SECTION 2:
IR SUPPORTING DOCUMENTS

Enhance
URBAN PLANNING

239 & 241 Boundary St, Coolangatta

Information Request Response
Copy of Council's Information Request

Enhance
URBAN PLANNING

189 Ferry Rd, Southport, Q, 4215
PO Box 7143, Southport Park Q 4215

(07) 5592 4663
info@enhanceup.com
www.enhanceurbanplanning.com.au

Trading on behalf of Walkinshaw Urban Planning Pty Ltd
ACN 602 735 446

The Applicant responds as follows:

Response to Information Request

PLANNING ASSESSMENT AND OFFICE OF ARCHITECTURE AND HERITAGE

1. ***Building Height***

Officers are concerned with the height of the building shown in its context given a height 50% over the building height overlay map is proposed. In order to enable officers to adequately assess the building height against Specific outcome 3.3.2.1(9) of the strategic framework, the applicant is requested to provide the following:

(a) A detailed assessment of the surrounding building heights particularly demonstrating the maximum RL of each building. It is preferred that drawings/diagrams are provided showing these heights in relation to the proposed building height;

(b) Photo montages showing the proposed building in the context of the surrounding area and including the massing of any surrounding approved buildings that have not been constructed.

RESPONSE: The Amended Development Plans (**Section 3 – IR Plans**) now includes additional Building Height Analysis Plans in response to this item. DA403 and DA404 Height Diagrams include surveyed heights of key existing comparable buildings in the area, indicative heights of other buildings, and the heights of approved (but not yet constructed) buildings, and buildings currently under assessment. We note that there are several buildings of similar height to the proposal (59.1m RL) in the area as shown below and overleaf.

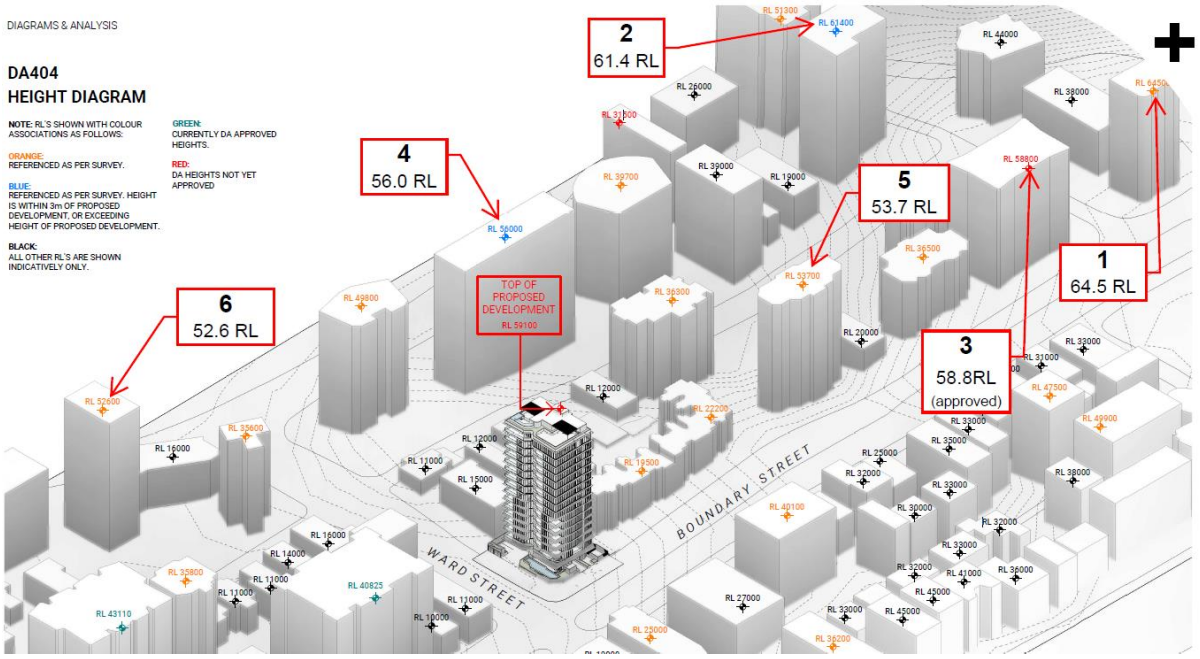


Figure 1: Comparable high-rises in proximity of the site (adapted from Plus Architecture)

1. 64.5m RL – 275 Boundary Street (existing)
2. 61.4m RL – 3 Eden Avenue (existing)

   59.1m RL – 239 & 241 Boundary Street (Subject proposal)
3. 58.8m RL – 271 Boundary Street (approved)
4. 56.0m RL – 184-190 Marine Parade (existing)
5. 53.7m RL – 255-261 Boundary Street (existing)
6. 52.6m RL – 166-170 Marine Parade (existing)

The proposed building has a maximum height of 59.1m RL (56.7m above natural ground level) which is less than existing buildings located at 275 Boundary Street and 3 Eden Avenue; and is comparable to several other existing buildings in the area. It is only marginally higher than the proposal approved at 271 Boundary Street.

The Amended Development Plans (**Section 3 – IR Plans**) also now include several photo montages showing the proposed building within the existing built environment and streetscape (extracts below).

Figure 2: Corner of Boundary and Ward Street looking east (Plus Architecture)

Figure 3: Corner of Boundary and Ward Street looking east (Plus Architecture)

Figure 4: Junction of Marine Parade and Ward Street looking south (Plus Architecture)

Figure 5: Corner of Boundary and Clarke Street looking east (Plus Architecture)

As indicated in the Height Diagram (**Figure 1**) and the Photo Montages (**Figures 2-5**) the area is characterised by a range of building heights including several buildings greater than the proposal. While there are no high-rise buildings directly adjacent the site, the same block includes several mid and high-rise buildings including the 'Commodore' tower at 255-261 Boundary Road (85m east) which is 15-storeys (53.7m RL). There are also numerous high-rise buildings located just one block north of the site. Overall, the high-rise is compatible with other buildings in the area, and its overall stature and apparent height in the broader context of the area is reduced by virtue of the site being located on the low side of the ridge line which extends along the Queensland / New South Wales border and presents significant natural height increases directly south (Boundary Street road verge and beyond) and also to the east along Boundary Street to the Point Danger look out.

The Applicant confirms that they have adequately responded to this item

2. Setbacks

City officers are concerned that the proposed reduced setbacks of 3.2 to 3.3m to OMP and approximately 3.87m to the wall line, results in unreasonably negative amenity impacts to the adjoining neighbours and to the public realm due to the dominance of the built form in close proximity to the site boundaries for a building height of 57m. Officers note the recent approvals included within the applicants report with somewhat similar approved setbacks, however there are significant additional negative visual amenity impacts for this proposal due to the additional 19m building height for this 50% uplift DA. In order to provide a well managed interface with and relationship to nearby developments in addition to ensuring that the bulk and scale of the proposal achieves an excellent standard of appearance, officers recommend the following in accordance with the Strategic Framework uplift test 3.3.2.1 (9) (a) and (d):

(a) Increase the setbacks to a minimum of 4.0m to outermost projection (slab / balcony / screen edge) and 4.5m to the wall line.

RESPONSE: The proposed development has a high-quality architectural form which varies from those that currently exist and have been approved within the local area ensuring that this development will make a highly positive contribution to the urban framework whilst achieving the high-rise form intended by the City Plan's High density residential zone.

In response to this item, significant ongoing work has gone into amending the tower form and increasing setbacks without compromising the architectural merit or functional layout of this important infill development opportunity. In particular, the following (minimum) tower setbacks are now reflected on the **Amended Development Plans** contained in **Section 3 – IR Plans –**

Front (South / Boundary Street):

- *Level 1-14:* 3.1-3.2m to outermost projection (screens); 3.78m to wall / glazing
- *Level 15:* 3.8m to outermost projection (planter); 4.95m to wall

Front (West / Ward Street):

- *Level 1-14:* 3.38m to outermost projection (screen); 3.8-3.9m to wall / glazing
- *Level 15:* 3.8m to outermost projection (planter)

Side / Rear (North):

- *Level 1-6:* 3.5m to outermost projection (screens); 3.97m to wall / glazing
- *Level 7-14:* 3.7m to outermost projection (screens); 4.27-4.51m to wall / glazing
- *Level 15:* 4.28m to outermost projection (planter); 5.0m to wall

Side / Rear (East):

- *Level 1-6:* 3.5m to outermost projection (screens); 4.0-5.1m to wall / glazing
- *Level 7-14:* 3.99m to outermost projection (screens); 4.5-5.1m to wall / glazing
- *Level 15:* 4.5m to outermost projection (planter); 4.7-5.4m to wall

Extensive discussions have been held with officers whereby it was demonstrated that 4.0m setbacks (to the outermost projection) and 4.5m setbacks (to the wall line) unreasonably affect the floor plates and unit sizes. However, increases in setbacks (particularly to the northern and western sides of the tower) and other improvements to the facades are proposed to assist in breaking up the built form, achieving a high-quality presentation to the street and adjoining properties while assisting in the protection of amenity in the context of the High density residential zone. The setbacks are discussed further below.

Outer most projection (feature screens)

The tower includes screens / sun shading devices which are an architectural feature and form an integral part of the design. The screens vary from level to level with the lower levels anchored by the screens which achieved improved privacy and shading (note that the height of the screens decreases as they travel up the building); the upper levels have the devices dropping down from the ceiling (note that the height of the screens decreases as they travel down the building).

Figure 6: Feature screens to the lower levels (Plus Architecture)

Figure 7: Feature screens to the upper levels (Plus Architecture)

The angles of the screens ensure that privacy is maximised whilst maintaining views. They also provide shading to the internal living spaces. Wrapping the screens around the perimeter of each floor plate whilst varying the angles and positions provides movement in the built form. Ultimately the feature is not dominant or overbearing despite the reduced setbacks. Together with the other design elements and the proposed light and natural colour palette comprising a mix of natural finishes and materials, the design responds to the coastal setting of Rainbow Bay, and results in an excellent standard of appearance which reinforces local identity and sense of place (in accordance with parts 3.3.2.1 (9) (a) and (d) of the City Plan (Version 9) Strategic Framework (i.e. the uplift test)).

Walls / Glazing

The design comprises expansive glazing to all elevations which is generally setback 3.8-3.9m from the Boundary Street (south) and Ward Street (west) boundaries and 4-5m from the northern and eastern boundaries. The use of glazing as opposed to solid or textured walls promotes permeability. The reflective materials mirror the natural colours, textures, and movement of the immediate surrounds and assist in the creation of a recessive tower form. The feature screens, articulation of the eastern and western sides of the building, large open balconies with glass balustrades, the soft and natural colour palette, and the general variation in the setbacks assist in breaking up the built form and creating visual interest in the tower.

The amended design achieves an excellent standard of appearance and presentation which reinforces a sense of place and identity with due consideration to the intentions of the City Plan for infill development in key well-serviced locations (noting the site's High density residential zoning). The alternative setbacks primarily relate to the feature screens which are light-weight, partially transparent structures that contribute to the architectural merit of the building. Alternative setbacks are also sought to the tower structure; however, the design incorporates substantial glazing as opposed to expanses of solid walls; this improves transparency, permeability, and softening of the built form. The design also incorporates deep recesses by way of balconies and vertical features to result in a well-articulated built form. Finally, landscaped planters are provided to the façade of the building to further soften the built form and provide elements of urban relief. Overall, the development complies with the uplift provisions contained in the Strategic Framework (Section 3.3.2.1 (9)) with particular regard to parts (a) and (d) which require '*a reinforced local identity and sense of place*' and '*an excellent standard of appearance of the built form and street edge*'.

The Applicant confirms that they have adequately responded to this item

3. Additional information

The submitted architectural drawings include insufficient information to enable proper assessment. To enable accurate assessment of the proposal it is requested that the architectural package incorporate the following additional information:

(a) Provide a roof plan indicating areas of unenclosed and roofed areas to determine if the proposal is 16 or 17 storeys.

(b) Provide further details of proposed screening elements including size, spacing and finish.

(c) Provide dimensions on the boundary setback diagrams, including setbacks and heights.

(d) Section D - north eastern boundary interface appears to incorrectly show the MSB with a planter in front. Please confirm the section location and update the detail as required.

RESPONSE: The development plans have been amended to address each of the above items as follows –

a) Please refer to DA106 Roof Plan in the Amended Development Plans. The plan shows that the 'enclosed area' is limited to building services, roof access (stairs, lift and foyer). Unenclosed pergola structures are proposed over parts of the rooftop terraces. Pursuant to the definition contained in Schedule 1 of the *City Plan*, enclosed areas containing building services and access between levels, and unenclosed structures (such as open pergolas) do not constitute a 'storey'. On this basis, the building is 16 storeys.

b) The proposed screening elements (battens) are indicated on the Materiality plan. Specific details will be determined during the detailed design stage.

c) The setback plans include all relevant dimensions and heights.

d) Section D has been amended to show a 'comms / nbn' room consistent with the floor plans.

Please refer to the Amended Development Plans contained in **Section 3 – IR Plans** for full details.

The Applicant confirms that they have adequately responded to this item

4. Shadow diagrams

The applicant is requested to provide amended shadow diagrams showing the outline of code assessable building on the subject site in order to determine the additional shadow impacts from the additional building height.

RESPONSE: The shadow diagrams have been amended to show the shadow that would be cast by a building with a Code assessable building height of 38m.

The Applicant confirms that they have adequately responded to this item

CITY ASSETS

5. Vehicle crossover location

It is currently unclear if the vehicular crossover for proposed development will impact upon the existing stormwater pit located on the road frontage. The applicant is requested to submit amended plans demonstrating that the proposed vehicular crossing does not impact the existing stormwater infrastructure. In this instance, the applicant is required to:

(a) Submit an amended dimensioned Site Plan showing the edge of the proposed VXO at the kerb line having (minimum) 1m clearance from the existing gully pit; and

(b) Demonstrate that the proposed vehicular crossing does not cause impact to the existing stormwater pit, in accordance with Driveways and vehicular crossings code.

RESPONSE: The project Traffic engineer, TTM Consulting have provided a response to this item (extract below) –

"TTM have reviewed the site in relation to locate the distance of the existing gully pit from the proposed VXO. The vehicles exiting from the site provide more than 1.5m wheel track

clearance from the existing stormwater pit located on the road frontage, and the enclosed swept paths indicate that the proposed vehicular crossing does not have any impact on the existing stormwater pit.

Since the edge of the proposed VXO flare is providing 1m clearance from the existing gully pit, TTM believes that there will be no impact on the existing storm water pit. This design outcome is similar to the adjacent crossover at 6-8 Ward Street that was carried out by Council in late 2020. Please see the enclosed architectural drawings for more details."

Please refer to **Section 4 – IR Specialist Reports** for a copy of the response and **Section 3 – IR Plans** for a copy of the plans which have been amended accordingly.

The Applicant confirms that they have adequately responded to this item

HYDRAULICS AND WATER QUALITY

6. Healthy waters code

The applicant has provided insufficient information to demonstrate compliance with the City Plan. The development site does not fully comply with the Healthy waters code – Assessable Development Benchmarks (PO1/A01 PO2/AO2) and of General development provisions code (P010/AO10) as limited information is provided. As such, the applicant is requested to submit a detailed stormwater management plan, prepared by a Registered Professional Engineer Queensland (RPEQ) specialised in stormwater management in accordance with the City Plan policy – Land Development Guidelines and Queensland Urban Drainage Manual. The plan must include (but not limited to) the following:

(a) Identification of internal catchments.

(b) Provide field inlet pits to cater surface flow.

(c) Provide either a Stormsack chamber with a minimum of 2 Stormsack or other GPT treating upstream pipe flow prior to discharge to the SPEL Filter chamber.

(d) Invert levels of pits and pipes proposed.

(e) Provide an amended stormwater management plan layout (Drawing No.SK002VER1) prepared by a qualified professional (RPEQ) for the entire site including major and minor drainage systems, to demonstrate how stormwater from the entire site will be conveyed to the quantity/quality tank and subsequently to the Lawful Point of Discharge along with long and cross sections of the stormwater management devices. Drawings to be dimensioned in metres (m) and to include elevations in metres to Australian Height Datum (m AHD).

(f) High flow bypass arrangements(levels) for greater than 1% AEP flows.

RESPONSE: The project Civil engineer, Friends Engineering have provided a response to this item (extract below) –

"Please refer to the attached updated SWMP, which has been updated in accordance with the above RFI. Please refer below for specific items:

a) Internal catchments are shown on the MUSIC Catchment Plan

b) Internal stormwater layout is subject to detailed hydraulic design. The SWMP does however note that inlet pits within the development site will need to include Atlan Stormsacks.

c) Internal stormwater layout is subject to detailed hydraulic design. The SWMP does however note that inlet pits within the development site will need to include Atlan Stormsacks.

d) Invert levels provided for all stormwater connections.

e) Internal drainage design is subject to detailed design by a separate hydraulic engineer. Sections of the proposed stormwater tank have been provided in drawing DA07.

f) High flow arrangements are provided via the grated inlet above the tank for events exceeding 1% AEP."

Please refer to **Section 4 – IR Specialist Reports** for a copy of the response and associated amended reports / plans.

The Applicant confirms that they have adequately responded to this item

7. Flood storage capacity

The applicant is requested to submit the revised flood storage capacity calculations showing the listed items and no loss of flood plain storage has occurred as a result of the earthworks. It is requested to include the following:

(a) Compare from pre-development to post-developed surface levels to ensure that no loss of floodplain storage has occurred.

(- Site must be displayed in the Existing/Pre-Development Phase without any structures on the basis that floodwaters can enter the existing dwelling and also considered the flood storage capacity of property at 243 Boundary Street, COOLANGATTA, 4225 as this storage area is connected through the rear of the existing site but impeded by post development. Additional levels within the development site and the adjoining property would assist in making a more accurate response)*

(b) Council records indicate that approximately 80m3 of flood storage capacity is to be maintained as part of the development. Where this volume is provided there is no requirement to undertake compliance with step a as stated above.

(c) The Developed Flood Storage Layout Plan depicted in Figure 1 below, does not make it clear how the highlighted area would contribute to obtain the necessary flood storage capacity in a 1% AEP event. Also demonstrate how the floodwaters will stop entering the basement after filling to a depth of 400mm or above (up to 600 mm) in order to achieve requisite flood storage capacity. The applicant is requested to address and amend the previously submitted architectural plans by clearly showing the passage of flood water to basement or other designated area without impacting the transition of vehicle movement in and out of basement.

(d) The Developed Flood Storage Layout Plan depicted in Figure 1 below does not consider reasonable grades and changes of grade to ensure vehicles can safely drive through this area for the long periods when flooding does not occur.

(e) The Developed Flood Storage Layout Plan depicted in Figure 1 below appears to be in the wrong location. This should be positioned as far from the access ramp as possible so that cars in the unflooded area do not have to drive through floodwaters to exit the garage thereby placing themselves at risk.

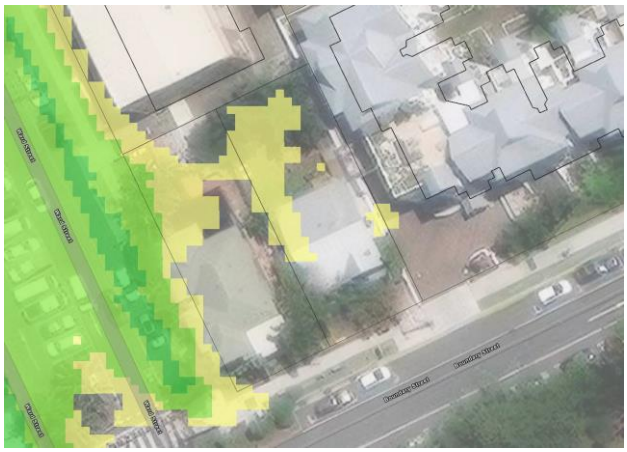
(f) Includes existing and proposed triangulated surface meshes which can be produced by computer terrain modelling software packages such as Civil-Cad, 12D or KEAYS.

RESPONSE: The project Civil engineer, Friends Engineering have provided a response to this item (extract below) –

"Please refer to the updated flood code response report, which has been updated in accordance with the above RFI. Please refer below for specific items:

a) The FFL of the existing dwellings is above the DFL for the site. The construction methodology of the existing dwelling is slab on ground. It is therefore not expected that flood storage will be provided within the extents of the existing dwellings. No adjustment has been made to the existing flood volumes on site as a result of this RFI.

b) The flood storage volume shown within the neighbouring allotment is clearly a modelling error as floodwaters cannot enter into the neighbouring site due to large impermeable walls and surface levels along the boundary which are well above the DFL. Furthermore, the flood mapping on the portal appears to have been revised since receiving this RFI to remove the volume of flood storage mentioned in this RFI from the model. No adjustment is therefore considered necessary. Refer excerpt from the CoGC flood mapping for reference:



c) Please refer to the revised flood code response reporting. Plans detailing how flood waters will enter the basement and how basement flood water depths will be managed are provided within.

d) The intent of this RFI item is unclear, the flood storage calculations consider the basement carpark grades provided by the architect at 1:20 maximum grades.

e) The flood storage location has been adjusted to be on the other side of the development site to be at the lowest point of the carpark.

f) Files have been provided as part of the information request package."

Please refer to **Section 4 – IR Specialist Reports** for a copy of the response and associated amended reports / plans.

The Applicant confirms that they have adequately responded to this item

8. Modelling files

Please submit the following modelling files for assessment and record keeping purposes.

(a) Provide the music model (in MUSIC v6) to confirm in general the input data assumed correlates with proposed catchment characteristics and for Council's record.

(b) Provide the DRAINS model(s) developed to assess the proposed development for Council's record.

RESPONSE: A copy of the relevant files has been forwarded to Council officers.

The Applicant confirms that they have adequately responded to this item

LANDSCAPE ASSESSMENT

9. Ward Street frontage

The applicant is requested to address the following concerns in relation to planting within the Ward Street frontage:

(a) From a review of the submitted perspectives, it appears that there is an intent to provide small tree planting centrally along the Ward Street frontage to align with an articulation in the podium façade. While this articulation would assist in accommodating a tree specimen, it does not appear that the dashed line on the Ground Level drawing (DA100) aligns with the outer most projection of the building above. As such, the proposed building cannot achieve a suitable separation between the proposed tree planting and the built form. To ensure that the proposed development is able to accommodate tree planting within the Ward Street frontage and contribute to the developments ability to comply with the Performance outcomes PO1 and PO2 of the High density residential zone code, and PO4 of the General development provisions code, the applicant is requested to:

(i) Revise the articulation in the tower floor plates to ensure that the building is able to maintain a minimum 3.0 metre separation between the trunk of the proposed tree specimen and the outer most projection of the structure (including architectural projections). For clarity, this item only seeks a 3.0 metre clear horizontal radius to be measured from the centre of the trunk of the proposed tree specimen. In achieving the requested separation, the trunk of the tree specimen is requested to be positioned no closer than 500mm to any wall of the associated planter box.

(ii) Ensure that the dashed lines on the ground floor plan accurately reflect the outer most projection of the building above.

(iii) Demonstrate that a suitable vertical clearance will be available to allow for the anticipated mature height and canopy of the proposed tree specimen.

(iv) Cross sections are requested to be provided to clearly demonstrate the requested horizontal and vertical clearances, as well as confirming how soil depths will be achieved specifically in the tree planting location (e.g., basement set downs, planter walls, deep planting, or a combination of these).

(b) Officers have identified two concerns relating to the planters within the Ward Street frontage, the sloped planter, and the dividing wall between the planter tiers. To maximise the volume of growing media within these planters and enable ease of construction, the applicant is requested to:

(i) Remove the dividing wall that results in a 200mm wide planters along the frontage to Ward Street. The 200mm wide planter is considered impractical to waterproof and construct and that the species proposed would benefit more from having the greater soil volume available to support growth. Alternatively, the applicant is requested to investigate the ability to incorporate a basement set down so that lower plantings can be provided within a garden bed at grade with the adjacent verge so that plants within this garden would have access to the soil volume within the public space.

(ii) Officers note the sloped/angled nature of the planter proposed between the Ward Street frontage boundary and the communal open space/pool area at ground level. The applicant is requested to provide sections at intervals along this frontage to clearly demonstrated the soil depths that will be available to support plantings along the frontage.

(c) The submitted Acoustic report identifies that there will be a 2.0 metre acoustic barrier between the Ward Street frontage and the communal open space/pool area. It does not appear that this structure has been reflected in any of the submitted perspectives. The applicant is requested to ensure that this required element is accurately represented on the submitted architectural documentation to ensure that the realistic amenity interface with Ward Street can be considered by Council officers.

RESPONSE: Amended Development Plans (**Section 3 – IR Plans**) and an Amended Statement of Landscape Intent (**Section 4 – Specialist Reports**) have been prepared to address these items as outlined below –

Part (a)

(i) The location of the tree and built form have been adjusted to ensure there is sufficient clearance. 'DA100 Floor Plan – Ground Level' now includes dotted lines indicating the 3m radius and the outline of the building. The trunk is also located greater than 500mm from the wall of the planter.

(ii) The applicant confirms that the building outline is accurate.

(iii) The Section views of the Amended Development Plans and the Amended Statement of Landscape Intent demonstrate the requested outcomes.

(iv) The Section views of the Amended Development Plans and the Amended Statement of Landscape Intent demonstrate the requested outcomes.

Part (b)

(i) As shown in Section G of the Amended Development Plans, the dividing wall has been removed.

(ii) Please refer to 'DA354 Landscaping Interfaces' of the Amended Development Plans which includes multiple sections of the relevant planter indicating typical soil depths of 1.2 to 1.6m.

Part (c)

Upon further review, it has been determined that the previously proposed acoustic barrier between the Ward Street frontage and the communal open space/pool area is not required. Please refer to the Amended Acoustic Report (**Section 4 – Specialist Reports**) for full details. Notwithstanding, the Perspectives and Elevations in the Amended Development Plans have been updated to include the acoustic barriers on the northern and eastern interfaces consistent with the Amended Acoustic Report.

The Applicant confirms that they have adequately responded to this item

10. Boundary Street frontage

The applicant is requested to address the following concerns in relation to planting within the Boundary Street frontage:

(a) From a review of the submitted perspectives, it appears that there is an intent to provide tree planting to the west of the pedestrian entry within the Boundary Street frontage. Unfortunately, the combination of building setbacks in this location and the planter design will prevent achieving a suitable separation between the trunk of the tree and the outer most projection of the building. To ensure that the proposed development is able to accommodate tree planting within the Boundary Street frontage and contribute to the developments ability to comply with the Performance outcomes PO1 and PO2 of the High density residential zone code, and PO4 of the General development provisions code, the applicant is requested to:

(i) Amend the design to provide a minimum 3.0 metre separation between the trunk of the proposed tree specimen and the outer most projection of the structure (including architectural projections). For clarity, this item only seeks a 3.0 metre clear horizontal radius to be measured from the centre of the trunk of the proposed tree specimen. In achieving the requested separation, the trunk of the tree specimen is requested to be positioned no closer than 500mm to any wall of the associated planter box.

(ii) Demonstrate that a suitable vertical clearance will be available to allow for the anticipated mature height and canopy of the proposed tree specimen.

(iii) Cross sections are requested to be provided to clearly demonstrate the requested horizontal and vertical clearances, as well as confirming how soil depths will be achieved specifically in the tree planting location (e.g., basement set downs, planters walls, deep planting, or a combination of these).

RESPONSE: Amended Development Plans (**Section 3 – IR Plans**) and an Amended Statement of Landscape Intent (**Section 4 – Specialist Reports**) have being prepared to address these items as outlined below –

(i) The location of the tree and built form have been adjusted to ensure there is sufficient clearance. 'DA100 Floor Plan – Ground Level' now includes dotted lines indicating the 3m radius and the outline of the building. The trunk is also located greater than 500mm from the wall of the planter.

(ii) The Section views of the Amended Development Plans and the Amended Statement of Landscape Intent demonstrate the requested outcomes.

(iii) The Section views of the Amended Development Plans and the Amended Statement of Landscape Intent demonstrate the requested outcomes.

The Applicant confirms that they have adequately responded to this item

11. Above ground landscaping

The applicant is requested to provide the following amendments to the design and additional information to address maintenance concerns for landscaping currently proposed on the rooftop and up the face of the tower:

(a) The applicant is requested to demonstrate the intended locations of safety considerations such as fall arrest systems and anchor points to enable safe and convenient access to landscape planter boxes.

(b) The applicant currently proposes landscaping within podium planter boxes for the full height of the tower on the western and eastern facades. In providing these landscape planter boxes, the applicant is requested to consider the ultimate ongoing maintenance requirements and associated costs for the future body corporate. Every effort is requested to be made in the design to ensure that the proposed landscaping will not result in unreasonable and cost prohibitive ongoing maintenance requirements for the future body corporate. Landscape Officers request that the applicant consider limiting planter boxes proposed on Level 2 and above to those accessible from adjacent balconies. Officers suggest that the eastern planters proposed between Levels 2 to 15 appear to only be accessible via abseil maintenance and may ultimately become a maintenance burden. The applicant is requested to consider providing an alternative architectural treatment to the eastern facade instead of the currently proposed planters. The applicant is requested to discuss alternate treatment options with Councils Planning Assessment and Office of Architecture and Heritage officers. This item is to be read in conjunction with items within this Information Request from the Office of Architecture and Heritage.

RESPONSE: Amended Development Plans (**Section 3 – IR Plans**) and an Amended Statement of Landscape Intent (**Section 4 – Specialist Reports**) have being prepared to address these items as outlined below –

(a) 'DA106 Roof Plan' of the Amended Development Plans (**Section 3 – Plans**) has been amended to include the requested anchor points.

(b) All planters adjacent balconies have been retained; planters on the eastern façade adjacent the lift shaft to Levels 2 – 6 have been retained; however planters on the eastern façade adjacent to the lift shaft to Levels 7 – 14 are no longer proposed. The relevant part of the façade of Levels 7 – 14 will comprise a ribbed vertical concrete feature which ensures a high standard of presentation and articulation.

The changes minimise the frequency of maintenance required to the planters whilst maintaining architectural and amenity benefits. As noted, anchor points are proposed to the roof top terrace to provide for maintenance. Maintenace of the planters via abseiling is very similar to the typical practices for cleaning the external faces of windows of mid and high-rise buildings.

The Applicant confirms that they have adequately responded to this item

12. Amended Statement of Landscape Intent

The applicant is requested to submit an amended Statement of Landscape Intent that:

(a) Clearly reflects any changes to the site layout that occur as a result of items within this Information Request.

(b) Demonstrates canopy tree planting within both the Ward Street and Boundary Street frontages.

(c) Provide maintenance access details for all planter boxes not immediately accessible from an adjoining balcony or walkway.

RESPONSE: Please refer to the Amended Statement of Landscape Intent (**Section 4 – Specialist Reports**) which –

a) Has been updated to reflect the Amended Development Plans submitted with this response;

b) Demonstrates canopy tree planting within both the Ward Street and Boundary Street frontages; and

c) Identifies anchor points on the rooftop to provide for maintenance of the façade planters by way of abseiling similar to that which occurs for external window cleaning for mid and high-rise buildings.

The Applicant confirms that they have adequately responded to this item

SUBDIVISION ENGINEER

13. Amended Site Plan/s

Proposed Site Plan does not show proposed land dedication as a corner truncation at the south - western corner of the site. The applicant's response of PO17 and AO17.1 of the Transport code includes justifications of AO17. Officers do not agree with the justification provided and consider that a corner truncation must be provided.

In order to comply with the requirements of PO17 and the Overall Outcomes of the Transport code, the applicant is required to submit amended Ground Level Plan showing proposed land dedication area as a corner truncation (made by 1 chord of 4m radius) at the south-western corner of the site (adjacent to intersection of Boundary Street and Ward Street). In addition, the requested corner truncation will be consistent with existing corner truncations adjacent to intersection of Eden Avenue and Ward Street as well.

RESPONSE: Section 3 – IR Plans includes a Volumetric Concept Plan for a 'road opening' providing the tangent required by officers, whilst maintaining the full extent of the allotment for the basement levels. The arrangement achieves the intent of PO17 ensuring open sight lines on the ground floor plane. We observe that this arrangement has previously been approved by Council for a development at 30 Garrick Street, Coolangatta (Council ref: MCU/2022/80). In this example, the following condition of approval was applied –

11 **A Volumetric Road Opening** *(specific condition)*

a Road opening (at no cost to Council), the land identified below:

A Permanent Volumetric Road Opening area	Purpose	Drawing Title & Drawing No.	Author	Date	Ver
Horizontal area is to be made by 1 chord of 4m radius at the south western corner of the site. Vertical area is to be above RL 7.01m AHD (including RL7.01m AHD).	A corner truncation	South Elevation Plan	BDA	13/05/2022	C

b Road opening area is not permitted any private structures.

c Register the Volumetric Road Opening area at the office of Land Registry identified above prior to commencement of the use, with the exception of pedestrian pathway, as shown in Stamped approved Drawing 8.5 Revision D.

d This condition attaches to the land the subject of the development approval and binds the owner(s) of the land and the owners' successors in title (even after the time when the land dedication is required to be registered). Therefore, if this condition is not complied with at the time required by this condition, the owner(s) of the land and the owners' successors in title continue to be obligated to dedicate the land in accordance with this condition and must do so within 40 business days of becoming aware on the non-compliance with this condition.

On this basis, we request that a similar condition of approval referencing the Volumetric Concept Plan be included as a condition of approval on the Decision Notice for this application.

The Applicant confirms that they have adequately responded to this item

TRANSPORT ASSESSMENT

14. Access to car parking

To comply with Acceptable outcome AO2 of the Transport code, access to visitor car parking areas must not be restricted by way of gate. It is unclear whether a security gate is proposed which could restrict access to the visitor car parking spaces on Basement 01.

To demonstrate compliance with PO2/AO2 of the Transport code, the applicant is required to clarify whether a security gate is proposed.

RESPONSE: The project Traffic engineer, TTM Consulting, have provided a response to this item (extract below) –

"TTM have reviewed the site plans in relation to the parking access to the visitors bays at basement level. The proposed security gate at the basement level has been relocated to the ramp section to allow the visitors car access and egress from the bays. Refer to the attached architectural and swept path drawings for details."

Please refer to **Section 4 – IR Specialist Reports** for a copy of the response and **Section 3 – IR Plans** for a copy of the plans which have been amended accordingly.

The Applicant confirms that they have adequately responded to this item

15. Servicing

To meet Acceptable outcome AO5 of the Transport code, the proposed development is required to provide on-site standing area for a Medium Rigid Vehicle (MRV). The development provides on-site standing area for an MRV however, an MRV standing on-site would not allow a vehicle exiting the development from basement level to pass a vehicle on the ground level waiting at the hold point. The car parking facilities would therefore shut down. Compliance with AO5 of the Transport code is not achieved.

To meet compliance with AO5 of the Transport code, the applicant is required to redesign the frontage of the development to accommodate on-site servicing for an MRV while allowing ingressing and egressing vehicles to pass simultaneously at the hold line while maintaining the required circulation clearances around the vehicles at all times in accordance with AS2890.1:2004.

RESPONSE: The project Traffic engineer, TTM Consulting, have provided a response to this item (extract below) –

"TTM has carried out the swept path analysis to demonstrate that a B85 car coming from the basement level can wait behind the proposed on-site standing area for an MRV to allow a B99 vehicle waiting at the hold point to ingress to the basement level from the ground floor.

Since the Queuing assessment indicates that the probability of one vehicle queuing is less than 0.50%, the probability of a car exiting from the basement when another car is waiting at the ground floor's hold line while an MRV in the standing bay will be even lower. Assuming the site will be serviced by an MRV once every three months, the chances of cars ingressing and egressing from the basement levels while an MRV is on the servicing bay are unlikely. Please see the enclosed swept paths for more details.

Based on this, TTM considered that the servicing arrangements are suitable to cater for the needs of the proposed development."

Please refer to **Section 4 – IR Specialist Reports** for a copy of the response and **Section 3 – IR Plans** for a copy of the plans which have been amended accordingly.

The Applicant confirms that they have adequately responded to this item

16. Design of parking facilities

To meet Acceptable outcome AO25.1 of the Transport code and in accordance with AS2890.1:2004, the applicant is required to address the following matters:

(a) Submit a swept path analysis to show a vehicle waiting at the hold point on ground level and a vehicle exiting the ramp at ground level passing the vehicle at the hold point, while maintain the required clearances around the vehicles at all times.

(b) Provide further detail on the operation of the one-way ramp as well as providing a title block drawing showing detail of any proposed signalised ramp management system including the location of signals and detectors.

(c) Fully dimension and annotate the pedestrian sight triangle with the following words: 'Pedestrian sight triangle to be kept clear of obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level'.

(d) Show on the architectural drawings the width of the one-way ramps.

RESPONSE: The project Traffic engineer, TTM Consulting, have provided a response to this item (extract below) –

"a. TTM has carried out the swept path analysis to demonstrate that a vehicle waiting at the hold point on ground level and a vehicle exiting the ramp at ground level passing the vehicle at the hold point, while maintain the required clearances around the vehicles. Please see the attached swept path drawings.

b. The location of the signals and detectors are provided along with the RFI letter. Please see the enclosed signal layout plan for more details.

c. The pedestrian sight triangle details with annotation are provided in the attached architectural plans. Please see the enclosed drawings for more details.

d. The one-way ramp width is provided on the updated architectural plans. Please see the enclosed drawings."

Please refer to **Section 4 – IR Specialist Reports** for a copy of the response and **Section 3 – IR Plans** for a copy of the plans which have been amended accordingly.

The Applicant confirms that they have adequately responded to this item

WATER AND WASTE

17. Water Connection Location (above ground on lot water meter)

Council acknowledges that the applicant has provided a Service Connection Layout Plan by Friends Engineering which depicts the proposed location of the water meter and associated easement.

However, the easement details must also be demonstrated on the architectural plans as the architectural plans will constitute the approved drawings where engineering plans typically only support the proposal.

This information is required on the architectural plans as the water meter(s) take up a sizeable amount of space and can adversely affect other items such as PMT locations, landscaping, refuse servicing facilities, stormwater infrastructure and the like. Council's relevant internal referrals all need to be aware of the proposed location and satisfied that all other internal requirements are met and the water meters fit into the design concept.

(a) Therefore, the applicant is required to provide an amended architectural plan showing / labelling the location of the proposed water meter and associated easement. The easement shall include dimensions – this could also be shown via an inset plan.

RESPONSE: Please refer to 'DA 100, Floor Plan – Ground Level' contained in **Section 3 – IR Plans** which has been amended to include an easement covering the water meter as requested.

The Applicant confirms that they have adequately responded to this item

18. Bulk bin servicing point – applicant proposes pram ramp for bin use

Council acknowledges the applicant is proposing to construct a new pram ramp and have the bulk bins moved down the pram ramp and ultimately be serviced via kerbside collection.

It is important to note that Council's city assets team does not typically support new pram ramps for bin carting purposes as outlined below:

- *A private ramp within the road reserve for waste collection is not common in the city and there is not any standard or policy for it.*
- *The ramp is likely to create confusion to the public. Pedestrians may think the ramp is for the purpose of road crossing which can create a risk to public safety and health if bins are being moved along the pathway at the same time as pedestrians. This aspect combined with the proposal for the large/heavy bulk bins poses a greater risk to the public.*
- *The road reserve is for the infrastructure such as road, underground services, street lighting, street trees, footpath etc. Council only allows private vehicular crossing within the road reserve.*

(a) *Accordingly, the applicant is required to provide an amended set of plans and WMP providing a compliant servicing strategy including provision of a bin servicing point connected to the subject site's VXO, and not via separate footpath/path/ramp. This likely requires an amended layout of the bin storage point as well to ensure the bin-carting route from the bin storage point to the bin servicing point is not obstructed by walls / stairs etc.*

RESPONSE: As per discussions with Council officers a minor change to the waste pick up arrangements has occurred to allow for the safe and efficient pick up of refuse from Boundary Street. As agreed, the current arrangement is acceptable to Council officers and considered a better overall outcome for the subject development. Please refer to **Section 4 – IR Specialist Reports** for a copy of the Amended Operational Waste Management Plan.

The Applicant confirms that they have adequately responded to this item

Conclusion

In accordance with Section 13.2(a) of the Development Assessment Rules, this information request response addresses all of the information requested by Council and will enable the Development Application to proceed to the Public Notification Stage.

Appendix A. Copy of Council's Information Request dated 28 February 2023

Date: 28 February 2023
Contact: Nathan GRIFFEY
Location: City Development
Telephone: 07 5582 8866
Your reference:
Our reference: MCU/2023/15

CITY OF GOLDCOAST.

Intrepid Developments (Qld) Pty Ltd
C/- Enhance Urban Planning (Amanda Sutherland)
PO BOX 7143
SOUTHPORT PARK QLD 4215

Dear Sir/Madam

Information Request

I refer to the development application lodged by:
Intrepid Developments (Qld) Pty Ltd

in relation to development of land/premises described as:
Lot 6 RP1777, Lot 7 RP1777 – 239 Boundary Street, COOLANGATTA QLD 4225

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

Building height compliant shadows

Planning Assessment and Office of Architecture and Heritage

1 Building Height

Officers are concerned with the height of the building shown in its context given a height 50% over the building height overlay map is proposed. In order to enable officers to adequately assess the building height against Specific outcome 3.3.2.1(9) of the strategic framework, the applicant is requested to provide the following:

a A detailed assessment of the surrounding building heights particularly demonstrating the maximum RL of each building. It is preferred that drawings/diagrams are provided showing these heights in relation to the proposed building height;

b Photo montages showing the proposed building in the context of the surrounding area and including the massing of any surrounding approved buildings that have not been constructed.

2 Setbacks

City officers are concerned that the proposed reduced setbacks of 3.2 to 3.3m to OMP and approximately 3.87m to the wall line, results in unreasonably negative amenity impacts to the adjoining neighbours and to the public realm due to the dominance of the built form in close proximity to the site boundaries for a building height of 57m. Officers note the recent approvals included within the applicants report with somewhat similar approved setbacks, however there are significant additional negative visual amenity impacts for this proposal due to the additional 19m building height for this 50% uplift DA. In order to provide a well managed interface with and relationship to nearby developments in addition to ensuring that the bulk and scale of the proposal achieves an excellent standard of appearance, officers recommend the following in accordance with the Strategic Framework uplift test 3.3.2.1 (9) (a) and (d):

a Increase the setbacks to a minimum of 4.0m to outermost projection (slab / balcony / screen edge) and 4.5m to the wall line.

3 Additional information

The submitted architectural drawings include insufficient information to enable proper assessment. To enable accurate assessment of the proposal it is requested that the architectural package incorporate the following additional information:

a Provide a roof plan indicating areas of unenclosed and roofed areas to determine if the proposal is 16 or 17 storeys.

b Provide further details of proposed screening elements including size, spacing and finish.

c Provide dimensions on the boundary setback diagrams, including setbacks and heights.

d Section D - north eastern boundary interface appears to incorrectly show the MSB with a planter in front. Please confirm the section location and update the detail as required.

4 Shadow diagrams

The applicant is requested to provide amended shadow diagrams showing the outline of code assessable building on the subject site in order to determine the additional shadow impacts from the additional building height.

City Assets

5 Vehicle crossover location

It is currently unclear if the vehicular crossover for proposed development will impact upon the existing stormwater pit located on the road frontage. The applicant is requested to submit amended plans demonstrating that the proposed vehicular crossing does not impact the existing stormwater infrastructure. In this instance, the applicant is required to:

a Submit an amended dimensioned Site Plan showing the edge of the proposed VXO at the kerb line having (minimum) 1m clearance from the existing gully pit; and

b Demonstrate that the proposed vehicular crossing does not cause impact to the existing stormwater pit, in accordance with Driveways and vehicular crossings code.

Hydraulics and Water Quality

6 Healthy waters code

The applicant has provided insufficient information to demonstrate compliance with the City Plan. The development site does not fully comply with the Healthy waters code – Assessable Development Benchmarks (PO1/A01 PO2/AO2) and of General development provisions code (P010/AO10) as limited information is provided. As such, the applicant is requested to submit a detailed stormwater management plan, prepared by a Registered Professional Engineer Queensland (RPEQ) specialised in stormwater management in accordance with the City Plan policy – Land Development Guidelines and Queensland Urban Drainage Manual. The plan must include (but not limited to) the following:

a Identification of internal catchments.

b Provide field inlet pits to cater surface flow.

c Provide either a Stormsack chamber with a minimum of 2 Stormsack or other GPT treating upstream pipe flow prior to discharge to the SPEL Filter chamber.

d Invert levels of pits and pipes proposed.

e Provide an amended stormwater management plan layout (Drawing No.SK002VER1) prepared by a qualified professional (RPEQ) for the entire site including major and minor drainage systems, to demonstrate how stormwater from the entire site will be conveyed to the quantity/quality tank and subsequently to the Lawful Point of Discharge along with long and cross sections of the stormwater management devices. Drawings to be dimensioned in metres (m) and to include elevations in metres to Australian Height Datum (m AHD).

f High flow bypass arrangements(levels) for greater than 1% AEP flows.

7 Flood storage capacity

The applicant is requested to submit the revised flood storage capacity calculations showing the listed items and no loss of flood plain storage has occurred as a result of the earthworks. It is requested to include the following:

a Compare from pre-development to post-developed surface levels to ensure that no loss of floodplain storage has occurred.

(*- Site must be displayed in the Existing/Pre-Development Phase without any structures on the basis that floodwaters can enter the existing dwelling and also considered the flood storage capacity of property at 243 Boundary Street, COOLANGATTA, 4225 as this storage area is connected through the rear of the existing site but impeded by post development. Additional levels within the development site and the adjoining property would assist in making a more accurate response)

b Council records indicate that approximately 80m3 of flood storage capacity is to be maintained as part of the development. Where this volume is provided there is no requirement to undertake compliance with step a as stated above.

c The Developed Flood Storage Layout Plan depicted in Figure 1 below, does not make it clear how the highlighted area would contribute to obtain the necessary flood storage capacity in a 1% AEP event. Also demonstrate how the floodwaters will stop entering the basement after filling to a depth of 400mm or above (up to 600 mm) in order to achieve requisite flood storage capacity. The applicant is requested to address and amend the previously submitted architectural plans by clearly showing the passage of flood water to basement or other designated area without impacting the transition of vehicle movement in and out of basement.

d The Developed Flood Storage Layout Plan depicted in Figure 1 below does not consider reasonable grades and changes of grade to ensure vehicles can safely drive through this area for the long periods when flooding does not occur.

e The Developed Flood Storage Layout Plan depicted in Figure 1 below appears to be in the wrong location. This should be positioned as far from the access ramp as possible so that cars in the unflooded area do not have to drive through floodwaters to exit the garage thereby placing themselves at risk.

f Includes existing and proposed triangulated surface meshes which can be produced by computer terrain modelling software packages such as Civil-Cad, 12D or KEAYS.

8 Modelling files

Please submit the following modelling files for assessment and record keeping purposes.

a Provide the music model (in MUSIC v6) to confirm in general the input data assumed correlates with proposed catchment characteristics and for Council's record.

b Provide the DRAINS model(s) developed to assess the proposed development for Council's record.

Landscape Assessment

9 Landscaping – Ward Street frontage

The applicant is requested to address the following concerns in relation to planting within the Ward Street frontage:

a From a review of the submitted perspectives, it appears that there is an intent to provide small tree planting centrally along the Ward Street frontage to align with an articulation in the podium façade. While this articulation would assist in accommodating a tree specimen, it does not appear that the dashed line on the Ground Level drawing (DA100) aligns with the outer most projection of the building

above. As such, the proposed building cannot achieve a suitable separation between the proposed tree planting and the built form. To ensure that the proposed development is able to accommodate tree planting within the Ward Street frontage and contribute to the developments ability to comply with the Performance outcomes PO1 and PO2 of the High density residential zone code, and PO4 of the General development provisions code, the applicant is requested to:

i Revise the articulation in the tower floor plates to ensure that the building is able to maintain a minimum 3.0 metre separation between the trunk of the proposed tree specimen and the outer most projection of the structure (including architectural projections). For clarity, this item only seeks a 3.0 metre clear horizontal radius to be measured from the centre of the trunk of the proposed tree specimen. In achieving the requested separation, the trunk of the tree specimen is requested to be positioned no closer than 500mm to any wall of the associated planter box.

ii Ensure that the dashed lines on the ground floor plan accurately reflect the outer most projection of the building above.

iii Demonstrate that a suitable vertical clearance will be available to allow for the anticipated mature height and canopy of the proposed tree specimen.

iv Cross sections are requested to be provided to clearly demonstrate the requested horizontal and vertical clearances, as well as confirming how soil depths will be achieved specifically in the tree planting location (e.g., basement set downs, planter walls, deep planting, or a combination of these).

b Officers have identified two concerns relating to the planters within the Ward Street frontage, the sloped planter, and the dividing wall between the planter tiers. To maximise the volume of growing media within these planters and enable ease of construction, the applicant is requested to:

i Remove the diving wall that results in a 200mm wide planters along the frontage to Ward Street. The 200mm wide planter is considered impractical to waterproof and construct and that the species proposed would benefit more from having the greater soil volume available to support growth. Alternatively, the applicant is requested to investigate the ability to incorporate a basement set down so that lower plantings can be provided within a garden bed at grade with the adjacent verge so that plants within this garden would have access to the soil volume within the public space.

ii Officers note the sloped/angled nature of the planter proposed between the Ward Street frontage boundary and the communal open space/pool area at ground level. The applicant is requested to provide sections at intervals along this frontage to clearly demonstrated the soil depths that will be available to support plantings along the frontage.

c The submitted Acoustic report identifies that there will be a 2.0 metre acoustic barrier between the Ward Street frontage and the communal open space/pool area. It does not appear that this structure has been reflected in any of the submitted perspectives. The applicant is requested to ensure that this required element is accurately represented on the submitted architectural documentation to ensure that the realistic amenity interface with Ward Street can be considered by Council officers.

10 Landscaping – Boundary Street frontage

The applicant is requested to address the following concerns in relation to planting within the Boundary Street frontage:

a From a review of the submitted perspectives, it appears that there is an intent to provide tree planting to the west of the pedestrian entry within the Boundary Street frontage. Unfortunately, the combination of building setbacks in this location and the planter design will prevent achieving a suitable separation between the trunk of the tree and the outer most projection of the building. To ensure that the proposed development is able to accommodate tree planting within the Boundary Street frontage and contribute to the developments ability to comply with the Performance outcomes PO1 and PO2 of the High density residential zone code, and PO4 of the General development provisions code, the applicant is requested to:

i Amend the design to provide a minimum 3.0 metre separation between the trunk of the proposed tree specimen and the outer most projection of the structure (including architectural projections). For clarity, this item only seeks a 3.0 metre clear horizontal radius to be measured from the centre of the trunk of the proposed tree specimen. In achieving the requested separation, the trunk of the tree specimen is requested to be positioned no closer than 500mm to any wall of the associated planter box.

ii Demonstrate that a suitable vertical clearance will be available to allow for the anticipated mature height and canopy of the proposed tree specimen.

iii Cross sections are requested to be provided to clearly demonstrate the requested horizontal and vertical clearances, as well as confirming how soil depths will be achieved specifically in the tree planting location (e.g., basement set downs, planters walls, deep planting, or a combination of these).

11 Above ground landscaping

The applicant is requested to provide the following amendments to the design and additional information to address maintenance concerns for landscaping currently proposed on the rooftop and up the face of the tower:

a The applicant is requested to demonstrate the intended locations of safety considerations such as fall arrest systems and anchor points to enable safe and convenient access to landscape planter boxes.

b The applicant currently proposes landscaping within podium planter boxes for the full height of the tower on the western and eastern facades. In providing these landscape planter boxes, the applicant is requested to consider the ultimate ongoing maintenance requirements and associated costs for the future body corporate. Every effort is requested to be made in the design to ensure that the proposed landscaping will not result in unreasonable and cost prohibitive ongoing maintenance requirements for the future body corporate. Landscape Officers request that the applicant consider limiting planter boxes proposed on Level 2 and above to those accessible from adjacent balconies. Officers suggest that the eastern planters proposed between Levels 2 to 15 appear to only be accessible via abseil maintenance and may ultimately become a maintenance burden. The applicant is requested to consider providing an alternative architectural treatment to the eastern facade instead of the currently proposed planters. The applicant is requested to discuss alternate treatment options with Councils Planning Assessment and Office of Architecture and Heritage officers. This

item is to be read in conjunction with items within this Information Request from the Office of Architecture and Heritage.

12 Amended Statement of Landscape Intent

The applicant is requested to submit an amended Statement of Landscape Intent that:

a Clearly reflects any changes to the site layout that occur as a result of items within this Information Request.

b Demonstrates canopy tree planting within both the Ward Street and Boundary Street frontages.

c Provide maintenance access details for all planter boxes not immediately accessible from an adjoining balcony or walkway.

Subdivision Engineer

13 Amended Site Plan/s

Proposed Site Plan does not show proposed land dedication as a corner truncation at the south -western corner of the site. The applicant's response of PO17 and AO17.1 of the Transport code includes justifications of AO17. Officers do not agree with the justification provided and consider that a corner truncation must be provided.

In order to comply with the requirements of PO17 and the Overall Outcomes of the Transport code, the applicant is required to submit amended Ground Level Plan showing proposed land dedication area as a corner truncation (made by 1 chord of 4m radius) at the south-western corner of the site (adjacent to intersection of Boundary Street and Ward Street). In addition, the requested corner truncation will be consistent with existing corner truncations adjacent to intersection of Eden Avenue and Ward Street as well.

Transport Assessment

14 Access to car parking

To comply with Acceptable outcome AO2 of the Transport code, access to visitor car parking areas must not be restricted by way of gate. It is unclear whether a security gate is proposed which could restrict access to the visitor car parking spaces on Basement 01.

To demonstrate compliance with PO2/AO2 of the Transport code, the applicant is required to clarify whether a security gate is proposed.

15 Servicing

To meet Acceptable outcome AO5 of the Transport code, the proposed development is required to provide on-site standing area for a Medium Rigid Vehicle (MRV). The development provides on-site standing area for an MRV however, an MRV standing on-site would not allow a vehicle exiting the development from basement level to pass a vehicle on the ground level waiting at the hold point. The car parking facilities would therefore shut down. Compliance with AO5 of the Transport code is not achieved.

To meet compliance with AO5 of the Transport code, the applicant is required to redesign the frontage of the development to accommodate on-site servicing for an MRV while allowing ingressing and egressing vehicles to pass simultaneously at the hold line while maintaining the required circulation clearances around the vehicles at all times in accordance with AS2890.1:2004.

16 Design of parking facilities

To meet Acceptable outcome AO25.1 of the Transport code and in accordance with AS2890.1:2004, the applicant is required to address the following matters:

a Submit a swept path analysis to show a vehicle waiting at the hold point on ground level and a vehicle exiting the ramp at ground level passing the vehicle at the hold point, while maintain the required clearances around the vehicles at all times.

b Provide further detail on the operation of the one-way ramp as well as providing a title block drawing showing detail of any proposed signalised ramp management system including the location of signals and detectors.

c Fully dimension and annotate the pedestrian sight triangle with the following words: 'Pedestrian sight triangle to be kept clear of obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level'.

d Show on the architectural drawings the width of the one-way ramps.

Water and Waste

17 Water Connection Location (above ground on lot water meter)

Council acknowledges that the applicant has provided a Service Connection Layout Plan by Friends Engineering which depicts the proposed location of the water meter and associated easement.

However, the easement details must also be demonstrated on the architectural plans as the architectural plans will constitute the approved drawings where engineering plans typically only support the proposal.

This information is required on the architectural plans as the water meter(s) take up a sizeable amount of space and can adversely affect other items such as PMT locations, landscaping, refuse servicing facilities, stormwater infrastructure and the like. Council's relevant internal referrals all need to be aware of the proposed location and satisfied that all other internal requirements are met and the water meters fit into the design concept.

a Therefore, the applicant is required to provide an amended architectural plan showing / labelling the location of the proposed water meter and associated easement. The easement shall include dimensions – this could also be shown via an inset plan.

18 Bulk bin servicing point – applicant proposes pram ramp for bin use

Council acknowledges the applicant is proposing to construct a new pram ramp and have the bulk bins moved down the pram ramp and ultimately be serviced via kerbside collection.

It is important to note that Council's city assets team does not typically support new pram ramps for bin carting purposes as outlined below:

- A private ramp within the road reserve for waste collection is not common in the city and there is not any standard or policy for it.
- The ramp is likely to create confusion to the public. Pedestrians may think the ramp is for the purpose of road crossing which can create a risk to public safety and health if bins are being moved along the pathway at the same time as pedestrians. This aspect combined with the proposal for the large/heavy bulk bins poses a greater risk to the public.
- The road reserve is for the infrastructure such as road, underground services, street lighting, street trees, footpath etc. Council only allows private vehicular crossing within the road reserve.

a Accordingly, the applicant is required to provide an amended set of plans and WMP providing a compliant servicing strategy including provision of a bin servicing point connected to the subject site's VXO, and not via separate footpath/path/ramp. This likely requires an amended layout of the bin storage point as well to ensure the bin-carting route from the bin storage point to the bin servicing point is not obstructed by walls / stairs etc.

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

- **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

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

Adam Brown
Supervising Planner (South)
For the Chief Executive Officer
Council of the City of Gold Coast