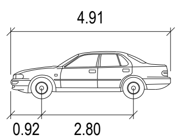
Date: 14.08.2026

Project Number	Sheet Number	Issue
P7399	5	001



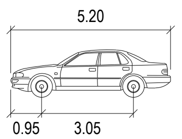
Vehicle Clearance (300mm)

Vehicle Clearance (600mm)



B85 meters

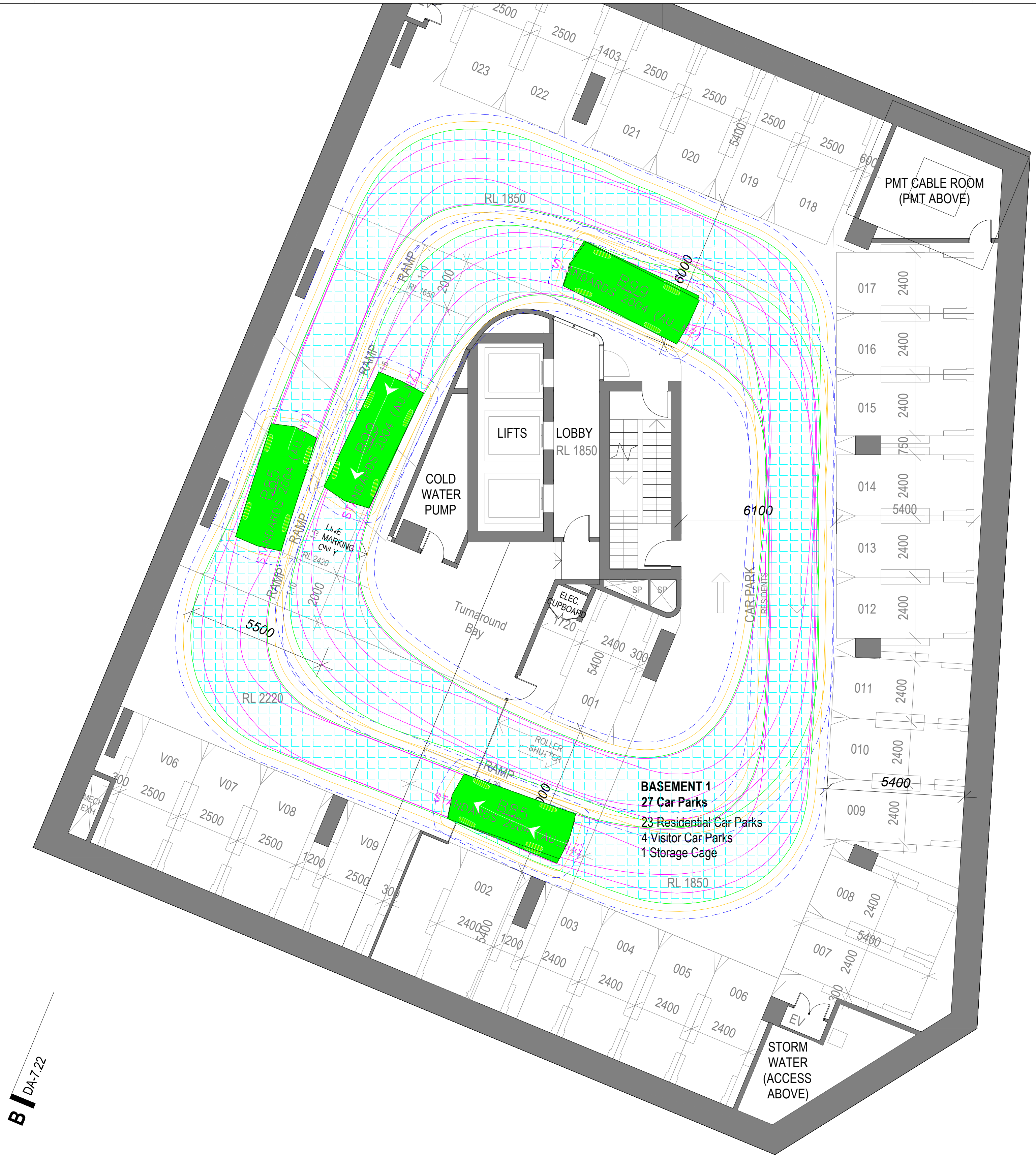
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 38.5



B99 meters

Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

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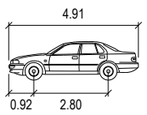
Issue	Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 0 2 4 6 8 10 1:200

Project	Design	Drawn	Checked
101 Old Burleigh Road Broadbeach TIA	A.S	A.S	A.S
	CONCEPT ONLY		Date 14.08.2026
Title	**Project Number**	**Sheet Number**	**Issue**
Basement 1 Passing	P7399	6	001

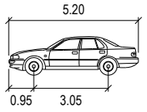
Vehicle Clearance (300mm)

Vehicle Clearance (600mm)



B85

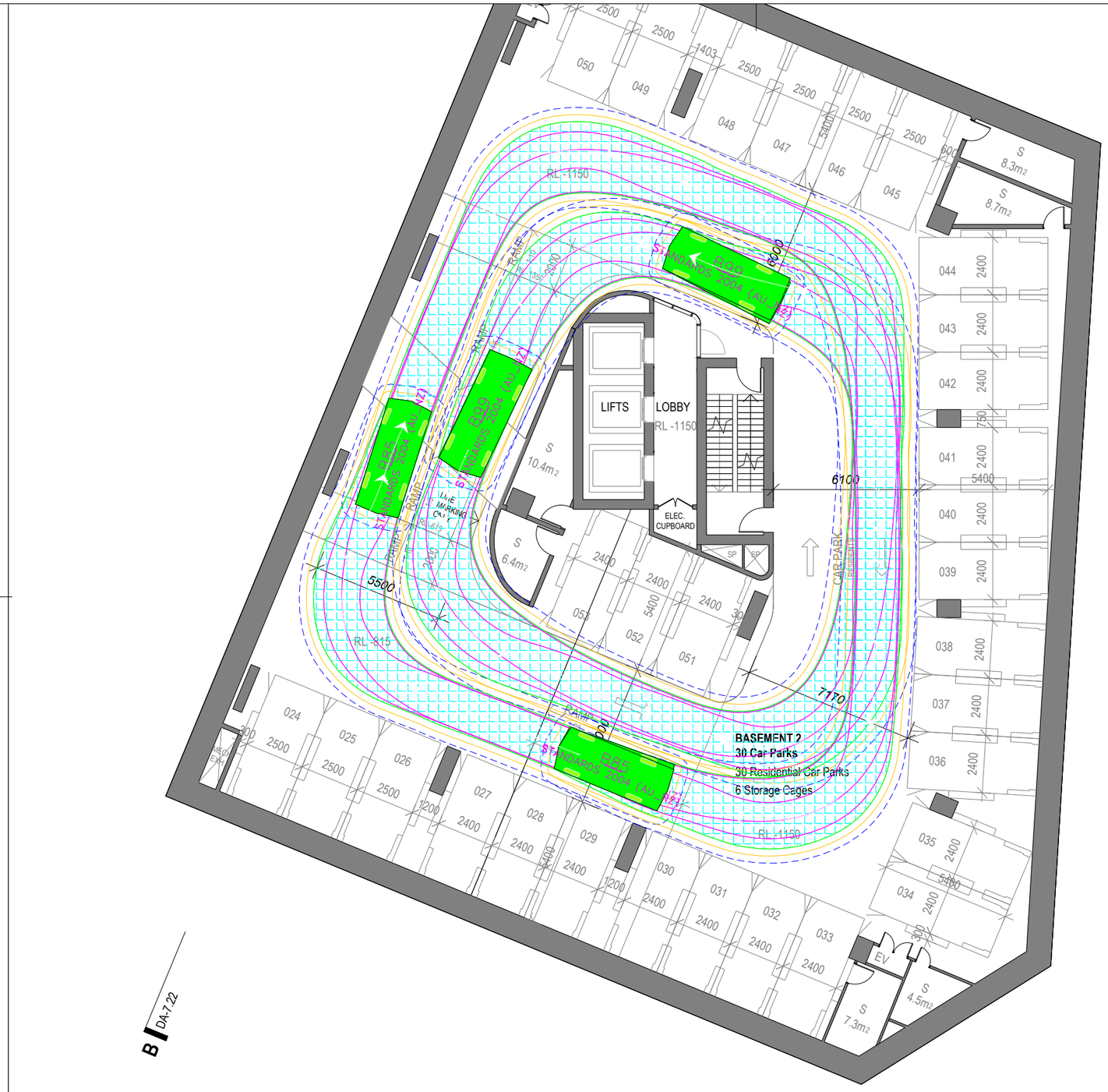
		meters
Width	:	1.87
Track	:	1.77
Lock to Lock Time	:	6.0
Steering Angle	:	38.5



B99

		meters
Width	:	1.94
Track	:	1.84
Lock to Lock Time	:	6.0
Steering Angle	:	38.0

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Issue	Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 0 2 4 6 8 10 1:200

Project: 101 Old Burleigh Road Broadbeach TIA

Title: Basement 2 Passing

Design	Drawn	Checked
A.S	A.S	A.S

CONCEPT ONLY

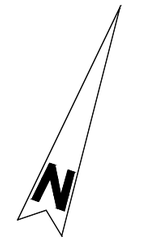
Date: 14.08.2026

Project Number	Sheet Number	Issue
P7399	7	001



Vehicle Clearance (300mm)

Vehicle Clearance (600mm)



B85 meters

Width	:	1.87
Track	:	1.77
Lock to Lock Time	:	6.0
Steering Angle	:	38.5

B99 meters

Width	:	1.94
Track	:	1.84
Lock to Lock Time	:	6.0
Steering Angle	:	38.0

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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 0 2 4 6 8 10 1:200

Project: 101 Old Burleigh Road Broadbeach TIA

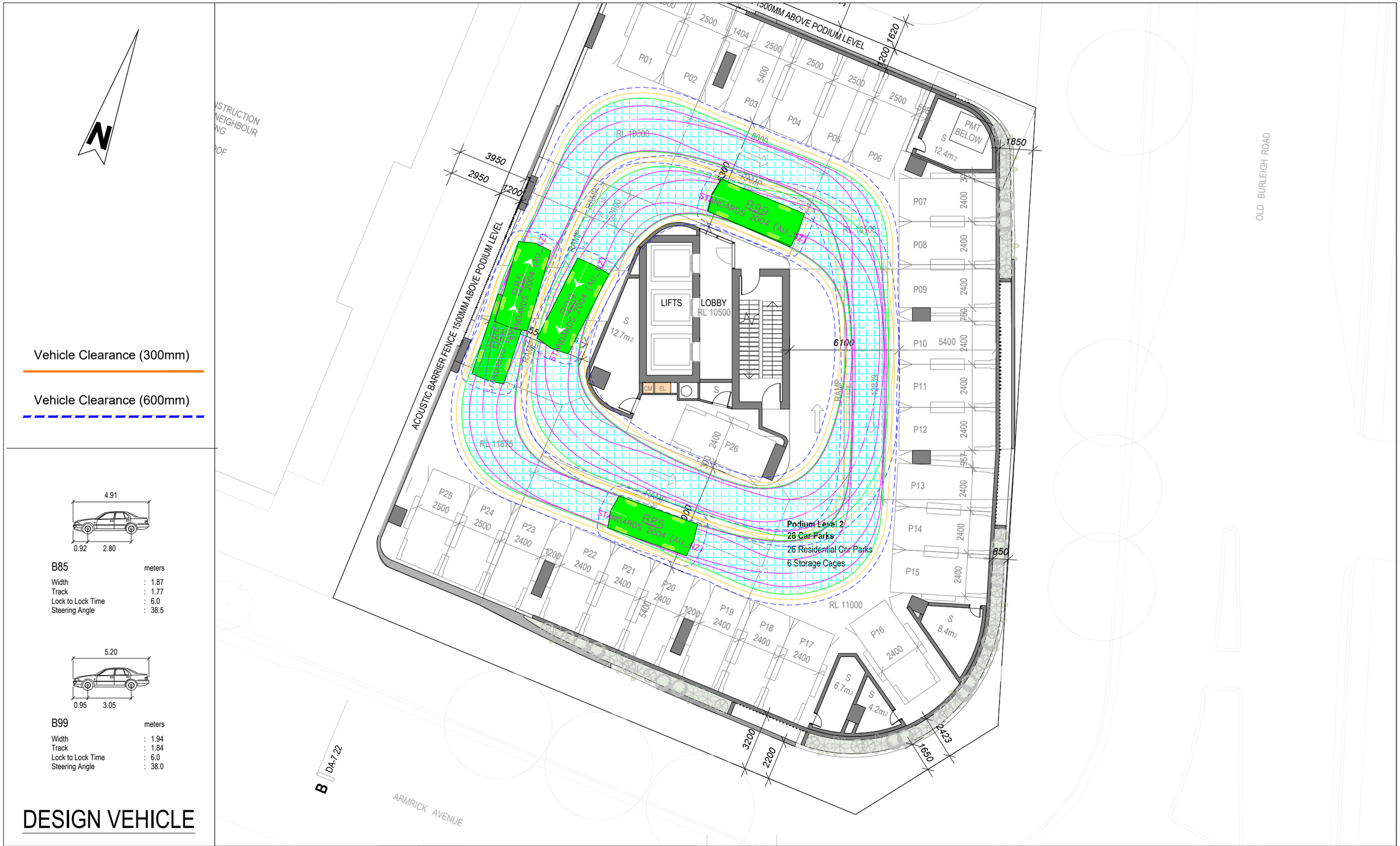
Title: Basement 3 Passing

Design	Drawn	Checked
A.S	A.S	A.S

CONCEPT ONLY

Date: 14.08.2026

Project Number	Sheet Number	Issue
P7399	8	001



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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 0 2 4 6 8 10 1:200

Project: 101 Old Burleigh Road Broadbeach TIA

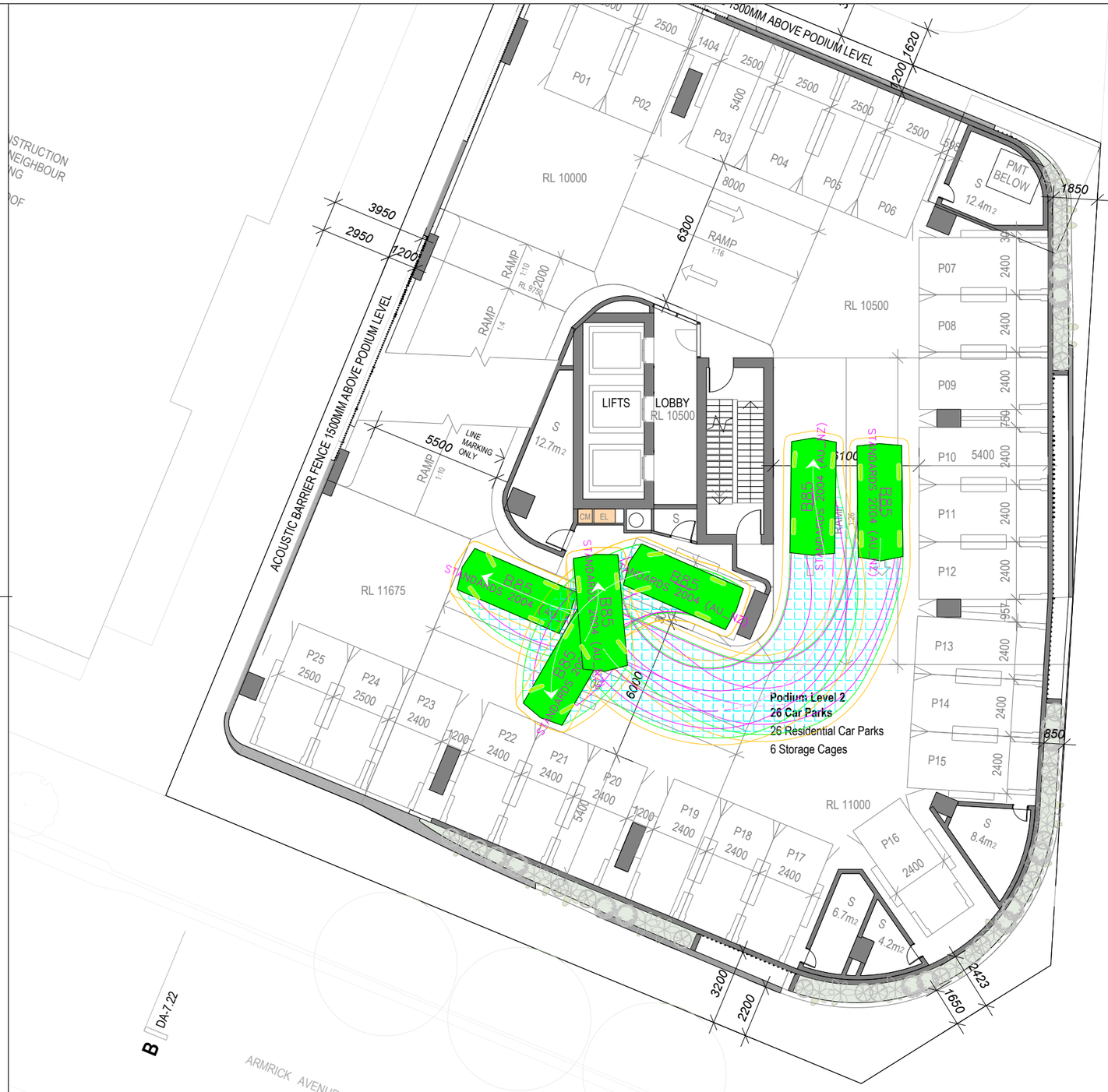
Title: Podium 1 Passing

Design	Drawn	Checked
A.S	A.S	A.S

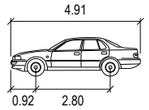
CONCEPT ONLY

Date: 14.08.2026

Project Number	Sheet Number	Issue
P7399	9	001



Vehicle Clearance (300mm)



B85 meters

Width	:	1.87
Track	:	1.77
Lock to Lock Time	:	6.0
Steering Angle	:	38.5

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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 0 2 4 6 8 10 1:200

Project: 101 Old Burleigh Road Broadbeach TIA

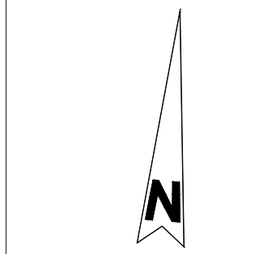
Title: Podium 1 Space 26 In and Out

Design	Drawn	Checked
A.S	A.S	A.S

CONCEPT ONLY

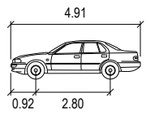
Date: 14.08.2026

Project Number	Sheet Number	Issue
P7399	10	001



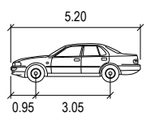
Vehicle Clearance (300mm)

Vehicle Clearance (600mm)



B85 meters

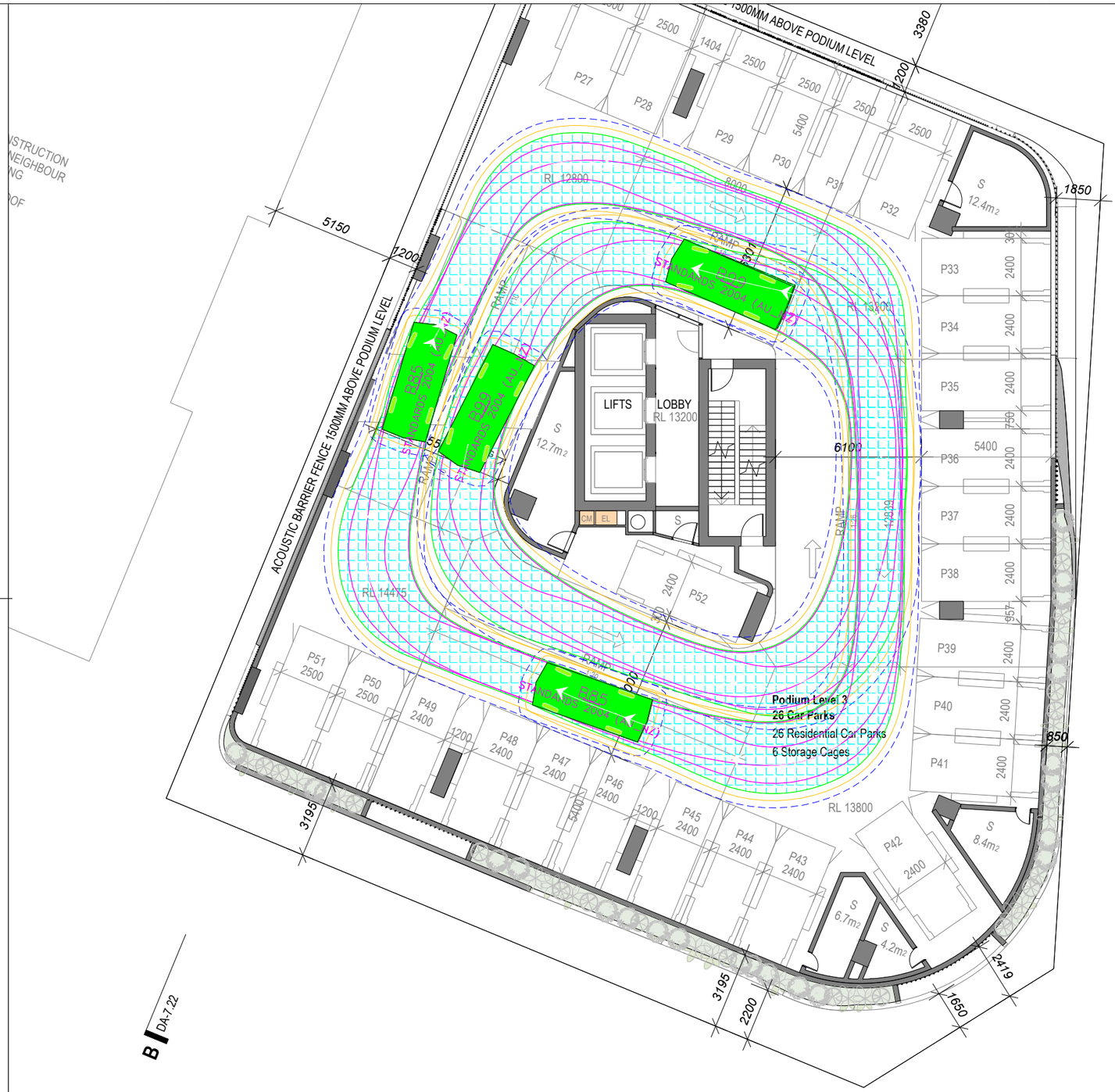
Width	:	1.87
Track	:	1.77
Lock to Lock Time	:	6.0
Steering Angle	:	38.5



B99 meters

Width	:	1.94
Track	:	1.84
Lock to Lock Time	:	6.0
Steering Angle	:	38.0

DESIGN VEHICLE

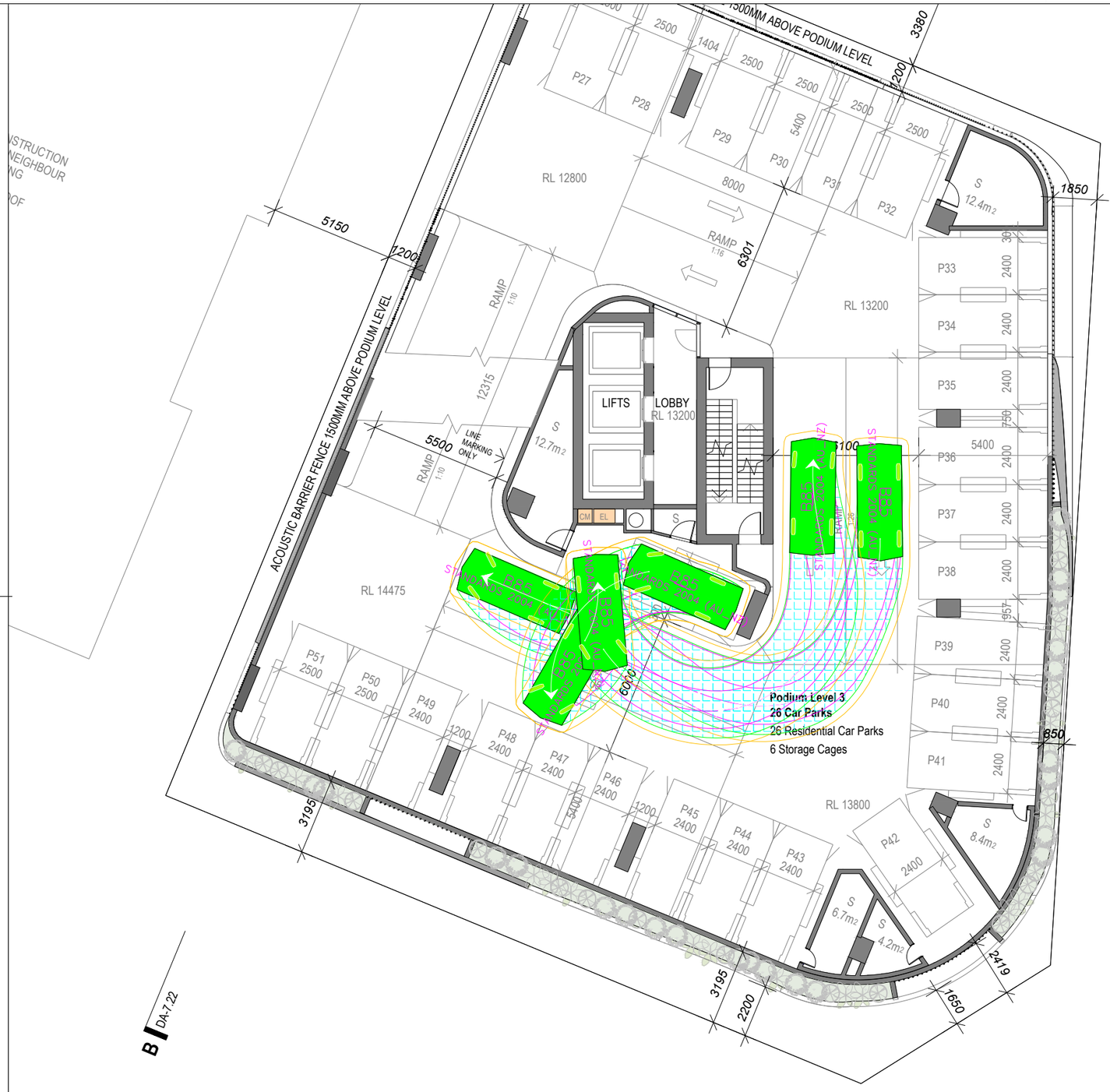


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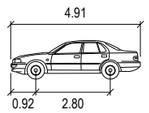
REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 0 2 4 6 8 10 1:200

Project	101 Old Burleigh Road Broadbeach TIA		
Title	Podium 2 Passing		
Design	A.S	Drawn	A.S
Checked	A.S	CONCEPT ONLY	Date 14.08.2026
Project Number	P7399	Sheet Number	11
Issue	001		



Vehicle Clearance (300mm)



B85 meters

Width	:	1.87
Track	:	1.77
Lock to Lock Time	:	6.0
Steering Angle	:	38.5

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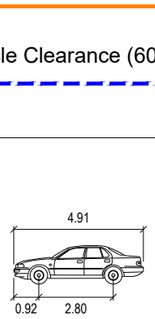
Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 0 2 4 6 8 10 1:200

Project	Design	Drawn	Checked
101 Old Burleigh Road Broadbeach TIA	A.S	A.S	A.S
	CONCEPT ONLY		Date 14.08.2026
Title: Podium 2 Space 52 In and Out	Project Number P7399	Sheet Number 12	Issue 001

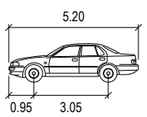
Vehicle Clearance (300mm)

Vehicle Clearance (600mm)



B85 meters

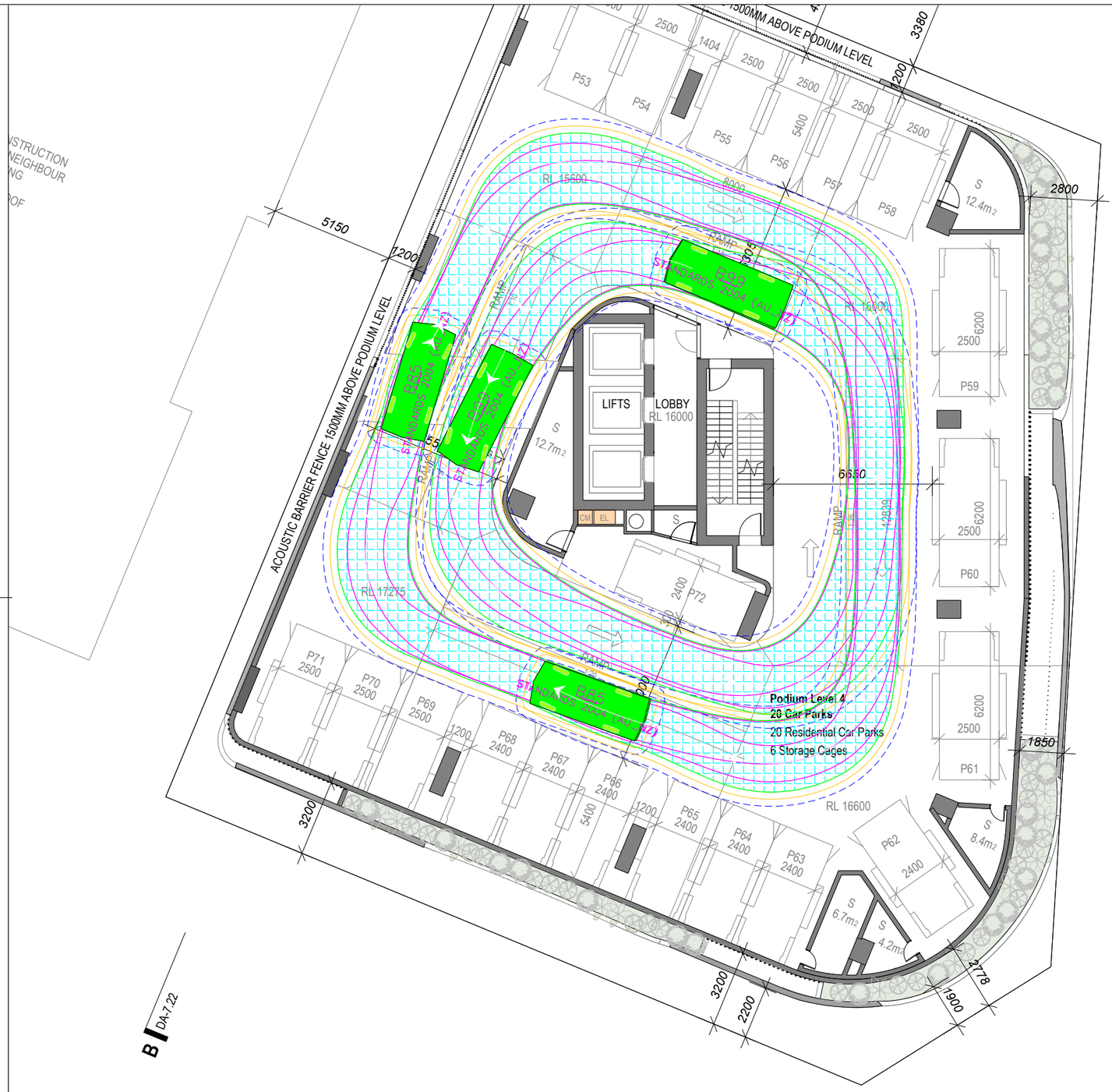
Width	:	1.87
Track	:	1.77
Lock to Lock Time	:	6.0
Steering Angle	:	38.5



B99 meters

Width	:	1.94
Track	:	1.84
Lock to Lock Time	:	6.0
Steering Angle	:	38.0

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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 0 2 4 6 8 10 1:200

Project: 101 Old Burleigh Road Broadbeach TIA

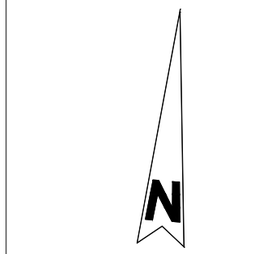
Title: Podium 3 Passing

Design	Drawn	Checked
A.S	A.S	A.S

CONCEPT ONLY

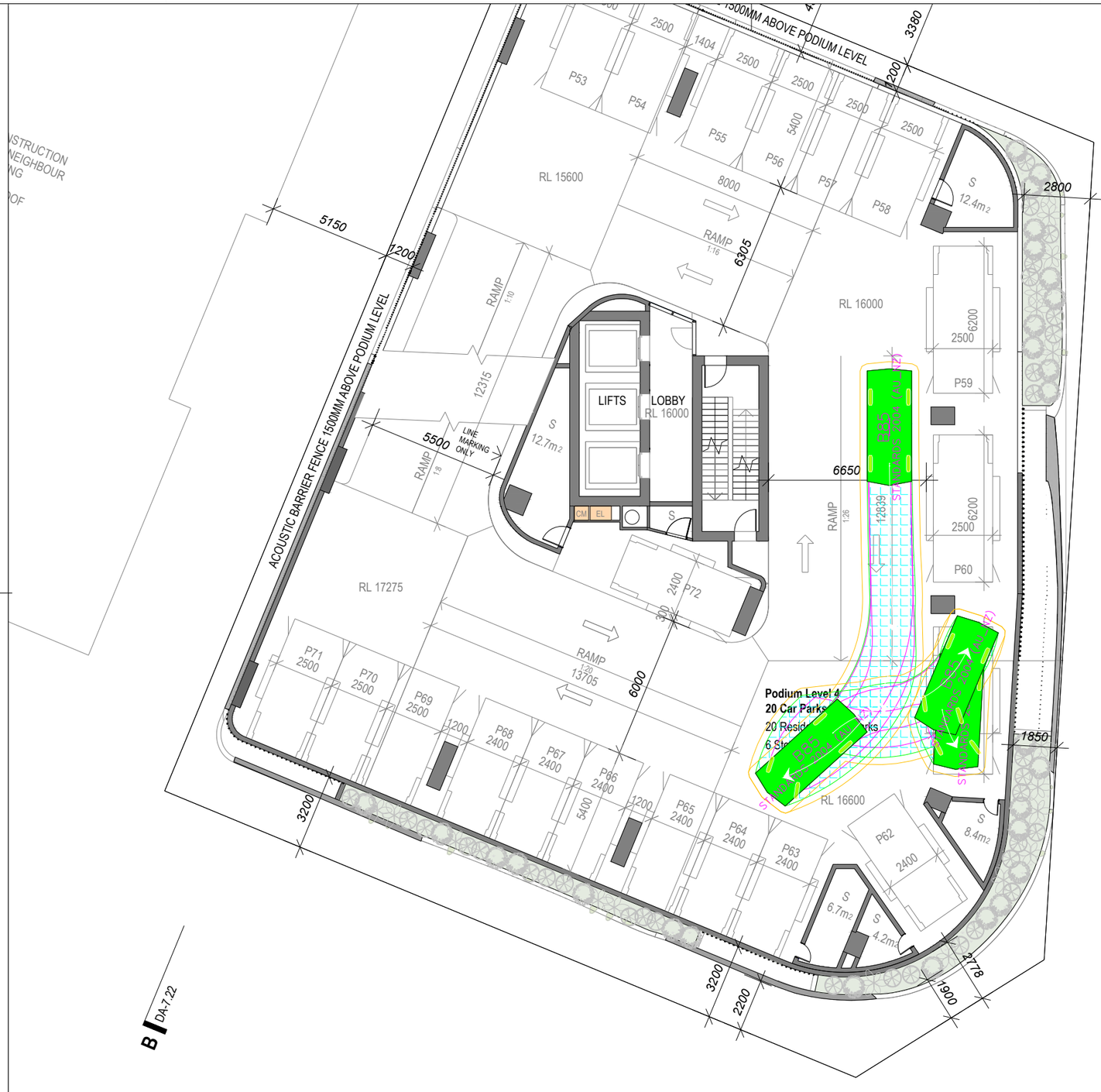
Date: 14.08.2026

Project Number	Sheet Number	Issue
P7399	13	001



Vehicle Clearance (300mm)

B85	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 38.5



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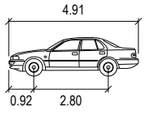
Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 0 2 4 6 8 10 1:200

Project	Design	Drawn	Checked
101 Old Burleigh Road Broadbeach TIA	A.S	A.S	A.S
	CONCEPT ONLY		Date 14.08.2026
Title: Podium 3 Space 61 In	Project Number P7399	Sheet Number 14	Issue 001



Vehicle Clearance (300mm)



B85	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 38.5

DESIGN VEHICLE

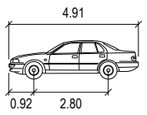
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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 0 2 4 6 8 10 1:200

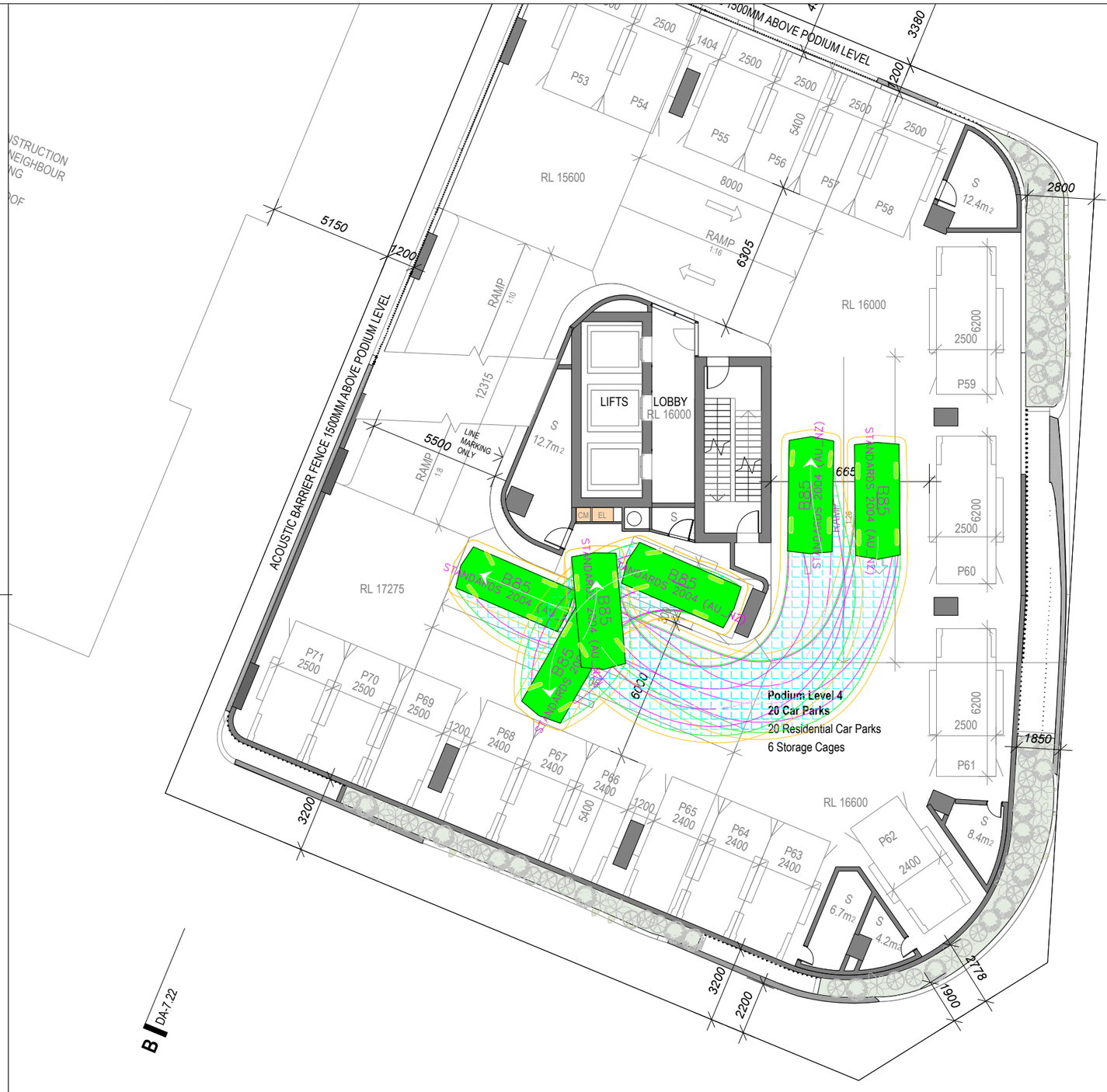
Project	Design	Drawn	Checked
101 Old Burleigh Road Broadbeach TIA	A.S	A.S	A.S
	CONCEPT ONLY		Date 14.08.2026
Title: Podium 3 Space 61 Out	Project Number P7399	Sheet Number 15	Issue 001

Vehicle Clearance (300mm)



B85 meters

Width	:	1.87
Track	:	1.77
Lock to Lock Time	:	6.0
Steering Angle	:	38.5



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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 0 2 4 6 8 10 1:200

Project: 101 Old Burleigh Road Broadbeach TIA

Title: Podium 3 Space 72 In and Out

Design	Drawn	Checked
A.S	A.S	A.S

CONCEPT ONLY

Date: 14.08.2026

Project Number	Sheet Number	Issue
P7399	16	001



4.91

0.92 2.80

B85 meters

Width	:	1.87
Track	:	1.77
Lock to Lock Time	:	6.0
Steering Angle	:	38.5

5.20

0.95 3.05

B99 meters

Width	:	1.94
Track	:	1.84
Lock to Lock Time	:	6.0
Steering Angle	:	38.0

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REVISIONS

Issue	Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 0 2 4 6 8 10 1:200

Project: 101 Old Burleigh Road Broadbeach TIA

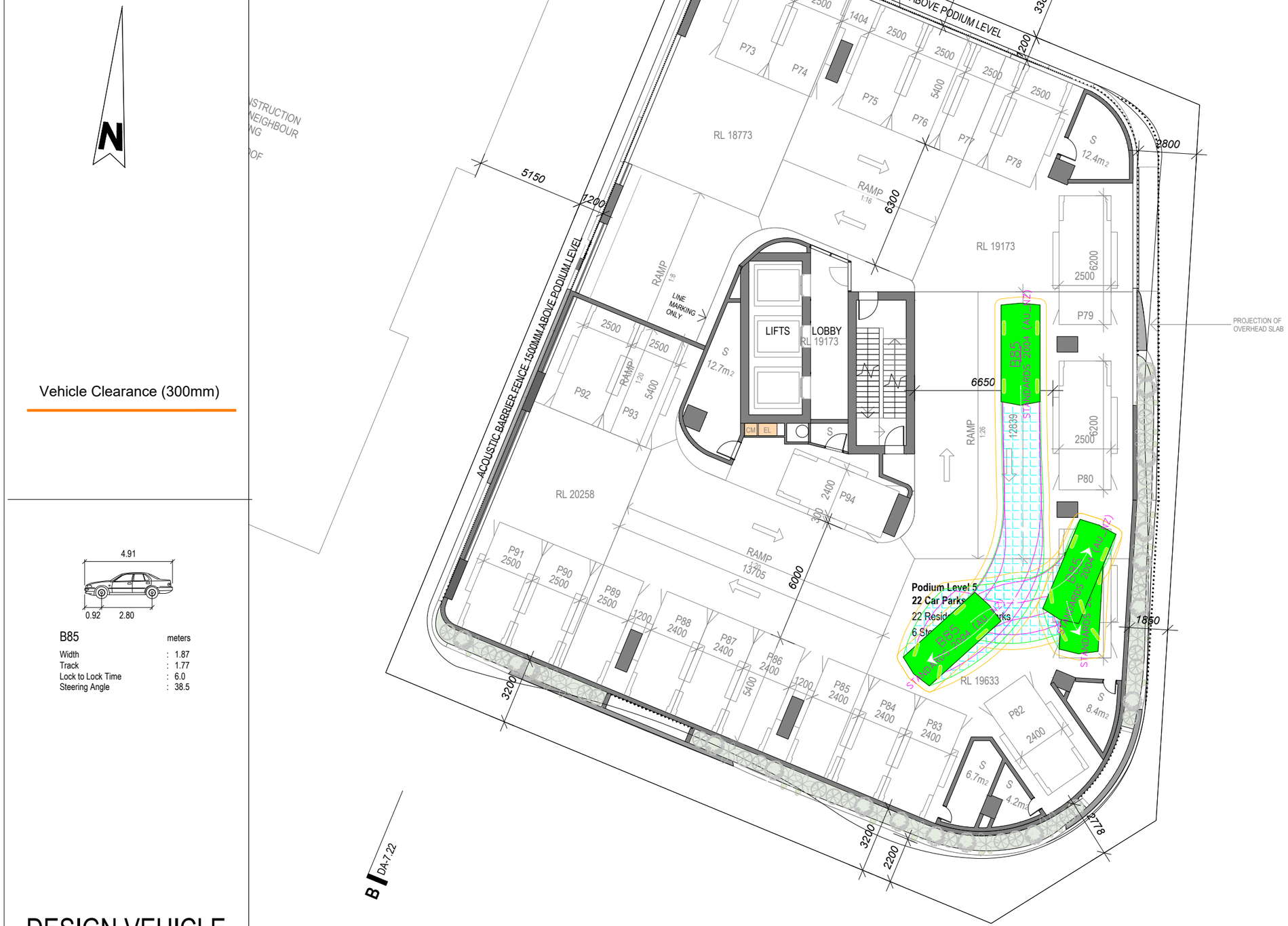
Title: Podium 4 Passing

Design	Drawn	Checked
A.S	A.S	A.S

CONCEPT ONLY

Date: 14.08.2026

Project Number	Sheet Number	Issue
P7399	17	001



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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 0 2 4 6 8 10 1:200

Project: 101 Old Burleigh Road Broadbeach TIA

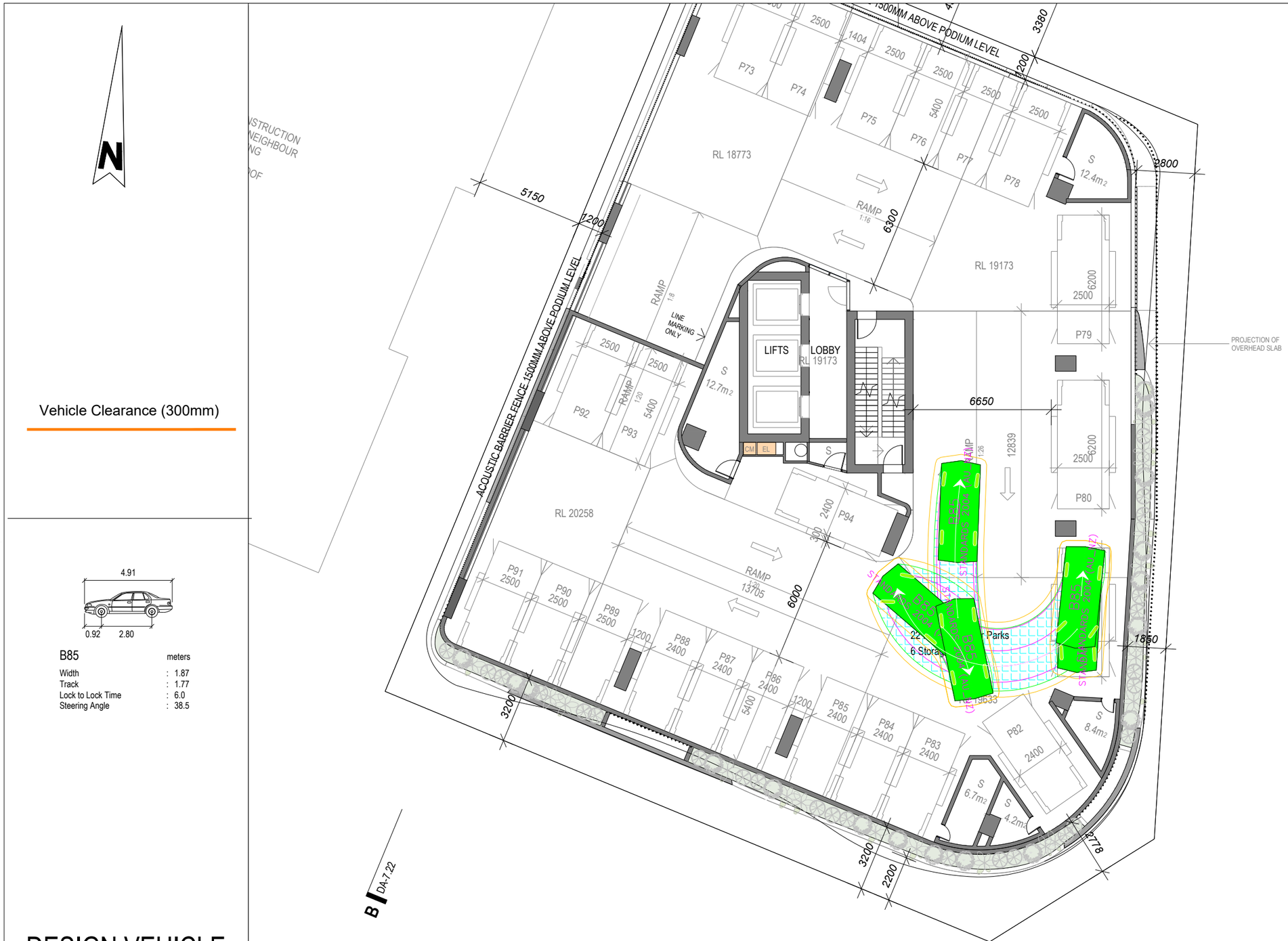
Title: Podium 4 Space 81 In

Design	Drawn	Checked
A.S	A.S	A.S

CONCEPT ONLY

Date: 14.08.2026

Project Number	Sheet Number	Issue
P7399	18	001



DESIGN VEHICLE

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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 0 2 4 6 8 10 1:200

Project: 101 Old Burleigh Road Broadbeach TIA

Title: Podium 4 Space 81 Out

Design	Drawn	Checked
A.S	A.S	A.S

CONCEPT ONLY

Date: 14.08.2026

Project Number	Sheet Number	Issue
P7399	19	001



DESIGN VEHICLE

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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 0 2 4 6 8 10 1:200

Project: 101 Old Burleigh Road Broadbeach TIA

Title: Podium 3 Space 94 In and Out

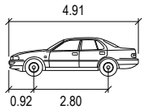
Design	Drawn	Checked
A.S	A.S	A.S

CONCEPT ONLY

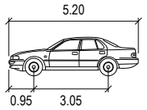
Date: 14.08.2026

Project Number	Sheet Number	Issue
P7399	20	001

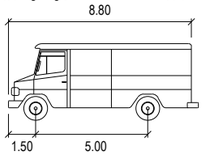
Vehicle Clearance (300mm)



B85	meters
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Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 38.5

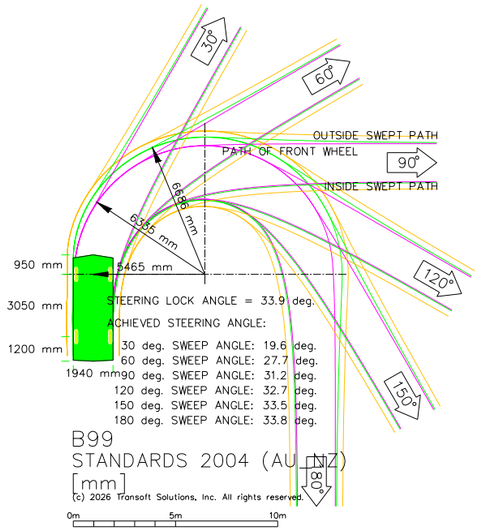


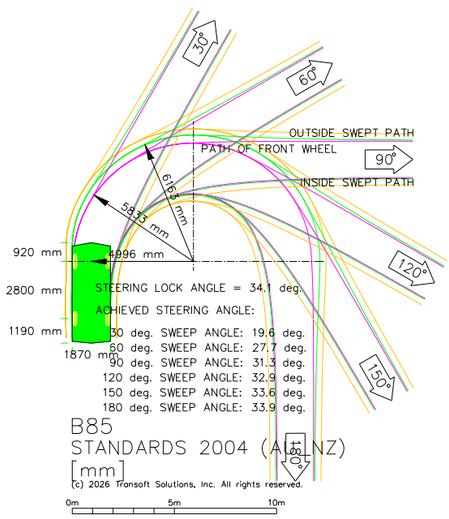
B99	meters
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Steering Angle	: 38.0

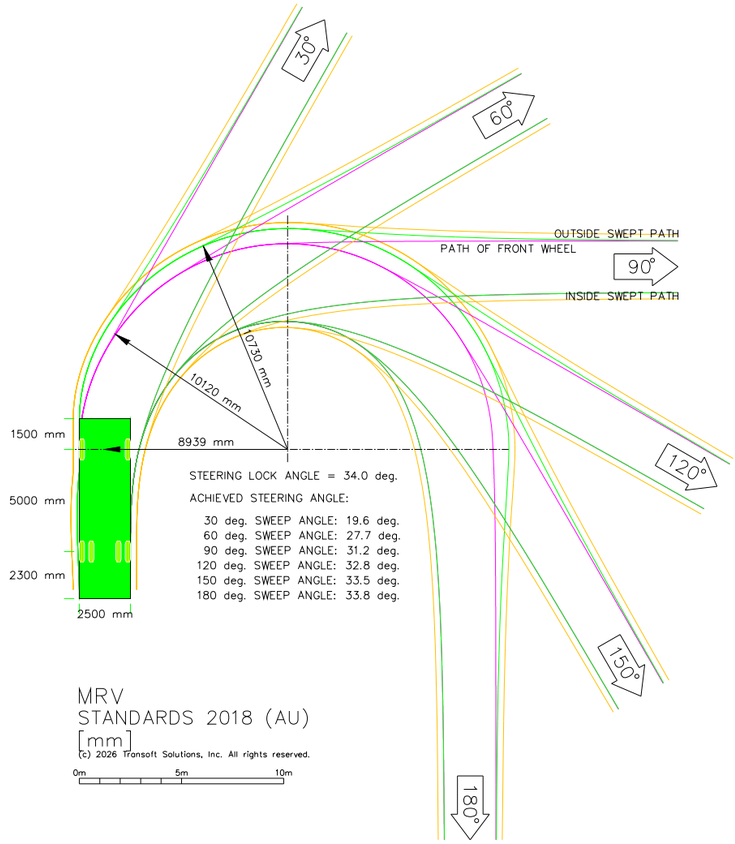


MRV	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 38.7

DESIGN VEHICLE







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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Paths	A.S	14.08.2026

Scale @ A3 0 2 4 6 8 10 1:200

Project: 101 Old Burleigh Road Broadbeach TIA	Design: A.S	Drawn: A.S	Checked: A.S
Title: Turning Templates	CONCEPT ONLY	Date: 14.08.2026	
	Project Number: P7399	Sheet Number: 21	Issue: 001

Attachment C

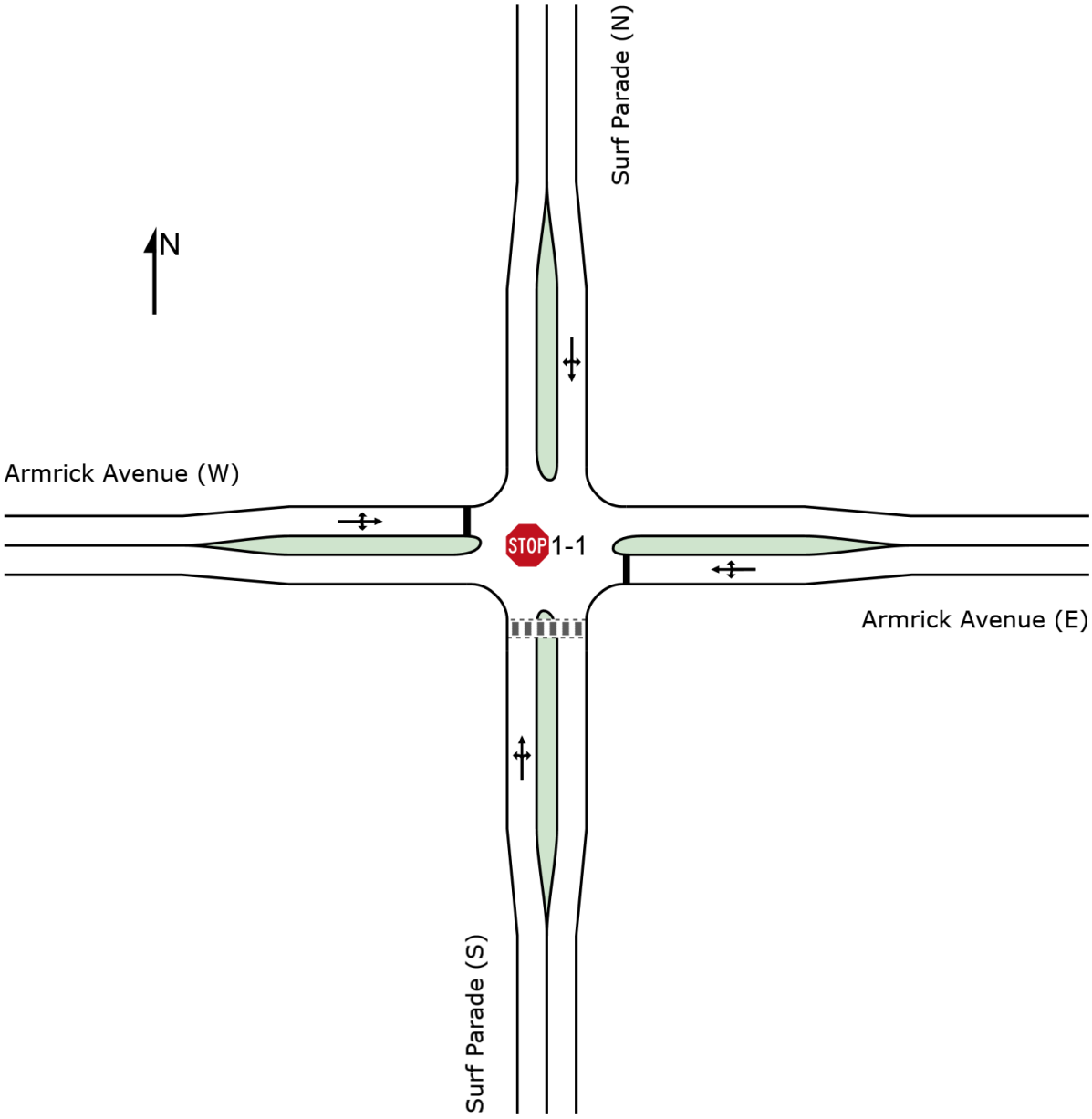
SIDRA Results

SITE LAYOUT

Site: [1-1] AM Base 2026 (Surf Parade / Armrick Avenue)

AM Base 2026
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: [1-1] AM Base 2026 (Surf Parade / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

AM Base 2026
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Surf Parade (S)															
1	L2	All MCs	5	0.0	5	0.0	0.182	4.7	LOS A	1.0	6.8	0.14	0.12	0.14	45.5
2	T1	All MCs	181	1.0	181	1.0	0.182	0.2	LOS A	1.0	6.8	0.14	0.12	0.14	48.1
3	R2	All MCs	32	10.0	32	10.0	0.182	5.3	LOS A	1.0	6.8	0.14	0.12	0.14	43.9
Approach			218	2.3	218	2.3	0.182	1.1	NA	1.0	6.8	0.14	0.12	0.14	47.5
East: Armrick Avenue (E)															
4	L2	All MCs	44	5.0	44	5.0	0.060	8.2	LOS A	0.2	1.7	0.30	0.87	0.30	37.3
5	T1	All MCs	11	0.0	11	0.0	0.060	9.0	LOS A	0.2	1.7	0.30	0.87	0.30	35.0
6	R2	All MCs	6	17.0	6	17.0	0.060	11.1	LOS A	0.2	1.7	0.30	0.87	0.30	35.3
Approach			61	5.4	61	5.4	0.060	8.6	LOS A	0.2	1.7	0.30	0.87	0.30	36.8
North: Surf Parade (N)															
7	L2	All MCs	13	0.0	13	0.0	0.115	4.8	LOS A	0.6	4.2	0.14	0.13	0.14	43.9
8	T1	All MCs	112	4.0	112	4.0	0.115	0.2	LOS A	0.6	4.2	0.14	0.13	0.14	47.9
9	R2	All MCs	15	0.0	15	0.0	0.115	5.2	LOS A	0.6	4.2	0.14	0.13	0.14	44.5
Approach			139	3.2	139	3.2	0.115	1.1	NA	0.6	4.2	0.14	0.13	0.14	47.3
West: Armrick Avenue (W)															
10	L2	All MCs	14	8.0	14	8.0	0.059	8.5	LOS A	0.2	1.5	0.40	0.89	0.40	36.2
11	T1	All MCs	8	13.0	8	13.0	0.059	10.0	LOS A	0.2	1.5	0.40	0.89	0.40	33.2
12	R2	All MCs	22	0.0	22	0.0	0.059	10.3	LOS A	0.2	1.5	0.40	0.89	0.40	37.6
Approach			44	5.0	44	5.0	0.059	9.7	LOS A	0.2	1.5	0.40	0.89	0.40	36.5
All Vehicles			462	3.2	462	3.2	0.182	2.9	NA	1.0	6.8	0.19	0.30	0.19	44.8

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: [1-2] PM Base 2026 (Surf Parade / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

AM Base 2026
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Surf Parade (S)															
1	L2	All MCs	5	0.0	5	0.0	0.182	4.7	LOS A	1.0	6.8	0.14	0.12	0.14	45.5
2	T1	All MCs	181	1.0	181	1.0	0.182	0.2	LOS A	1.0	6.8	0.14	0.12	0.14	48.1
3	R2	All MCs	32	10.0	32	10.0	0.182	5.3	LOS A	1.0	6.8	0.14	0.12	0.14	43.9
Approach			218	2.3	218	2.3	0.182	1.1	NA	1.0	6.8	0.14	0.12	0.14	47.5
East: Armrick Avenue (E)															
4	L2	All MCs	44	5.0	44	5.0	0.060	8.2	LOS A	0.2	1.7	0.30	0.87	0.30	37.3
5	T1	All MCs	11	0.0	11	0.0	0.060	9.0	LOS A	0.2	1.7	0.30	0.87	0.30	35.0
6	R2	All MCs	6	17.0	6	17.0	0.060	11.1	LOS A	0.2	1.7	0.30	0.87	0.30	35.3
Approach			61	5.4	61	5.4	0.060	8.6	LOS A	0.2	1.7	0.30	0.87	0.30	36.8
North: Surf Parade (N)															
7	L2	All MCs	13	0.0	13	0.0	0.115	4.8	LOS A	0.6	4.2	0.14	0.13	0.14	43.9
8	T1	All MCs	112	4.0	112	4.0	0.115	0.2	LOS A	0.6	4.2	0.14	0.13	0.14	47.9
9	R2	All MCs	15	0.0	15	0.0	0.115	5.2	LOS A	0.6	4.2	0.14	0.13	0.14	44.5
Approach			139	3.2	139	3.2	0.115	1.1	NA	0.6	4.2	0.14	0.13	0.14	47.3
West: Armrick Avenue (W)															
10	L2	All MCs	14	8.0	14	8.0	0.059	8.5	LOS A	0.2	1.5	0.40	0.89	0.40	36.2
11	T1	All MCs	8	13.0	8	13.0	0.059	10.0	LOS A	0.2	1.5	0.40	0.89	0.40	33.2
12	R2	All MCs	22	0.0	22	0.0	0.059	10.3	LOS A	0.2	1.5	0.40	0.89	0.40	37.6
Approach			44	5.0	44	5.0	0.059	9.7	LOS A	0.2	1.5	0.40	0.89	0.40	36.5
All Vehicles			462	3.2	462	3.2	0.182	2.9	NA	1.0	6.8	0.19	0.30	0.19	44.8

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: [1-3] AM Base 2027 (Surf Parade / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

AM Base 2026
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Surf Parade (S)															
1	L2	All MCs	5	0.0	5	0.0	0.193	4.7	LOS A	1.0	7.4	0.15	0.14	0.15	45.3
2	T1	All MCs	185	1.0	185	1.0	0.193	0.2	LOS A	1.0	7.4	0.15	0.14	0.15	47.9
3	R2	All MCs	42	10.0	42	10.0	0.193	5.3	LOS A	1.0	7.4	0.15	0.14	0.15	43.6
Approach			233	2.6	233	2.6	0.193	1.2	NA	1.0	7.4	0.15	0.14	0.15	47.1
East: Armrick Avenue (E)															
4	L2	All MCs	105	5.0	105	5.0	0.166	8.3	LOS A	0.7	4.9	0.34	0.88	0.34	37.0
5	T1	All MCs	28	0.0	28	0.0	0.166	9.5	LOS A	0.7	4.9	0.34	0.88	0.34	34.7
6	R2	All MCs	24	17.0	24	17.0	0.166	12.0	LOS A	0.7	4.9	0.34	0.88	0.34	35.0
Approach			158	5.9	158	5.9	0.166	9.1	LOS A	0.7	4.9	0.34	0.88	0.34	36.3
North: Surf Parade (N)															
7	L2	All MCs	17	0.0	17	0.0	0.120	4.8	LOS A	0.6	4.4	0.14	0.14	0.14	43.8
8	T1	All MCs	115	4.0	115	4.0	0.120	0.2	LOS A	0.6	4.4	0.14	0.14	0.14	47.8
9	R2	All MCs	15	0.0	15	0.0	0.120	5.2	LOS A	0.6	4.4	0.14	0.14	0.14	44.4
Approach			146	3.1	146	3.1	0.120	1.2	NA	0.6	4.4	0.14	0.14	0.14	47.1
West: Armrick Avenue (W)															
10	L2	All MCs	14	8.0	14	8.0	0.081	8.6	LOS A	0.3	2.1	0.44	0.91	0.44	35.8
11	T1	All MCs	19	13.0	19	13.0	0.081	10.2	LOS A	0.3	2.1	0.44	0.91	0.44	32.8
12	R2	All MCs	23	0.0	23	0.0	0.081	11.3	LOS A	0.3	2.1	0.44	0.91	0.44	37.3
Approach			56	6.4	56	6.4	0.081	10.3	LOS A	0.3	2.1	0.44	0.91	0.44	35.6
All Vehicles			593	4.0	593	4.0	0.193	4.2	NA	1.0	7.4	0.22	0.41	0.22	42.9

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: [1-4] PM Base 2027 (Surf Parade / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

AM Base 2026
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Surf Parade (S)															
1	L2	All MCs	16	0.0	16	0.0	0.260	4.7	LOS A	1.5	10.6	0.16	0.19	0.16	44.7
2	T1	All MCs	225	1.0	225	1.0	0.260	0.2	LOS A	1.5	10.6	0.16	0.19	0.16	47.3
3	R2	All MCs	79	10.0	79	10.0	0.260	5.3	LOS A	1.5	10.6	0.16	0.19	0.16	43.0
Approach			320	3.2	320	3.2	0.260	1.7	NA	1.5	10.6	0.16	0.19	0.16	46.2
East: Armrick Avenue (E)															
4	L2	All MCs	86	5.0	86	5.0	0.144	8.2	LOS A	0.6	4.2	0.34	0.87	0.34	36.8
5	T1	All MCs	22	0.0	22	0.0	0.144	10.1	LOS A	0.6	4.2	0.34	0.87	0.34	34.4
6	R2	All MCs	21	17.0	21	17.0	0.144	13.2	LOS A	0.6	4.2	0.34	0.87	0.34	34.7
Approach			129	6.1	129	6.1	0.144	9.3	LOS A	0.6	4.2	0.34	0.87	0.34	36.1
North: Surf Parade (N)															
7	L2	All MCs	24	0.0	24	0.0	0.109	4.8	LOS A	0.6	4.0	0.14	0.17	0.14	43.3
8	T1	All MCs	98	4.0	98	4.0	0.109	0.2	LOS A	0.6	4.0	0.14	0.17	0.14	47.3
9	R2	All MCs	15	0.0	15	0.0	0.109	5.4	LOS A	0.6	4.0	0.14	0.17	0.14	43.9
Approach			137	2.9	137	2.9	0.109	1.6	NA	0.6	4.0	0.14	0.17	0.14	46.4
West: Armrick Avenue (W)															
10	L2	All MCs	12	8.0	12	8.0	0.139	8.8	LOS A	0.5	3.7	0.51	0.96	0.51	35.1
11	T1	All MCs	45	13.0	45	13.0	0.139	11.1	LOS A	0.5	3.7	0.51	0.96	0.51	32.1
12	R2	All MCs	29	0.0	29	0.0	0.139	12.1	LOS A	0.5	3.7	0.51	0.96	0.51	36.7
Approach			86	7.9	86	7.9	0.139	11.1	LOS A	0.5	3.7	0.51	0.96	0.51	34.3
All Vehicles			673	4.3	673	4.3	0.260	4.4	NA	1.5	10.6	0.23	0.42	0.23	42.5

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: [1-5] AM Base 2037 (Surf Parade / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

AM Base 2026
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Surf Parade (S)															
1	L2	All MCs	7	0.0	7	0.0	0.245	4.7	LOS A	1.4	9.9	0.16	0.14	0.16	45.3
2	T1	All MCs	236	1.0	236	1.0	0.245	0.2	LOS A	1.4	9.9	0.16	0.14	0.16	47.9
3	R2	All MCs	51	10.0	51	10.0	0.245	5.6	LOS A	1.4	9.9	0.16	0.14	0.16	43.6
Approach			294	2.5	294	2.5	0.245	1.3	NA	1.4	9.9	0.16	0.14	0.16	47.1
East: Armrick Avenue (E)															
4	L2	All MCs	118	5.0	118	5.0	0.201	8.5	LOS A	0.8	6.0	0.40	0.88	0.40	36.6
5	T1	All MCs	32	0.0	32	0.0	0.201	10.4	LOS A	0.8	6.0	0.40	0.88	0.40	34.2
6	R2	All MCs	26	17.0	26	17.0	0.201	13.7	LOS A	0.8	6.0	0.40	0.88	0.40	34.5
Approach			176	5.9	176	5.9	0.201	9.6	LOS A	0.8	6.0	0.40	0.88	0.40	35.9
North: Surf Parade (N)															
7	L2	All MCs	21	0.0	21	0.0	0.152	4.8	LOS A	0.8	5.8	0.14	0.14	0.14	43.8
8	T1	All MCs	145	4.0	145	4.0	0.152	0.2	LOS A	0.8	5.8	0.14	0.14	0.14	47.7
9	R2	All MCs	19	0.0	19	0.0	0.152	5.5	LOS A	0.8	5.8	0.14	0.14	0.14	44.3
Approach			185	3.1	185	3.1	0.152	1.3	NA	0.8	5.8	0.14	0.14	0.14	47.0
West: Armrick Avenue (W)															
10	L2	All MCs	18	8.0	18	8.0	0.111	8.9	LOS A	0.4	2.9	0.51	0.94	0.51	35.0
11	T1	All MCs	21	13.0	21	13.0	0.111	11.3	LOS A	0.4	2.9	0.51	0.94	0.51	31.9
12	R2	All MCs	28	0.0	28	0.0	0.111	12.8	LOS A	0.4	2.9	0.51	0.94	0.51	36.5
Approach			67	6.2	67	6.2	0.111	11.3	LOS A	0.4	2.9	0.51	0.94	0.51	34.9
All Vehicles			722	3.8	722	3.8	0.245	4.2	NA	1.4	9.9	0.24	0.39	0.24	43.0

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: [1-6] PM Base 2037 (Surf Parade / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

AM Base 2026
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Surf Parade (S)															
1	L2	All MCs	21	0.0	21	0.0	0.328	4.7	LOS A	2.0	14.6	0.18	0.19	0.18	44.7
2	T1	All MCs	286	1.0	286	1.0	0.328	0.3	LOS A	2.0	14.6	0.18	0.19	0.18	47.3
3	R2	All MCs	94	10.0	94	10.0	0.328	5.6	LOS A	2.0	14.6	0.18	0.19	0.18	43.0
Approach			401	3.0	401	3.0	0.328	1.7	NA	2.0	14.6	0.18	0.19	0.18	46.2
East: Armrick Avenue (E)															
4	L2	All MCs	106	5.0	106	5.0	0.200	8.4	LOS A	0.8	5.9	0.41	0.86	0.41	36.2
5	T1	All MCs	27	0.0	27	0.0	0.200	11.5	LOS A	0.8	5.9	0.41	0.86	0.41	33.7
6	R2	All MCs	26	17.0	26	17.0	0.200	15.8	LOS B	0.8	5.9	0.41	0.86	0.41	34.1
Approach			160	6.1	160	6.1	0.200	10.1	LOS A	0.8	5.9	0.41	0.86	0.41	35.5
North: Surf Parade (N)															
7	L2	All MCs	27	0.0	27	0.0	0.139	4.9	LOS A	0.7	5.3	0.14	0.17	0.14	43.4
8	T1	All MCs	125	4.0	125	4.0	0.139	0.2	LOS A	0.7	5.3	0.14	0.17	0.14	47.4
9	R2	All MCs	19	0.0	19	0.0	0.139	5.7	LOS A	0.7	5.3	0.14	0.17	0.14	44.0
Approach			172	2.9	172	2.9	0.139	1.6	NA	0.7	5.3	0.14	0.17	0.14	46.5
West: Armrick Avenue (W)															
10	L2	All MCs	15	8.0	15	8.0	0.195	9.2	LOS A	0.7	5.1	0.58	0.99	0.58	33.9
11	T1	All MCs	49	13.0	49	13.0	0.195	12.7	LOS A	0.7	5.1	0.58	0.99	0.58	30.8
12	R2	All MCs	37	0.0	37	0.0	0.195	14.2	LOS A	0.7	5.1	0.58	0.99	0.58	35.5
Approach			101	7.5	101	7.5	0.195	12.7	LOS A	0.7	5.1	0.58	0.99	0.58	33.2
All Vehicles			834	4.2	834	4.2	0.328	4.6	NA	2.0	14.6	0.26	0.41	0.26	42.3

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [1--7] AM Design 2027 (Surf Parade / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

AM Base 2026
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Surf Parade (S)															
1	L2	All MCs	5	0.0	5	0.0	0.212	4.7	LOS A	1.1	8.3	0.16	0.18	0.16	44.8
2	T1	All MCs	185	1.0	185	1.0	0.212	0.2	LOS A	1.1	8.3	0.16	0.18	0.16	47.4
3	R2	All MCs	69	10.0	69	10.0	0.212	5.4	LOS A	1.1	8.3	0.16	0.18	0.16	43.1
Approach			260	3.4	260	3.4	0.212	1.7	NA	1.1	8.3	0.16	0.18	0.16	46.2
East: Armrick Avenue (E)															
4	L2	All MCs	124	5.0	124	5.0	0.198	8.3	LOS A	0.8	6.0	0.36	0.87	0.36	36.9
5	T1	All MCs	31	0.0	31	0.0	0.198	9.8	LOS A	0.8	6.0	0.36	0.87	0.36	34.5
6	R2	All MCs	29	17.0	29	17.0	0.198	12.7	LOS A	0.8	6.0	0.36	0.87	0.36	34.8
Approach			184	6.1	184	6.1	0.198	9.3	LOS A	0.8	6.0	0.36	0.87	0.36	36.2
North: Surf Parade (N)															
7	L2	All MCs	25	0.0	25	0.0	0.124	4.8	LOS A	0.7	4.7	0.14	0.16	0.14	43.5
8	T1	All MCs	115	4.0	115	4.0	0.124	0.2	LOS A	0.7	4.7	0.14	0.16	0.14	47.5
9	R2	All MCs	15	0.0	15	0.0	0.124	5.2	LOS A	0.7	4.7	0.14	0.16	0.14	44.1
Approach			155	3.0	155	3.0	0.124	1.4	NA	0.7	4.7	0.14	0.16	0.14	46.7
West: Armrick Avenue (W)															
10	L2	All MCs	14	8.0	14	8.0	0.090	8.6	LOS A	0.3	2.3	0.47	0.91	0.47	35.5
11	T1	All MCs	22	13.0	22	13.0	0.090	10.6	LOS A	0.3	2.3	0.47	0.91	0.47	32.5
12	R2	All MCs	23	0.0	23	0.0	0.090	11.9	LOS A	0.3	2.3	0.47	0.91	0.47	37.0
Approach			59	6.7	59	6.7	0.090	10.6	LOS A	0.3	2.3	0.47	0.91	0.47	35.1
All Vehicles			658	4.3	658	4.3	0.212	4.5	NA	1.1	8.3	0.24	0.44	0.24	42.3

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [1-8] PM Design 2027 (Surf Parade / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

AM Base 2026
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Surf Parade (S)															
1	L2	All MCs	16	0.0	16	0.0	0.295	4.7	LOS A	1.7	12.6	0.18	0.24	0.18	44.1
2	T1	All MCs	225	1.0	225	1.0	0.295	0.2	LOS A	1.7	12.6	0.18	0.24	0.18	46.7
3	R2	All MCs	131	10.0	131	10.0	0.295	5.4	LOS A	1.7	12.6	0.18	0.24	0.18	42.4
Approach			372	4.1	372	4.1	0.295	2.2	NA	1.7	12.6	0.18	0.24	0.18	45.1
East: Armrick Avenue (E)															
4	L2	All MCs	93	5.0	93	5.0	0.163	8.2	LOS A	0.6	4.7	0.36	0.87	0.36	36.5
5	T1	All MCs	23	0.0	23	0.0	0.163	10.7	LOS A	0.6	4.7	0.36	0.87	0.36	34.1
6	R2	All MCs	23	17.0	23	17.0	0.163	14.4	LOS A	0.6	4.7	0.36	0.87	0.36	34.4
Approach			139	6.2	139	6.2	0.163	9.7	LOS A	0.6	4.7	0.36	0.87	0.36	35.8
North: Surf Parade (N)															
7	L2	All MCs	28	0.0	28	0.0	0.111	4.8	LOS A	0.6	4.2	0.14	0.18	0.14	43.2
8	T1	All MCs	98	4.0	98	4.0	0.111	0.2	LOS A	0.6	4.2	0.14	0.18	0.14	47.2
9	R2	All MCs	15	0.0	15	0.0	0.111	5.4	LOS A	0.6	4.2	0.14	0.18	0.14	43.8
Approach			141	2.8	141	2.8	0.111	1.7	NA	0.6	4.2	0.14	0.18	0.14	46.2
West: Armrick Avenue (W)															
10	L2	All MCs	12	8.0	12	8.0	0.155	8.8	LOS A	0.5	4.1	0.54	0.97	0.54	34.6
11	T1	All MCs	47	13.0	47	13.0	0.155	11.9	LOS A	0.5	4.1	0.54	0.97	0.54	31.5
12	R2	All MCs	29	0.0	29	0.0	0.155	13.0	LOS A	0.5	4.1	0.54	0.97	0.54	36.2
Approach			88	8.0	88	8.0	0.155	11.8	LOS A	0.5	4.1	0.54	0.97	0.54	33.7
All Vehicles			740	4.7	740	4.7	0.295	4.7	NA	1.7	12.6	0.25	0.43	0.25	42.0

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: [1-9] AM Design 2037 (Surf Parade / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

AM Base 2026
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Surf Parade (S)															
1	L2	All MCs	7	0.0	7	0.0	0.266	4.7	LOS A	1.5	11.0	0.17	0.18	0.17	44.9
2	T1	All MCs	236	1.0	236	1.0	0.266	0.2	LOS A	1.5	11.0	0.17	0.18	0.17	47.4
3	R2	All MCs	79	10.0	79	10.0	0.266	5.6	LOS A	1.5	11.0	0.17	0.18	0.17	43.2
Approach			322	3.2	322	3.2	0.266	1.7	NA	1.5	11.0	0.17	0.18	0.17	46.4
East: Armrick Avenue (E)															
4	L2	All MCs	137	5.0	137	5.0	0.238	8.5	LOS A	1.0	7.3	0.42	0.87	0.42	36.4
5	T1	All MCs	34	0.0	34	0.0	0.238	10.9	LOS A	1.0	7.3	0.42	0.87	0.42	34.0
6	R2	All MCs	32	17.0	32	17.0	0.238	14.7	LOS B	1.0	7.3	0.42	0.87	0.42	34.3
Approach			202	6.0	202	6.0	0.238	9.9	LOS A	1.0	7.3	0.42	0.87	0.42	35.8
North: Surf Parade (N)															
7	L2	All MCs	29	0.0	29	0.0	0.157	4.8	LOS A	0.8	6.1	0.14	0.16	0.14	43.5
8	T1	All MCs	145	4.0	145	4.0	0.157	0.2	LOS A	0.8	6.1	0.14	0.16	0.14	47.5
9	R2	All MCs	19	0.0	19	0.0	0.157	5.5	LOS A	0.8	6.1	0.14	0.16	0.14	44.1
Approach			194	3.0	194	3.0	0.157	1.4	NA	0.8	6.1	0.14	0.16	0.14	46.7
West: Armrick Avenue (W)															
10	L2	All MCs	18	8.0	18	8.0	0.123	8.9	LOS A	0.4	3.2	0.53	0.95	0.53	34.6
11	T1	All MCs	24	13.0	24	13.0	0.123	11.8	LOS A	0.4	3.2	0.53	0.95	0.53	31.6
12	R2	All MCs	28	0.0	28	0.0	0.123	13.5	LOS A	0.4	3.2	0.53	0.95	0.53	36.2
Approach			71	6.5	71	6.5	0.123	11.7	LOS A	0.4	3.2	0.53	0.95	0.53	34.4
All Vehicles			788	4.2	788	4.2	0.266	4.6	NA	1.5	11.0	0.26	0.42	0.26	42.4

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: [1-10] PM Design 2037 (Surf Parade / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

AM Base 2026
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Surf Parade (S)															
1	L2	All MCs	21	0.0	21	0.0	0.365	4.7	LOS A	2.3	17.0	0.19	0.23	0.19	44.2
2	T1	All MCs	286	1.0	286	1.0	0.365	0.3	LOS A	2.3	17.0	0.19	0.23	0.19	46.7
3	R2	All MCs	145	10.0	145	10.0	0.365	5.7	LOS A	2.3	17.0	0.19	0.23	0.19	42.5
Approach			453	3.8	453	3.8	0.365	2.2	NA	2.3	17.0	0.19	0.23	0.19	45.3
East: Armrick Avenue (E)															
4	L2	All MCs	113	5.0	113	5.0	0.224	8.4	LOS A	0.9	6.7	0.43	0.86	0.43	35.8
5	T1	All MCs	28	0.0	28	0.0	0.224	12.4	LOS A	0.9	6.7	0.43	0.86	0.43	33.4
6	R2	All MCs	28	17.0	28	17.0	0.224	17.4	LOS B	0.9	6.7	0.43	0.86	0.43	33.7
Approach			169	6.2	169	6.2	0.224	10.6	LOS A	0.9	6.7	0.43	0.86	0.43	35.1
North: Surf Parade (N)															
7	L2	All MCs	32	0.0	32	0.0	0.141	4.9	LOS A	0.8	5.4	0.14	0.18	0.14	43.3
8	T1	All MCs	125	4.0	125	4.0	0.141	0.2	LOS A	0.8	5.4	0.14	0.18	0.14	47.3
9	R2	All MCs	19	0.0	19	0.0	0.141	5.8	LOS A	0.8	5.4	0.14	0.18	0.14	43.9
Approach			176	2.9	176	2.9	0.141	1.6	NA	0.8	5.4	0.14	0.18	0.14	46.4
West: Armrick Avenue (W)															
10	L2	All MCs	15	8.0	15	8.0	0.216	9.3	LOS A	0.8	5.7	0.60	1.01	0.62	33.2
11	T1	All MCs	51	13.0	51	13.0	0.216	13.7	LOS A	0.8	5.7	0.60	1.01	0.62	30.1
12	R2	All MCs	37	0.0	37	0.0	0.216	15.5	LOS B	0.8	5.7	0.60	1.01	0.62	34.8
Approach			102	7.6	102	7.6	0.216	13.7	LOS A	0.8	5.7	0.60	1.01	0.62	32.4
All Vehicles			900	4.5	900	4.5	0.365	5.0	NA	2.3	17.0	0.28	0.42	0.28	41.8

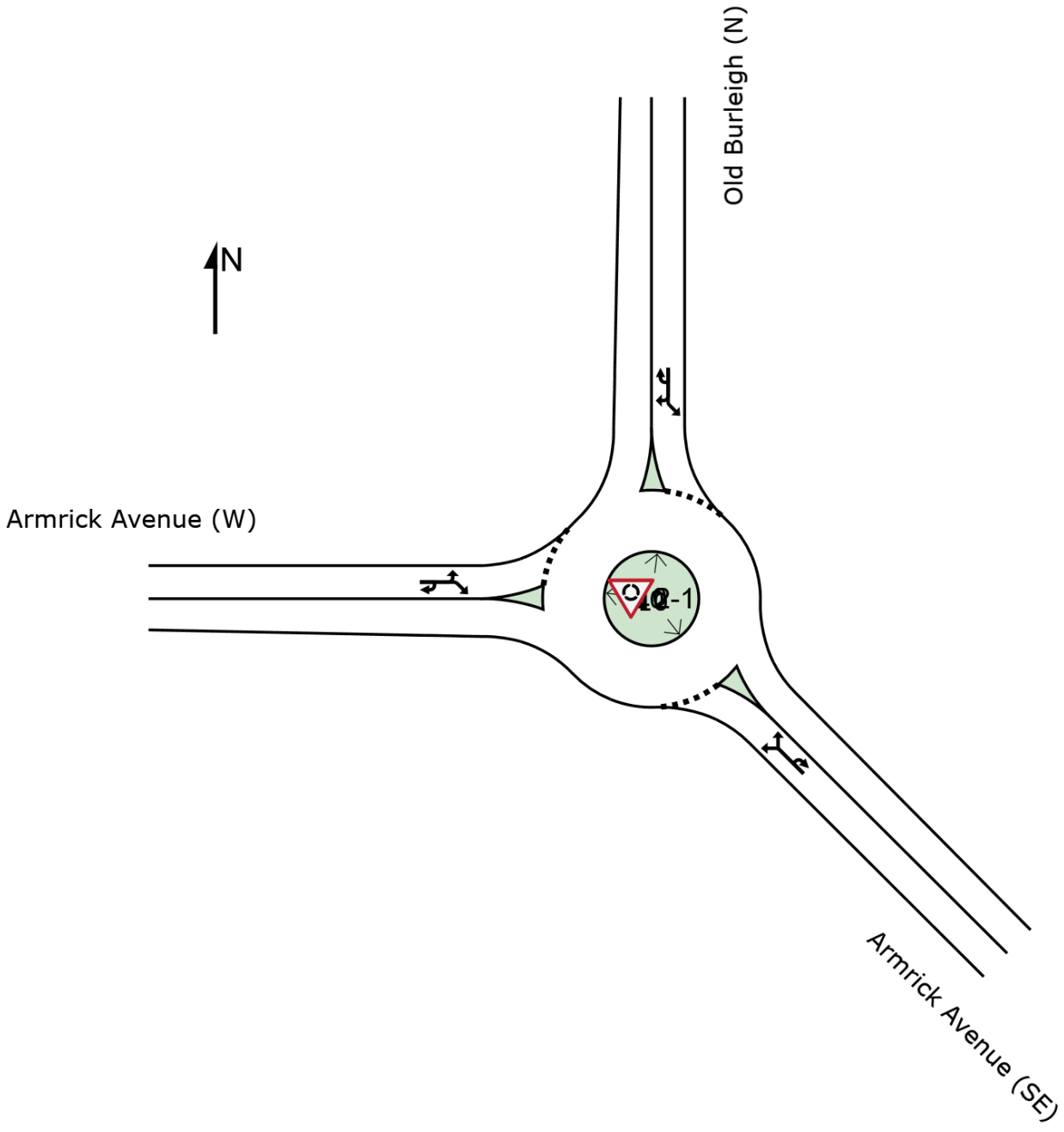
Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

Site: [2-1] AM Base 2026 (2. Old Burleigh / Armrick Avenue)

Am Base 2026
Roundabout
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: [2-1] AM Base 2026 (2. Old Burleigh / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

Am Base 2026
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Armrick Avenue (SE)															
4	L1	All MCs	21	5.0	21	5.0	0.262	4.7	LOS A	1.7	12.4	0.23	0.58	0.23	47.7
5	R1	All MCs	305	3.0	305	3.0	0.262	7.5	LOS A	1.7	12.4	0.23	0.58	0.23	50.9
6	U	All MCs	13	0.0	13	0.0	0.262	9.9	LOS A	1.7	12.4	0.23	0.58	0.23	51.0
Approach			339	3.0	339	3.0	0.262	7.4	LOS A	1.7	12.4	0.23	0.58	0.23	50.8
North: Old Burleigh (N)															
1	L1	All MCs	193	4.0	193	4.0	0.193	4.6	LOS A	1.2	8.9	0.18	0.51	0.18	53.1
2	R2	All MCs	40	3.0	40	3.0	0.193	8.2	LOS A	1.2	8.9	0.18	0.51	0.18	48.8
3	U	All MCs	8	13.0	8	13.0	0.193	10.0	LOS A	1.2	8.9	0.18	0.51	0.18	52.0
Approach			241	4.1	241	4.1	0.193	5.4	LOS A	1.2	8.9	0.18	0.51	0.18	52.6
West: Armrick Avenue (W)															
7	L2	All MCs	23	9.0	23	9.0	0.057	7.3	LOS A	0.3	2.3	0.53	0.65	0.53	46.3
8	R1	All MCs	18	12.0	18	12.0	0.057	10.0	LOS A	0.3	2.3	0.53	0.65	0.53	45.6
9	U	All MCs	1	100.0	1	100.0	0.057	15.1	LOS B	0.3	2.3	0.53	0.65	0.53	21.2
Approach			42	12.5	42	12.5	0.057	8.7	LOS A	0.3	2.3	0.53	0.65	0.53	45.4
All Vehicles			622	4.1	622	4.1	0.262	6.7	LOS A	1.7	12.4	0.23	0.56	0.23	51.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [2-2] PM Base 2026 (2. Old Burleigh / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

Am Base 2026
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Armrick Avenue (SE)															
4	L1	All MCs	8	0.0	8	0.0	0.236	4.9	LOS A	1.5	10.7	0.30	0.59	0.30	47.5
5	R1	All MCs	246	2.0	246	2.0	0.236	7.8	LOS A	1.5	10.7	0.30	0.59	0.30	50.6
6	U	All MCs	26	0.0	26	0.0	0.236	10.2	LOS B	1.5	10.7	0.30	0.59	0.30	50.7
Approach			281	1.8	281	1.8	0.236	7.9	LOS A	1.5	10.7	0.30	0.59	0.30	50.6
North: Old Burleigh (N)															
1	L1	All MCs	249	3.0	249	3.0	0.273	4.7	LOS A	1.8	13.1	0.25	0.51	0.25	52.8
2	R2	All MCs	78	0.0	78	0.0	0.273	8.3	LOS A	1.8	13.1	0.25	0.51	0.25	48.5
3	U	All MCs	6	0.0	6	0.0	0.273	10.0	LOS A	1.8	13.1	0.25	0.51	0.25	52.2
Approach			334	2.2	334	2.2	0.273	5.7	LOS A	1.8	13.1	0.25	0.51	0.25	52.1
West: Armrick Avenue (W)															
7	L2	All MCs	49	4.0	49	4.0	0.092	6.9	LOS A	0.5	3.6	0.51	0.63	0.51	47.2
8	R1	All MCs	25	0.0	25	0.0	0.092	9.3	LOS A	0.5	3.6	0.51	0.63	0.51	47.0
9	U	All MCs	1	0.0	1	0.0	0.092	11.7	LOS B	0.5	3.6	0.51	0.63	0.51	24.0
Approach			76	2.6	76	2.6	0.092	7.7	LOS A	0.5	3.6	0.51	0.63	0.51	46.9
All Vehicles			691	2.1	691	2.1	0.273	6.8	LOS A	1.8	13.1	0.30	0.56	0.30	51.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [2-3] AM Base 2027 (2. Old Burleigh / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

Am Base 2026
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Armrick Avenue (SE)															
4	L1	All MCs	23	5.0	23	5.0	0.273	4.8	LOS A	1.8	13.1	0.25	0.58	0.25	47.6
5	R1	All MCs	313	3.0	313	3.0	0.273	7.6	LOS A	1.8	13.1	0.25	0.58	0.25	50.9
6	U	All MCs	13	0.0	13	0.0	0.273	9.9	LOS A	1.8	13.1	0.25	0.58	0.25	51.0
Approach			348	3.0	348	3.0	0.273	7.5	LOS A	1.8	13.1	0.25	0.58	0.25	50.7
North: Old Burleigh (N)															
1	L1	All MCs	197	4.0	197	4.0	0.204	4.6	LOS A	1.3	9.6	0.20	0.51	0.20	53.0
2	R2	All MCs	45	3.0	45	3.0	0.204	8.2	LOS A	1.3	9.6	0.20	0.51	0.20	48.6
3	U	All MCs	8	13.0	8	13.0	0.204	10.0	LOS B	1.3	9.6	0.20	0.51	0.20	51.9
Approach			251	4.1	251	4.1	0.204	5.5	LOS A	1.3	9.6	0.20	0.51	0.20	52.4
West: Armrick Avenue (W)															
7	L2	All MCs	42	9.0	42	9.0	0.092	7.5	LOS A	0.5	3.7	0.55	0.65	0.55	46.3
8	R1	All MCs	24	12.0	24	12.0	0.092	10.1	LOS B	0.5	3.7	0.55	0.65	0.55	45.7
9	U	All MCs	1	100.0	1	100.0	0.092	15.4	LOS B	0.5	3.7	0.55	0.65	0.55	21.2
Approach			67	11.5	67	11.5	0.092	8.6	LOS A	0.5	3.7	0.55	0.65	0.55	45.7
All Vehicles			666	4.3	666	4.3	0.273	6.8	LOS A	1.8	13.1	0.26	0.56	0.26	51.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [2-4] PM Base 2027 (2. Old Burleigh / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

Am Base 2026
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Armrick Avenue (SE)															
4	L1	All MCs	31	0.0	31	0.0	0.246	5.1	LOS A	1.6	11.1	0.34	0.58	0.34	47.8
5	R1	All MCs	253	2.0	253	2.0	0.246	7.9	LOS A	1.6	11.1	0.34	0.58	0.34	50.8
6	U	All MCs	1	0.0	1	0.0	0.246	10.3	LOS B	1.6	11.1	0.34	0.58	0.34	50.9
Approach			284	1.8	284	1.8	0.246	7.6	LOS A	1.6	11.1	0.34	0.58	0.34	50.6
North: Old Burleigh (N)															
1	L1	All MCs	256	3.0	256	3.0	0.272	4.6	LOS A	2.0	14.0	0.19	0.52	0.19	52.9
2	R2	All MCs	94	0.0	94	0.0	0.272	8.1	LOS A	2.0	14.0	0.19	0.52	0.19	48.7
3	U	All MCs	6	0.0	6	0.0	0.272	9.8	LOS A	2.0	14.0	0.19	0.52	0.19	52.3
Approach			356	2.2	356	2.2	0.272	5.6	LOS A	2.0	14.0	0.19	0.52	0.19	52.1
West: Armrick Avenue (W)															
7	L2	All MCs	54	4.0	54	4.0	0.101	6.7	LOS A	0.5	3.9	0.50	0.62	0.50	47.3
8	R1	All MCs	27	0.0	27	0.0	0.101	9.2	LOS A	0.5	3.9	0.50	0.62	0.50	47.0
9	U	All MCs	3	0.0	3	0.0	0.101	11.6	LOS B	0.5	3.9	0.50	0.62	0.50	24.1
Approach			84	2.6	84	2.6	0.101	7.7	LOS A	0.5	3.9	0.50	0.62	0.50	46.5
All Vehicles			724	2.1	724	2.1	0.272	6.6	LOS A	2.0	14.0	0.28	0.55	0.28	51.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [2-5] AM Base 2037 (2. Old Burleigh / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

Am Base 2026
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Armrick Avenue (SE)															
4	L1	All MCs	29	5.0	29	5.0	0.353	4.9	LOS A	2.6	18.6	0.31	0.57	0.31	47.4
5	R1	All MCs	398	3.0	398	3.0	0.353	7.7	LOS A	2.6	18.6	0.31	0.57	0.31	50.7
6	U	All MCs	17	0.0	17	0.0	0.353	10.1	LOS B	2.6	18.6	0.31	0.57	0.31	50.8
Approach			444	3.0	444	3.0	0.353	7.6	LOS A	2.6	18.6	0.31	0.57	0.31	50.6
North: Old Burleigh (N)															
1	L1	All MCs	251	4.0	251	4.0	0.262	4.7	LOS A	1.8	13.1	0.25	0.50	0.25	52.9
2	R2	All MCs	57	3.0	57	3.0	0.262	8.3	LOS A	1.8	13.1	0.25	0.50	0.25	48.5
3	U	All MCs	11	13.0	11	13.0	0.262	10.1	LOS B	1.8	13.1	0.25	0.50	0.25	51.8
Approach			318	4.1	318	4.1	0.262	5.6	LOS A	1.8	13.1	0.25	0.50	0.25	52.3
West: Armrick Avenue (W)															
7	L2	All MCs	48	9.0	48	9.0	0.119	8.5	LOS A	0.6	4.9	0.62	0.69	0.62	45.4
8	R1	All MCs	29	12.0	29	12.0	0.119	11.1	LOS B	0.6	4.9	0.62	0.69	0.62	44.8
9	U	All MCs	1	100.0	1	100.0	0.119	17.2	LOS B	0.6	4.9	0.62	0.69	0.62	20.7
Approach			79	11.3	79	11.3	0.119	9.6	LOS A	0.6	4.9	0.62	0.69	0.62	44.9
All Vehicles			841	4.2	841	4.2	0.353	7.0	LOS A	2.6	18.6	0.31	0.56	0.31	50.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [2-6] PM Base 2037 (2. Old Burleigh / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

Am Base 2026
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Armrick Avenue (SE)															
4	L1	All MCs	38	0.0	38	0.0	0.320	5.3	LOS A	2.2	15.5	0.40	0.59	0.40	47.5
5	R1	All MCs	321	2.0	321	2.0	0.320	8.2	LOS A	2.2	15.5	0.40	0.59	0.40	50.7
6	U	All MCs	1	0.0	1	0.0	0.320	10.6	LOS B	2.2	15.5	0.40	0.59	0.40	50.7
Approach			360	1.8	360	1.8	0.320	7.9	LOS A	2.2	15.5	0.40	0.59	0.40	50.4
North: Old Burleigh (N)															
1	L1	All MCs	325	3.0	325	3.0	0.345	4.6	LOS A	2.8	19.7	0.24	0.51	0.24	52.8
2	R2	All MCs	115	0.0	115	0.0	0.345	8.2	LOS A	2.8	19.7	0.24	0.51	0.24	48.5
3	U	All MCs	8	0.0	8	0.0	0.345	9.9	LOS A	2.8	19.7	0.24	0.51	0.24	52.2
Approach			448	2.2	448	2.2	0.345	5.7	LOS A	2.8	19.7	0.24	0.51	0.24	52.0
West: Armrick Avenue (W)															
7	L2	All MCs	67	4.0	67	4.0	0.136	7.4	LOS A	0.8	5.5	0.57	0.65	0.57	46.6
8	R1	All MCs	34	0.0	34	0.0	0.136	9.8	LOS A	0.8	5.5	0.57	0.65	0.57	46.4
9	U	All MCs	4	0.0	4	0.0	0.136	12.3	LOS B	0.8	5.5	0.57	0.65	0.57	23.7
Approach			105	2.6	105	2.6	0.136	8.4	LOS A	0.8	5.5	0.57	0.65	0.57	45.8
All Vehicles			914	2.1	914	2.1	0.345	6.9	LOS A	2.8	19.7	0.34	0.56	0.34	50.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [2-7] AM Design 2027 (2. Old Burleigh / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

Am Base 2026
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Armrick Avenue (SE)															
4	L1	All MCs	25	5.0	25	5.0	0.283	4.9	LOS A	1.9	13.7	0.28	0.58	0.28	47.5
5	R1	All MCs	315	3.0	315	3.0	0.283	7.6	LOS A	1.9	13.7	0.28	0.58	0.28	50.8
6	U	All MCs	13	0.0	13	0.0	0.283	10.0	LOS B	1.9	13.7	0.28	0.58	0.28	50.9
Approach			353	3.0	353	3.0	0.283	7.5	LOS A	1.9	13.7	0.28	0.58	0.28	50.7
North: Old Burleigh (N)															
1	L1	All MCs	201	4.0	201	4.0	0.218	4.7	LOS A	1.4	10.4	0.22	0.51	0.22	52.9
2	R2	All MCs	56	3.0	56	3.0	0.218	8.3	LOS A	1.4	10.4	0.22	0.51	0.22	48.5
3	U	All MCs	8	13.0	8	13.0	0.218	10.1	LOS B	1.4	10.4	0.22	0.51	0.22	51.8
Approach			265	4.1	265	4.1	0.218	5.6	LOS A	1.4	10.4	0.22	0.51	0.22	52.2
West: Armrick Avenue (W)															
7	L2	All MCs	51	9.0	51	9.0	0.109	7.6	LOS A	0.6	4.5	0.56	0.65	0.56	46.3
8	R1	All MCs	28	12.0	28	12.0	0.109	10.2	LOS B	0.6	4.5	0.56	0.65	0.56	45.6
9	U	All MCs	1	100.0	1	100.0	0.109	15.5	LOS B	0.6	4.5	0.56	0.65	0.56	21.1
Approach			80	11.3	80	11.3	0.109	8.6	LOS A	0.6	4.5	0.56	0.65	0.56	45.8
All Vehicles			698	4.4	698	4.4	0.283	6.9	LOS A	1.9	13.7	0.29	0.56	0.29	50.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [2-8] PM Design 2027 (2. Old Burleigh / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

Am Base 2026
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Armrick Avenue (SE)															
4	L1	All MCs	33	0.0	33	0.0	0.251	5.1	LOS A	1.6	11.3	0.34	0.58	0.34	47.7
5	R1	All MCs	255	2.0	255	2.0	0.251	8.0	LOS A	1.6	11.3	0.34	0.58	0.34	50.8
6	U	All MCs	1	0.0	1	0.0	0.251	10.4	LOS B	1.6	11.3	0.34	0.58	0.34	50.9
Approach			288	1.8	288	1.8	0.251	7.6	LOS A	1.6	11.3	0.34	0.58	0.34	50.6
North: Old Burleigh (N)															
1	L1	All MCs	257	3.0	257	3.0	0.277	4.6	LOS A	2.0	14.4	0.20	0.52	0.20	52.9
2	R2	All MCs	98	0.0	98	0.0	0.277	8.2	LOS A	2.0	14.4	0.20	0.52	0.20	48.6
3	U	All MCs	6	0.0	6	0.0	0.277	9.8	LOS A	2.0	14.4	0.20	0.52	0.20	52.3
Approach			361	2.1	361	2.1	0.277	5.6	LOS A	2.0	14.4	0.20	0.52	0.20	52.0
West: Armrick Avenue (W)															
7	L2	All MCs	62	4.0	62	4.0	0.112	6.8	LOS A	0.6	4.4	0.50	0.62	0.50	47.3
8	R1	All MCs	28	0.0	28	0.0	0.112	9.2	LOS A	0.6	4.4	0.50	0.62	0.50	47.0
9	U	All MCs	3	0.0	3	0.0	0.112	11.7	LOS B	0.6	4.4	0.50	0.62	0.50	24.1
Approach			94	2.7	94	2.7	0.112	7.7	LOS A	0.6	4.4	0.50	0.62	0.50	46.6
All Vehicles			743	2.1	743	2.1	0.277	6.7	LOS A	2.0	14.4	0.29	0.56	0.29	50.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [2-9] AM Design 2037 (2. Old Burleigh / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

Am Base 2026
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Armrick Avenue (SE)															
4	L1	All MCs	32	5.0	32	5.0	0.363	5.0	LOS A	2.7	19.3	0.33	0.57	0.33	47.3
5	R1	All MCs	400	3.0	400	3.0	0.363	7.8	LOS A	2.7	19.3	0.33	0.57	0.33	50.7
6	U	All MCs	17	0.0	17	0.0	0.363	10.2	LOS B	2.7	19.3	0.33	0.57	0.33	50.8
Approach			448	3.0	448	3.0	0.363	7.7	LOS A	2.7	19.3	0.33	0.57	0.33	50.5
North: Old Burleigh (N)															
1	L1	All MCs	255	4.0	255	4.0	0.276	4.8	LOS A	1.9	14.1	0.26	0.51	0.26	52.8
2	R2	All MCs	66	3.0	66	3.0	0.276	8.4	LOS A	1.9	14.1	0.26	0.51	0.26	48.3
3	U	All MCs	11	13.0	11	13.0	0.276	10.2	LOS B	1.9	14.1	0.26	0.51	0.26	51.7
Approach			332	4.1	332	4.1	0.276	5.7	LOS A	1.9	14.1	0.26	0.51	0.26	52.1
West: Armrick Avenue (W)															
7	L2	All MCs	57	9.0	57	9.0	0.139	8.5	LOS A	0.8	5.8	0.63	0.69	0.63	45.4
8	R1	All MCs	34	12.0	34	12.0	0.139	11.2	LOS B	0.8	5.8	0.63	0.69	0.63	44.7
9	U	All MCs	1	100.0	1	100.0	0.139	17.4	LOS B	0.8	5.8	0.63	0.69	0.63	20.7
Approach			92	11.1	92	11.1	0.139	9.6	LOS A	0.8	5.8	0.63	0.69	0.63	44.9
All Vehicles			872	4.3	872	4.3	0.363	7.1	LOS A	2.7	19.3	0.34	0.56	0.34	50.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [2-10] PM Design 2037 (2. Old Burleigh / Armrick Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9

Am Base 2026
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Armrick Avenue (SE)															
4	L1	All MCs	40	0.0	40	0.0	0.326	5.4	LOS A	2.2	15.9	0.41	0.59	0.41	47.5
5	R1	All MCs	323	2.0	323	2.0	0.326	8.2	LOS A	2.2	15.9	0.41	0.59	0.41	50.6
6	U	All MCs	1	0.0	1	0.0	0.326	10.6	LOS B	2.2	15.9	0.41	0.59	0.41	50.7
Approach			364	1.8	364	1.8	0.326	7.9	LOS A	2.2	15.9	0.41	0.59	0.41	50.4
North: Old Burleigh (N)															
1	L1	All MCs	326	3.0	326	3.0	0.351	4.7	LOS A	2.8	20.2	0.24	0.51	0.24	52.8
2	R2	All MCs	120	0.0	120	0.0	0.351	8.2	LOS A	2.8	20.2	0.24	0.51	0.24	48.4
3	U	All MCs	8	0.0	8	0.0	0.351	9.9	LOS A	2.8	20.2	0.24	0.51	0.24	52.1
Approach			455	2.2	455	2.2	0.351	5.7	LOS A	2.8	20.2	0.24	0.51	0.24	51.9
West: Armrick Avenue (W)															
7	L2	All MCs	76	4.0	76	4.0	0.149	7.5	LOS A	0.8	6.1	0.57	0.65	0.57	46.6
8	R1	All MCs	35	0.0	35	0.0	0.149	9.9	LOS A	0.8	6.1	0.57	0.65	0.57	46.4
9	U	All MCs	4	0.0	4	0.0	0.149	12.3	LOS B	0.8	6.1	0.57	0.65	0.57	23.7
Approach			115	2.6	115	2.6	0.149	8.4	LOS A	0.8	6.1	0.57	0.65	0.57	45.9
All Vehicles			934	2.1	934	2.1	0.351	6.9	LOS A	2.8	20.2	0.35	0.56	0.35	50.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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