

Date: 15 December 2021  
Contact: Alex GLASSINGTON  
Location: City Development  
Telephone: 07 5582 8866  
Your reference: P0034524  
Our reference: MCU/2021/603

Bam Property Group (Australia) Pty Ltd Atf Fmf  
C/- Urbis Pty Ltd  
LEVEL 2, 64 Marine Parade  
SOUTHPORT QLD 4215

Dear Sir/Madam

### Information Request

I refer to the development application lodged by:  
Bam Property Group (Australia) Pty Ltd Atf Fmf

in relation to development of land/premises described as:

Lot 0 BUP104138, Lot 70 B8383, Lot 1 BUP104138, Lot 2 BUP104138, Lot 3 BUP104138, Lot 4 BUP104138, Lot 5 BUP104138 – 99 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.

## INFORMATION REQUEST

### Planning Assessment

#### 1. Additional information required to substantiate proposal

In order to support the proposal, specifically the setbacks and tower separation, City Officers consider additional/amended supporting information is required.

The applicant is requested to:

- a. Portray tower separation on a revised context plan (31 of 135) that aligns with the outermost projection (to be shown hatched) and façade (to be shown in a solid line) of the proposal. The reason this is sought is due to the submitted tower separation plan (page 31 of 135) within the Architectural plan package identifying that the entire tower is setback 7.2m from the western property boundary. This does not appear to align with the floor plates submitted within the same plan package.
- b. Include the floor plans of the existing development to the north and recently approved development to the west to assist officers in further appreciating the associated amenity impacts with the proposed setbacks. Please note that some plans (i.e. DA1.04) appear to show the western approved development as being setback with little to no setbacks to its eastern boundary (adjoining this site). That is not the case.
- c. Provide perspectives of the proposal in the current context (including surrounding established developments) in addition to perspectives which outline the tower mass for the approved tower to the west.

#### 2. Protection of amenity (headlights from ramps)

The degree of openness to the podium circulation is acknowledged. While it appears that the design of the podium façade has taken into consideration the specialist acoustic recommendations (1m high parapet above finished carpark level), another important element of amenity protection is the impact of headlights into nearby development. City Officers are concerned that the circulation ramps have the potential to promote direct headlight projection into habitable areas of the existing development immediately north as cars traverse up the ramps into the podium levels. To satisfy the requirements of Performance outcome PO2 of the General development provisions code, the applicant is requested to:

- a. Provide a podium ramp specific cross section inclusive of a headlight trajectory for vehicles. The plan is to include the location of adjacent habitable rooms and include any measures required to mitigate vehicle headlight impacts.
- b. Provide a north-south cross section through car parking spaces 116 and 117 to demonstrate that the height of the wall will appropriately mitigate headlight impacts on nearby habitable rooms of adjacent properties.

#### 3. Shadow diagrams

The quality of the shadow diagrams is acknowledged and go along way in explaining the shadow analysis for the proposal. Notwithstanding, there are points of clarification, as follows:

- The plans demonstrate shadows during the summer / winter solstice and spring equinox only. Performance outcome PO8 of the General development provisions code requires that shadow is assessed for all periods provided, though also the Autumn equinox. While it is expected that it will be similarly aligned with the Spring equinox, City Officers require all periods to be documented.
- It is assumed that Figure 4 of the shadow diagrams (Axonometric view) represents the amalgamation of all documented time periods (9am, 12pm and 3pm). The shadows documented in figure 4 however appear different to how they have been portrayed within figure 1 (9am), 2 (12pm) and 3 (3pm) of each plan.

- To assist in demonstrating the extent at which the application is required to be assessed against Performance outcome PO8, Officers consider shadow diagrams pertaining to Acceptable outcome AO8.1, AO8.2 and AO8.4 imperative.

The applicant is requested to:

- a. Provide a shadow analysis for the Autumn equinox period;
- b. Review figure 4 of all shadow diagrams and align the shadow cast to those shown on figure 1, 2 and 3 on the same plans; and
- c. Provide a separate shadow diagram pertaining to Acceptable outcome AO8.1 (shadow width ratio of proposal), AO8.2 (southern shadow) and AO8.4 (beach shadow).

#### Office of Architecture and heritage

#### 4. Building dominance, bulk and setbacks:

The provisions in the Light rail urban renewal area overlay code, zone and development codes outline opportunities for development to have a more intense outcome however equally important is to retain desirable elements of the neighbourhood character, scale, amenity, and provide high quality urban design and interfaces to streets, neighbours and the public realm. The following concerns are raised with respect to both the podium and tower:

##### **Podium:**

The proposed podium has a large footprint with limited setbacks to the north boundary shown at 1.4 metres, and to the west boundary shown at 1.4 metres and 2 metres. These alternative setbacks result in a dominant built form with adverse amenity impacts to the adjoining neighbours. The alternative setbacks also provide little opportunity for large landscape buffers or high quality, deep tree planting at the important private realm interfaces.

The podium form and façades have insufficient modulation and articulation, especially to the important street frontages to Old Burleigh Road and Armrick Ave, that result in a stark and austere appearance and a very flat singular wall planes. The selection of natural stone wall cladding and vertical batten screens does not provide a sufficient mix of materiality that enables officers to satisfy that the podium is an attractive, engaging ground plane that enhances the pedestrian experience.

##### **Tower (West):**

The lower portions of the tower form does not achieve appropriate setbacks or separation distances to adjoining future development (as approved) to the west for privacy, amenity and sense of openness. The impact leads to an undesirable local development pattern and results in a reduced character and amenity of the area as required by the City Plan.

The applicant is requested to:

- a. Increase the setbacks to the north and west. These increased setbacks and deep planting to the north and west are important to soften the built form and provide amenity and privacy to adjoining residential neighbours. These also reinforce the local landscape character;
- b. Introduce additional architectural features and materials to achieve a more layered composition with a series of primary and secondary elements for fine grain detailing and human scale;
- c. Provide high quality podium specific perspectives from all orientations; and
- d. Levels 4 to 22: Increase the tower setback to the west boundary by removing the landscape planter box.

## 5. Additional drawing information

The applicant is requested to provide the following to assist in the review of all architectural features:

- a. For each screen type i.e. podium vs tower, please provide annotations indicating the type of screens, the proposed size of members and nominal spacing. For the screening to the mechanical plant equipment, please consider a dual layer screen to ensure the equipment is fully screened from public view.
- b. Identify all building materials in the Materials and colour palette, such as the engineered timber soffits.

## Transport Assessment

### 6. Traffic impacts

The development proposal triggers a requirement to submit a Traffic Impact Assessment in accordance with the criteria of Acceptable outcome AO20 of the Transport code as vehicular access is proposed in proximity to a roundabout.

In addition, the proposed residential density exceeds the RD8 designation prescribed by Performance outcome PO4 of the High density residential zone code. On this basis, the applicant is required to demonstrate that there is capacity available within existing transport infrastructure to support the development, to assist in addressing Overall outcome OO2(b)(iii) of the zone code.

The TIA submitted with the development application identifies development trip generation, however, does not include an assessment of development traffic impacts or road network capacity. In order to address AO20 of the Transport code, and to assist in addressing OO2(b)(iii) of the High density residential zone code, a revised TIA is required, including:

- a. Revised calculation of development trip generation for Multiple dwellings based on the number of car parking spaces proposed (rather than the number of dwellings) given the significant over-supply of residential car parking proposed. Trip generation is also to be based on the adoption of 'Regional Average' rates from the NSW Roads and Maritime Services *Technical Direction TDT 2013/04a*.
- b. Identification of development trip generation (both residential and non-residential uses) for AM and PM peak hours, and daily scenarios.
- c. Demonstration of the likely distribution of peak hour and daily development traffic on the road network.
- d. SIDRA assessment of intersections within the development's 'area of influence' (determined by development trip distributions). Intersection performance is to be assessed for 'year of opening' and '10 years from commencement of use' scenarios, both without and with development traffic.
- e. Demonstration that roads within the 'area of influence' of development traffic have capacity to accommodate development-generated traffic, including:
  - i. Identification of (current) traffic volumes on the relevant roads (traffic surveys);
  - ii. Identification of road capacities, based on Council's *Land Development Guidelines* for the relevant road typologies.

It is reiterated that the above information is required in order to address both AO20 of the Transport code and OO2(b)(iii) of the zone code, given that the proposed development exceeds the prescribed residential density.

### 7. Total Use Area – Food and drink outlet

The Total Use Area (TUA) for the proposed Food and drink outlet has not been correctly calculated. In accordance with *Schedule 1 – Definitions* of City Plan, TUA includes:

*“The sum of all the areas (exclusive of all walls and columns) of all storeys of a building which are used or intended for use for a particular purpose, plus any other area of a site which is used, or intended to be used, for the same purpose which are likely to generate car parking demand.”*

On this basis, the TUA for the proposed Food and drink outlet must include both the enclosed area of the tenancy and outdoor dining areas. To demonstrate consistency with City Plan requirements, the applicant is requested to:

- i. Identify the TUA of the Food and drink outlet consistent with the City Plan definition; and clearly identify all areas included as part of the TUA on revised drawings.
- ii. Based on the revised TUA, identify car parking requirements for the Food and drink outlet to comply with AO1 of the Transport code; and
- iii. Based on the revised TUA, identify bicycle parking requirements for the Food and drink outlet (staff and visitors) to comply with AO10.1 of the Transport code.

Any alternate outcomes are to be assessed against the relevant Performance outcomes of the Transport code.

## **8. Ramp design and vehicle circulation**

Acceptable outcome AO25.1 of the Transport code requires all car parking facilities to be designed in accordance with Australian Standards AS2890.1:2004 *Parking facilities – Part 1: Off-street car parking*. Swept paths show deficiencies with respect to vehicle circulation and clearances through car parking levels. Further information is required in order to demonstrate compliance with AS2890.1, including:

### **a. Ramp design**

Curved ramps are proposed to provide access to basement and podium parking levels. Full dimensions are to be provided on development drawings to demonstrate that the ramps meet the specific ‘curved ramp’ design criteria in accordance with Clause 2.5.2(b) of AS2890.1. Drawings are to identify all critical dimensions, including ramp widths, inner and outer radii, inner and outer clearances, etc.

### **b. Vehicle circulation**

To demonstrate compliant design of car parking facilities, vehicle circulation clearances must be provided as follows:

#### **i. Intersections of parking aisles / circulation roadways and ramps**

In accordance with Clauses 2.5.2(c) and B3.2 of AS2890.1, vehicle clearances at the intersections of parking aisles (or circulation roadways) and ramps must be provided as follows:

- 600 mm clearance to the outside of swept paths
- 300 mm clearance to the inside of swept paths

Revised swept paths are to be provided to demonstrate that opposing vehicles (B85 and B99) can pass at all intersections, maintaining the required clearances, in order to demonstrate compliance with AS2890.1.

Of note, swept paths show conflict between vehicles and vertical obstructions (walls, columns, parked cars, bollards and pedestrian areas) within basement and podium levels, with non-compliant circulation clearances applied; this highlights the need for modifications to the proposed geometry in order to achieve compliant vehicle circulation, in accordance with the requirements of AS2890.1.

#### **ii. Curved ramps**

In accordance with Clause 2.5.2(b) and Figure 2.9 of AS2890.1, vehicle clearances on curved ramps must be provided as follows:

- 500 mm outer clearance
- 600 mm clearance between paths (opposing vehicles)

Revised swept paths are to be provided to demonstrate that compliant vehicle circulation is achieved on curved ramps, in accordance with the requirements of AS2890.1.

iii. Ground level to basement and podium access

Revised and additional swept paths, demonstrating the above circulation clearance requirements, are also required at the following locations:

- Vehicle circulation between Armrick Avenue and the level 1 ramp (i.e. ground level) – the submitted swept path shows that an exiting vehicle does not maintain clearances to the column at the base of the podium ramp, at ground floor – it appears that the geometry of the driveway / parking aisle and ramp may require modification to achieve compliant circulation and clearances.
- Vehicle circulation between Old Burleigh Road and the basement 1 ramp (i.e. ground level) – a swept path has not been provided to show this movement. A swept path showing two-way circulation between Old Burleigh Road and the basement ramp is critical given the weaving manoeuvre required based on the proposed geometry, and the sharp corner proposed within the curved ramp at the location of the fire stairs (it appears that modifications to driveway and ramp geometry will be required to demonstrate compliant circulation).

Swept paths are to be prepared using AutoTURN, or a similar specialised software package. The speed used to model vehicle movements are to be clearly identified on swept paths.

iv. Single-lane, two-way aisle (podium level 1)

Development drawings identify a 'waiting zone' in level 1 where the aisle width narrows to single-lane (two-way). The proposed location of the 'waiting zone' is not supported as it does not allow opposing vehicle to pass.

Any proposal for circulation / parking aisles to be restricted to a single direction of travel at a time must be supported by appropriate information to demonstrate that the arrangement will be functional, efficient and safe, including:

- Identification of an appropriate 'waiting zone' (yield point), supported by swept paths demonstrating the ability for opposing vehicles to pass at this location;
- Identification of the method of control for the yield point (signals, etc), supported by a signal management plan, if necessary;
- Queuing assessment.

Further, it appears that swept paths included in the TIA attempt to demonstrate that two-way circulation can occur at this location, despite the reduced aisle width; however, the swept paths do not support two-way circulation as:

- Vehicle clearances are not maintained (to opposing vehicles, to car parking spaces, to columns and, importantly, to the pedestrian accessway in front of the lifts); and
- The 'turn from stop' function is used.

The swept paths highlight that the constrained aisle width is not suitable for two-way circulation, and that management measures (as outlined above) must be adopted to control vehicle movements in podium level 1.

Alternatively, two-way circulation is to be provided, which may be achieved by deleting the proposed 'small car bays' in order to provide a compliant aisle width for two-way vehicle circulation (supported by swept paths).

## 9. Design of car parking facilities

Acceptable outcome AO25.1 of the Transport code requires all car parking facilities to be designed in accordance with Australian Standards AS2890.1:2004 *Parking Facilities – Part 1: Off-street car parking*. Further information is required to demonstrate compliance with AS2890.1, as follows:

- a. Widen the proposed car parking space for the Food and drink outlet to a minimum of 2.6 m to comply with AS2890.1 'User Class 3' requirements. Of note, Table 3-4 of Cardno's TIA correctly identifies the requires User Class for commercial visitors ('Class 3'), however, incorrectly identifies the required bay width (2.5 m).
- b. Show bollards on Podium level 1, between car parking spaces and lifts, similar to that proposed in basement levels for pedestrian protection.
- c. Show bollards in basement levels 2 and 3 and podium levels 1 and 2, between car parking spaces and bicycle parking areas, similar to that proposed in proximity to lifts, for pedestrian safety.
- d. Show wheel stops in visitor car parking spaces located on the eastern side of the driveway from Armrick Avenue. Wheel stops are to be located in accordance with Clause 2.4.5.4 and Figure 2.6 of AS2890.1.
- e. Show a pedestrian sight triangle on the entry side of the Armrick Avenue driveway. Sight triangles are required on both sides of the driveway given that service vehicle access is proposed at this location. This will likely impact upon the proposed location of the 'bin servicing area' on the western side of the driveway.

Any alternate outcomes are to be supported by suitable and sufficient information to demonstrate compliance with either Performance outcome PO25 of the Transport code.

## 10. Servicing

### a. Food and drink outlet

To comply with Acceptable outcomes AO5 and AO6.1 of the Transport code, a dedicated service bay is required on-site for a 6.4 m Small Rigid Vehicle, and an SRV must be able to enter and exit the site in a forward gear. Drawings show an SRV service bay on-site; however, swept paths demonstrate that the location / configuration of the proposed SRV bay is completely impractical, as follows:

- i. Access to the SRV bay relies on use of the 'turn from stop' function, which reflects the significantly constrained geometry and does not represent a realistic outcome;
- ii. An SRV entering the service bay is unable to maintain clearance to the adjacent car parking space; further, the body of the SRV conflicts with the adjacent parking space;
- iii. An SRV cannot egress the service bay or the site within the proposed driveway / vxo geometry (swept paths show the vehicle manoeuvring within the verge, adjacent to the proposed vehicle crossover, to exit the site).

The SRV service bay is unable to be supported in the proposed location as it is not practically accessible. On this basis, compliance with AO5 and AO6.1 is not achieved.

### b. Multiple dwellings

To comply with Acceptable outcomes AO5 and AO6.1 of the Transport code, a standing area is required on-site for an 8.8 m Medium Rigid Vehicle (MRV). Provision has not been made for an MRV to stand on-site, and the applicant instead proposes that MRV servicing will occur on-street. Use of the existing Loading Zone, fronting the site on Armrick Avenue, is proposed in this regard. As MRV servicing is not facilitated on-site, compliance with AO5 and AO6.1 is not achieved.

### c. Existing Loading Zone

It appears that the proposed vehicular crossover on Armrick Avenue will conflict with the existing Loading Zone. The applicant is requested to:

- i. Provide amended development drawings that clearly identify the location of the existing Loading Zone in relation to the proposed vehicle crossover in order to clearly identify any impacts to the Loading Zone; and
- ii. Identify any modifications proposed to the existing Loading Zone as a result of the proposed crossover location. Any modifications proposed to the Loading Zone are to be clearly shown on a fully dimensioned concept plan (including the revised length of the Loading zone).

Note – any modifications proposed to the existing Loading Zone will be subject to approval by Council's Asset Custodian (Transport and Infrastructure Directorate).

**Planning Assessment note:** Retention of the existing loading bay may substantiate the removal of the proposed SRV space within the site for the Food and drink outlet which will allow an improved landscape outcome within the site.

**11. Pedestrian safety**

Development drawings are requested to demonstrate the provision of safe and direct pedestrian access within the site, between the residential visitor / commercial car parking area and the commercial tenancy and residential lobby.

**12. Bicycle parking facilities**

Acceptable outcome AO10.1 of the Transport code requires the provision of bicycle parking facilities for both staff and visitors of the proposed Food and drink outlet. In addition, AO12 requires bicycle facilities to be designed to the relevant 'Security level' standard in accordance with AS2890.3:2015 – requiring separate facilities for staff and visitors. Drawings show provision for bicycle parking for visitors of the Food and drink outlet only; no provision has been made for staff.

In order to demonstrate compliance with AO10.1 and AO12, the applicant is requested to submitted amended drawings demonstrating:

- a. The provision of bicycle parking facilities for staff of the proposed Food and drink outlet. Facilities for staff are to be provided at a rate of 1 space per 100 m<sup>2</sup> TUA to meet AO10.1.
- b. Demonstration that bicycle parking facilities for staff have been designed in accordance with AS2890.3 'Security level B' standards, being a bicycle parking device located in a secure room / structure, protected from the weather.

Note – staff bicycle parking are to be provided separately from resident bicycle parking facilities.

Alternatively, suitable and sufficient information is to be provided to demonstrate an alternate outcome in accordance with Performance outcomes PO10 and PO12 of the Transport code. Of note, PO10 requires the development to provide *"adequate off-street bicycle parking facilities to encourage use and meet the needs and volumes of active travel users"*.

Note – compliant bicycle parking facilities are proposed for residents and visitors of the Multiple dwellings, in terms of both the number of spaces and design.

**13. Transport infrastructure**

Development drawings identify that the existing concrete traffic island on Old Burleigh Road (in proximity to the existing crossover) will be demolished as part of the proposed development. The applicant is advised that the traffic island, and associated line marking and signage, is to be relocated, rather than removed / demolished. This equipment serves to deflect traffic around the parking lane and must therefore be retained. A fully dimensioned concept plan of the works must be submitted, demonstrating compliance with Council's *Land development Guidelines* and Austroads design requirements. Retention / relocation of the traffic island is to also be reflected on amended development drawings.

**14. Advice note for Small car parking spaces**

The applicant is advised that 'small car' parking spaces will be accepted on the basis that they can be allocated as 'secondary' parking spaces to residential dwellings (ensuring that each dwelling is allocated at least one 'standard' size parking space). A suitable condition would be applied in this regard in the event of development approval being granted. Similarly, a condition requiring tandem parking spaces to be allocated to residents of a single dwelling would also be applied in the event of development approval being granted.

## **Landscape Assessment**

### **15. Amended Plans and Statement of Landscape Intent**

#### Ground Floor

The Northern and Western Boundaries are important interfaces for protection of adjacent amenity. The submitted documentation for landscaping in this area is unclear in detail regarding how meaningful deep planting capable of screening will be possible adjacent to Visitor car parks and bikes given the proposed basement footprint. It is considered that increased setbacks are needed to improve the planting opportunity across the side boundary interfaces.

Sufficient information has not been provided detailing the growing media depth of proposed ground floor planters.

The deep planting at the frontage is of sufficient area and design to permit the plant selection of larger feature trees than the ones indicated.

#### Podium

In review of the submitted documentation it is considered insufficient planting has been provisioned facing Armrick Avenue. The planter on level 1 can be extended to encompass the length of the building on this frontage.

#### Landscape in Verge

The Landscape intent is showing hardscape treatments and planting at the corner where existing Street Trees are located. No demonstration of this outcome is shown on architectural plans and no details or specifications have been provided to be able to properly assess this aspect of the development proposal.

Noting the points above, to assist in meeting the benchmarks sought in the High-density residential zone code PO1 and PO2, High rise accommodation design code PO11 and General development provisions code PO4 it is requested that the applicant provide amended plans and statement of landscape intent showing the following;

- a. Increased podium setbacks to the north and west to facilitate an increase to landscape planting on across side boundaries with a minimum growing media width of 800mm at its narrowest point.
- b. Selection of an *Araucaria columnaris* in the frontage deep planting area, located 3m away from building line.
- c. Extend level 1 planter facing Armrick Avenue across to meet the western side of the building.
- d. Specifications for planters on all levels that align on all plans that provide at minimum growing media depths at their shallowest points (allowing for the planter wall to extend a further 100mm above the soil surface) of;
  - i. 1000mm for trees;
  - ii. 600mm for large shrubs;
  - iii. 400mm for small to medium shrubs; and
  - iv. 300-400mm for green roofs.
- e. Specifications for planters on all levels that align on all plans that provide at minimum growing media widths (independent of planter walls) of:

- i. 1500mm for trees; and
- ii. 600mm for shrubs and groundcovers.
- f. If location of water meter is required, provision for a location which is discrete outside of planting areas.
- g. Details and specifications of proposed hardstand and landscape treatments in Council land on the corner including retention of existing street trees. Align these details on both the landscape intent and architectural plans.
- h. Northern and western Landscape intent cross sections of the ground level podium planters. Similar to those provided for the East and South (DWGNO13-A // DWGNO14-A).

**Response format**

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

- **Forms** (combine as one single PDF)
- **Supporting documents** (combine as one single PDF)
- **Plans** (combine as one single PDF)
- **Specialist reports** (combine as one single PDF)

The electronic response should be forwarded to [mail@goldcoast.qld.gov.au](mailto:mail@goldcoast.qld.gov.au)

**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



Katelyn Wright  
**Supervising Planner (Central)**  
*For the Chief Executive Officer*  
Council of the City of Gold Coast