Part 5.
Better Gold Coast places
How to read an Urban Design Framework

Urban Design Frameworks provide a ‘road map’ describing the future shape of the city, and how growth could be guided to achieve the 20 year corridor vision.

Urban Design Frameworks aim to provide clarity in the context of a complex and evolving urban environment. To do this they provide guidance as discrete but interlinked ‘layers’ to describe the wide range of possible future outcomes.

The frameworks are divided up into five distinct precincts that make up the GCRT Stage 1 corridor. The precincts are:

> Southport (incorporating the Gold Coast Health and Knowledge Precinct to the west)
> Main Beach
> Surfers Paradise
> Florida Gardens
> Broadbeach

It is noted that some minor refinements to the precinct boundaries in Phase 1 of this study have been made as a result of the more detailed level of examination undertaken in Phase 2.

What guidance is provided?

- The desired urban structure of an area as it evolves over 20 years
- Areas where development and market activity should be focused
- The relative intensity of future development
- Mid-block linkages
- Places where public activity and retail uses should be encouraged
- Priority pedestrian routes, green streets and new public spaces
- Major road routes
- Gold Coast Rapid Transit route, stations and interchange points
- Priority pedestrian routes
- Proposed cycle network
- Potential new bridge links
- Public waterfront access
- Local and district priority bus routes
- Potential reductions in vehicle speed environment
- Potential ferry connections
- Potential short term boat mooring opportunities

What does it mean for developers?

- A strong building edge to the street would be required (desired facade to street ratio of 1:1.5)
- A contribution could be sought towards delivering priority pedestrian route outcomes and crossing opportunities
- Footpath upgrades and navigational signage may be needed to support the GCRT, including conditions to preserve an ongoing ‘clear walk’ zone on key access routes

A notional development site in Southport could be required to deliver a range of outcomes to support the corridor vision.
Streets and spaces strategy

- Proposed new public spaces
- Key pedestrian links and bridges
- Priority crossing improvements
- Designated street typology outlining:
  - Shade and street tree outcomes
  - Footpath widths
  - Provision for cyclists and buses
  - Vehicle speed environment
  - Desired utility planning
  - Gateways and navigation points

Building form and edges strategy

- Desired building typology outlining indicative requirements for:
  - Desired building height
  - Plot ratio
  - Site planning principles
  - Desired street interface treatment
  - Active retail building edge
  - Secondary active edge
  - High quality street address
  - Green edge

Land use and activity strategy

Based on the economic input and analysis by Macroplan:

- Extent of centre areas
- Land use mix and distribution
- Key activities and role in the city
- Quarters and place distinctiveness
- Community uses and facilities

Catalyst sites and projects

- Potential sites to catalyse renewal and achieve corridor wide vision
- Priority capital works projects to support precinct outcomes and GCRT
- Future Investigation Areas, for sites and precincts with significant potential to contribute to the city vision that require further investigation to understand opportunities and constraints

### Typology: Medium - high rise residential

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Specification</th>
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</thead>
<tbody>
<tr>
<td>Min. site area</td>
<td>1,800 sqm</td>
</tr>
<tr>
<td>Podium</td>
<td>Up to 3 storeys with no side and rear setbacks</td>
</tr>
<tr>
<td>Front setback</td>
<td>3m minimum to outer projection (excluding street awnings)</td>
</tr>
<tr>
<td>Side setbacks</td>
<td>5m minimum (increasing to 8m where habitable rooms and spaces face side boundary)</td>
</tr>
<tr>
<td>Rear setback</td>
<td>10m minimum</td>
</tr>
<tr>
<td>Site cover</td>
<td>30% above podium (maximum)</td>
</tr>
<tr>
<td>Building form</td>
<td>40m wide tower floorplate dimension (maximum)</td>
</tr>
<tr>
<td>Height</td>
<td>15 storeys maximum</td>
</tr>
<tr>
<td>Plot ratio</td>
<td>3.5 x site area (lower plot ratios in accordance with existing scheme entitlements apply to developments that do not support typology outcomes)</td>
</tr>
<tr>
<td>Predominant use</td>
<td>Residential with flexible ground floor and retail uses in areas designated for active ground floor</td>
</tr>
</tbody>
</table>

A positive street interface and relationship to adjoining buildings could be encouraged through planning code requirements.

Simple and easy to understand controls provide clear guidance to the property industry about the level of development achievable on a site and the extent of additional work that may be required to achieve the outcomes envisaged for the corridor.
City building vision

Southport will be one of the Principal Activity Centres of the city, identified for its subtropical urbanism and vibrant urban precincts that link the waterfront to the city. The precinct contains a mix of office, retail, residential, recreational and cultural uses that create places of excitement. The promotion of cultural heritage and history provides an identity that is celebrated in the sense of place of the precinct. The precinct is vibrant and culturally diverse, being home to a variety of people from all ages and backgrounds that use the full range of entertainment and community and health services available.

Accessibility across the precinct is pedestrian friendly, allowing easy connections along subtropical boulevards to other centres in the city, and has regional transport networks and walkable streets that lead to the foreshore of the Broadwater.

The Gold Coast Health and Knowledge Precinct (GCHKP) will be a sustainable community, with world-class educational, health and business facilities. Innovative minds will work alongside leading business people in the precinct’s health and knowledge industries, offering thought leadership and cutting edge technology and business solutions.

The precinct will offer a self-contained lifestyle of work, residences and entertainment in a subtropical and pedestrian friendly environment. Access to the northern and southern centres of the Gold Coast City will be provided by the high frequency light rail that will run through the heart of the precinct. Residents will be a short light rail ride away from the major entertainment areas of Southport, Surfers Paradise and the nearby beachfront. – Phase 1 Vision

Key moves and recommendations

01 Support the growth of Southport as a Principal Activity Centre and as a regional transport hub

02 Explore opportunities for intensification along the GCRT route and across the precinct

03 Enhance the excellent east-west connectivity provided by the GCRT between knowledge and health uses in the west of the precinct to commercial and retail uses in the east

04 Strengthen cycle and pedestrian accessibility to the Southport Broadwater Parklands, as one of the city’s premier urban parks

Southport Urban Design Framework legend

- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- 400m Rapid Transit Station catchment
- Primary active edge
- Secondary active edge
- Cross block link
- Key vehicular route
- Key pedestrian route
- “Coastal gateway”
- Public boat parking
- Low rise area
- Low to medium rise area
- Medium rise area
- High rise area
- Gold Coast Health & Knowledge Precinct
- Existing open space

Background

Southport is the largest and potentially most diverse precinct in the study corridor. It is comprised of the Southport Principal Activity Centre (PAC) in the east and the Gold Coast Health and Knowledge Precinct Specialist Activity Centre in the west, and is connected by a corridor of renewal opportunity along the Queen Street light rail route.

Southport is also designated as a regional transport hub.

The Southport PAC is recognised as the civic heart and traditional business centre of the Gold Coast, and has evolved from a rich history as one of the earliest resort town settlements in the area.

The Central Southport Master Plan, published by Gold Coast City Council in December 2009, outlines a strong vision for the future development of the area as a major business centre, building on key activities associated with the law court and hospital sites, as well as supporting housing, transport, employment, community services, medical facilities, research and educational institutions.

The GCHKP will emerge as an economically significant and strategically located activity centre on the Gold Coast and will include the Griffith University Campus, Gold Coast University Hospital, allied health and knowledge activities and an integrated transport hub.

The area is subject to ongoing detailed master planning investigations involving a range of local, state and private stakeholders and will inform the ultimate vision for the form, use mix and structure of the precinct.

Should the city be successful in winning the bid for the Commonwealth Games in 2018 this precinct has the potential to house the athletes’ village.

The Queen Street corridor links the significant anchors of the Southport PAC and GCHKP. A council depot site at the western end could be redeveloped to improve connections and support longer term expansion of health and knowledge uses. The Queen Street corridor and associated residential areas, provide an opportunity for intensification and the provision of more affordable housing options for the northern Gold Coast area.
Southport
Opportunities

Existing context

Observations

> Scarborough Street and the eastern end of Nerang Street are the focal areas for retail, business and commercial activity.

> Taller buildings are generally focused around Scarborough Street and the Nerang Street interface with the Broadwater Parklands.

> Smith Street and Marine Parade/Gold Coast Highway act as a major gateway route to the coastal core via the Evandale Bridge. The car dominated nature of this route is a major barrier to pedestrian movement from Southport to the Broadwater and Parkland.

> The orientation of Southport’s urban street grid in conjunction with a land form that slopes towards the Broadwater provides particular opportunities for strong connections and view lines.

> A rich legacy of heritage built form occurs across the Southport CBD, providing an opportunity for the development of a “finer-grain” CBD.

> Corridors of open and green space traverse the centre of the precinct adjoining Loder Creek and Smith Street. These corridors are currently underutilised and should be viewed as an opportunity to enhance east-west and north-south cycle and pedestrian connectivity across the precinct.

> There are clusters of potential renewal sites throughout the precinct.
Southport
City shaping directions

City form

Reinforce major areas of activity within the GCHKP and the Southport central business district, whilst minimising overshadowing and any adverse effects on the Southport Broadwater Parklands.

City structure

- **Loder Creek corridor**: Capitalise on natural amenity and flat topography of Loder Creek as a significant district active transport corridor.
- **Davenport North renewal**: Harness Government owned land to catalyse renewal and intensity activity to reinforce and extend Davenport Street.
- **Southport central**: Reinforce role and function of Southport as the principal activity centre and Business District.
- **Broadwater integration**: Reduce severance caused by Marine Parade and improve integration with Broadwater Parklands as a key public amenity and driver for future growth.

- **Health and Knowledge Precinct**: Support the ongoing refinement of planning for the Health and Knowledge Precinct, and opportunities associated with the Commonwealth Games athletes’ village.
- **Queen Street West renewal**: Explore short term commuter parking opportunities, and subject to the assessment of environmental and land contamination issues, long term redevelopment opportunities harnessing synergies with the Health and Knowledge Precinct and adjoining industrial land.
- **Queen Street corridor**: Encourage intensification of residential uses along Queen Street light rail alignment to provide housing diversity supporting Transit Oriented Development (TOD) objectives and accommodation options for key health and knowledge workers.
- **Queen Street East renewal**: Harness GCRT surplus land sites to catalyse renewal and provide an active focus at the southern end of Scarborough Street.
A selection of catalyst sites and projects to progress the objectives of the corridor study in the Southport area is identified. These include a mix of capital works, master planning and private development opportunities able to be carried forward under a variety of implementation models. Further work may be required to refine and confirm the directions recommended in this study.

**Southport Catalyst sites and projects**

**Catalyst projects (short – medium term)**

01. Explore opportunities to reduce severance caused by Marine Parade and the Gold Coast Highway in order to provide better connectivity between the Broadwater Parkland and Southport urban core.

02. Investigate scope to ensure potential traffic capacity upgrades to Queen Street support pedestrian and cycle accessibility objectives, and longer term opportunities to link Southport and the Health and Knowledge Precinct.

03. Upgrade Davenport Street to include footpath widening, street tree planting, improved pavement, furniture and lighting.

04. Upgrade Scarborough Street to include footpath widening, street tree planting, improved pavement, furniture and lighting.

05. Prioritise east-west street upgrades to include footpath widening, street tree planting and crossings to the Broadwater Parkland.

06. Explore opportunities to enhance connectivity between the longer term renewal at the western end of Queen Street for ‘smart industries’ and the GCHKP.

07. Explore opportunities for commuter and recreational cycling between Southport and the Health and Knowledge Precinct along the Loders Creek corridor.

**Future investigation areas (long term)**

- Investigate future reuse opportunities for the existing Gold Coast Hospital site to reinforce the role and function of Southport PAC.

- Opportunities for Musgrave Hill State School to integrate with the Health and Knowledge Precinct as a specialist state high school Smart Academy, in accordance with the State Government’s Smart State Strategy.

- Opportunities for the existing light industry areas to support health and knowledge activities.

- Support ongoing planning of the Gold Coast Health and Knowledge Precinct.

- Opportunities for the rationalisation of open spaces around Carey Park.

**Catalyst sites legend**

- **Study area**
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- 400m Rapid Transit Station catchment
- Potential green bridge crossing
- Short - medium term
- Medium - long term
- Long term

**Catalyst sites (medium – long term)**

**Davenport North renewal cluster**

**Opportunity**
The cluster of education and civic sites to the north of Davenport Street provides a significant opportunity for the renewal of the heart of the Southport CBD.

**Key outcomes**
- Secure key tenants supportive of Southport’s role as a Principal Activity Centre
- Maintain an education and civic function within the Southport CBD

**Council car park renewal sites**

**Opportunity**
The publicly owned cluster of car parks on the edge of the Southport CBD, presents opportunities to stimulate renewal and investment in the CBD frame, and an opportunity to create synergies with the long term renewal of the existing Gold Coast Hospital site.

**Key outcomes**
- Activate and stimulate renewal within the Southport CBD frame
- Encourage the development of potential synergies with the long term renewal of the adjoining Gold Coast Hospital site.

**Queen Street east renewal cluster**

**Opportunity**
The potential of surplus GCRT land sites should be harnessed to catalyse renewal and activate the southern end of Scarborough Street.

**Key outcomes**
- Activation of the southern portion of Scarborough Street
- Explore opportunities for the delivery of affordable housing on GCRT project balance land
- Enhanced pedestrian and cycle connectivity between the Southport CBD and the Southport Broadwater Parklands

**Queen Street west renewal cluster**

**Opportunity**
Whilst constrained by vegetation and land contamination issues, the cluster of sites to the west of Queen Street (adjoining Wardoo Street) presents compelling short and long term opportunities for supporting the growth of the precinct.

**Key outcomes**
- Capitalise on the location between the Health and Knowledge Precinct and Southport CBD
- Study the feasibility of establishing a short term park-and-ride station to encourage and support use of the GCRT by commuters, without prejudice to longer term redevelopment options
- Initiate feasibility studies for the establishment of long term renewal opportunities supporting the nearby Health and Knowledge Precinct.
- Support pedestrian and cycle connectivity between the Health and Knowledge Precinct and the Southport CBD
Public transport
Key destinations within the Southport precinct are currently poorly served by public transport, however the future light rail route will connect the GCHKP to the retail and commercial core of Southport via Queen Street. Attention should be given to missing public transport linkages along key north-south routes, such as Nerang Street, Ferry Road/Southport-Burleigh Road, High Street, Warana Street and Kumburi Avenue. Establishing these linkages would significantly increase accessibility to the light rail system from the predominantly low density residential areas to the south and north of Southport such as Runaway Bay and Paradise Point.

Walking
The generally flat topography of the Southport precinct creates a highly walkable precinct, particularly around the Southport business district, where the traditional street grid reinforces direct routes.

The Smith Street and Loder Creek corridors also provide opportunities for a relatively flat pedestrian pathway system from Southport and the Broadwater Parklands to the GCHKP.

Opportunities should be explored to provide shade and interest for pedestrians along Gold Coast Highway and Marine Parade. Comfortable crossing points are required, and consideration given to longer pedestrian phases at major intersections.

Cycling
The Smith Street and the Loder Creek corridors provide opportunities for a relatively flat cycle route from Southport and the Broadwater Parklands to the GCHKP, creating an active green transport corridor.

Road network
The existing arterial road network, which traverses the precinct, supports important local and city-wide movements, particularly along Smith Street, Queen Street and Marine Parade/Gold Coast Highway. High rates of vehicular movement along these routes severely degrades the overall quality of the Southport precinct, particularly along Marine Parade/Gold Coast Highway where the Southport CBD is severed from one of the city’s most significant urban parklands (Southport Broadwater Parklands).

Reducing reliance on Smith Street as a primary vehicular link from the highway to the coastal core by redistributing vehicle movements onto other east-west routes may also assist in de-congesting the precinct.

Strategies

01 Explore opportunities to reduce speed on Marine Parade and the Gold Coast Highway to support better pedestrian and cycle connectivity to the Southport Broadwater Parklands

02 Address priority missing links in the cycle and pedestrian network

03 Address priority missing links in the bus network, particularly along key east-west routes

04 Explore signal adjustments and physical improvements to better balance vehicle and pedestrian priority at key intersections, including the potential provision of scramble crossings to support high volume GCRT stations and improved accessibility to key destinations

05 Explore opportunities to utilise existing green spaces throughout Southport as active transport corridors, particularly along the Loder Creek corridor

06 Investigate opportunities for the establishment of public boat parking along the Southport Broadwater

07 Explore possible locations for a new pedestrian bridge linking the Southport Broadwater Parklands to Main Beach and The Spit

08 Establish a ‘bus to light rail’ interchange at Southport station, to integrate with north-south bus movements and maximise public transport interchange opportunities

Existing conditions

Marine Parade and the Gold Coast Highway sever Southport from its waterfront and the Broadwater Parklands

‘Bus to light rail’ interchange opportunities exist at the Southport station

Opportunities to distribute vehicle movements onto other east-west routes may help reduce reliance on Smith Street as a primary link from the highway to the coastal core
Southport Corridor Access and Mobility Study (CAMS)

Corridor access and mobility

The Corridor Access and Mobility Study (CAMS) was undertaken in order to inform the precinct planning and urban design directions of the Phase 2 Corridor Study. CAMS explored:

- Key pedestrian routes in the vicinity of each light rail station
- The projected form of public realm elements (including footpaths and crossings) to inform the development of a station hierarchy typology
- The current condition of key routes, in order to prioritise upgrade projects

Key destinations and attractors

Key destinations and attractors for pedestrian movement considered as part of the CAMS within the Southport precinct include:

- GCRT stations
- Griffith University
- Southport medical precinct
- Southport mall
- Southport State School
- Southport Broadwater Parklands
- Australia Fair Shopping Centre
- TAFE
- Library

CAMS Priority Actions

01 Establish high quality connections along Ada Bell Way, Brighton Parade and Queen Street that service significant residential catchments and provide access to the local stations

02 Implement streetscaping work and crossing opportunities for a major walking link along Marine Parade between Ada Bell Way and Nerang Street

03 Improve the connections along Lenneberg Street, Garden Street and Davenport Street, providing alternative north-south routes and linking residential areas to local stations, high priority catalyst sites and social infrastructure such as the library and community centre

04 Establish a good quality pedestrian and cycle route along Bauer Street from Chester Terrace to Queen Street, for the large, medium density residential catchment to the station

05 Provide a continuation of high quality active transport facilities to the north of the Southport CBD along Scarborough Street between Nind Street and Nerang Street

06 Designate Lawson Street, Suter Street and Queen Street as key east-west connections between the Southport medical precinct, residential catchments, community facilities and local stations

07 Introduce a cycle link between Linear Park and Southport CBD as part of the GCCC neighbourhood route

08 Improve active transport connections between residential areas and the hospital, mixed-use retail clusters and showrooms by establishing links along Nerang Street, Tweed Street, Ferry Road and High Street

09 Reinforce connections along Cougal Street, linking the local station to low density residential catchments and St. Hilda’s school

10 Provide connections between the local station and residential areas to the north via Wardoo Street, and to the south along Blisted Drive and Ward Street

11 Establish a new pathway between Parklands Drive and Musgrave Avenue to connect the local station with the hospital

12 Connect the Queensland Health Academy and University Village with the local station and surrounding residents by implementing a new link that integrates the multi-use pathway bridge over the Smith Street Motorway

13 Provide a high quality pedestrian and cycle route along Wintergreen Drive, linking the low density residential catchment to the local station
Southport
Streets and public spaces

Southport
With the recent establishment of the Southport Broadwater Parklands, the quality, scale and function of green space within Southport has been improved considerably. Despite this recent focus on the renewal of Southport’s public spaces, Southport faces challenges in improving the quality of connections between the Southport CBD and the Southport Broadwater Parklands, and the treatment of the busy (but vital) streets that traverse the precinct.

A ‘fine-grain’ Southport CBD
The Southport CBD is supported by a strong street grid, providing great potential for a high quality public realm with strong pedestrian cycle links. In addition, a finer grain network of laneways also permeates some areas of the Southport CBD. Heritage built form also further reinforces the ‘fine-grain’ potential of the Southport CBD. These elements provide a strong foundation for the renewal of the Southport public realm, presenting opportunities for the establishment of intimate and ‘urbane’ streets and quarters.

‘Southport South’ public realm extension
The cluster of open (but underutilised) spaces to the south of Carey Park provides great potential for a significant public realm extension to reinforce the southern portion of Southport as an entry/transition point into the urban spine, and enhance the integration of the Southport Broadwater Parklands into the Southport CBD.

A network of ‘green connections’?
Towards the west of the precinct, the underutilised open space corridors adjoining Loder Creek and within the vicinity of Smith Street present compelling opportunities for the establishment of key ‘green connections’ supporting pedestrians and cyclists. These ‘green connections’ would allow the existing street network within Southport to engage with these largely untapped open space corridors and significantly expand publicly accessible open space.

Strategies

<table>
<thead>
<tr>
<th>Strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>01</strong> Support establishment of new public space in the Queen Street East renewal cluster to provide a significant public realm extension to increase connectivity between the Southport Broadwater Parklands and the Southport CBD</td>
</tr>
<tr>
<td><strong>02</strong> Investigate opportunities for increased activation of the Southport CBD street grid and laneways</td>
</tr>
<tr>
<td><strong>03</strong> Undertake footpath improvements and upgrades in accordance with Corridor Access and Mobility Study recommendations</td>
</tr>
<tr>
<td><strong>04</strong> Explore opportunities to enhance pedestrian and cycle accessibility at key intersections to integrate the Southport Broadwater Parklands into the Southport CBD</td>
</tr>
<tr>
<td><strong>05</strong> Enhance quality of Loder Creek and Smith Street open space corridors to improve overall precinct permeability and provide better quality, safe and useable open spaces</td>
</tr>
<tr>
<td><strong>06</strong> Investigate removal of the Carey car park at Southport to allow for improvement to the parklands</td>
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</tbody>
</table>

Existing conditions

High quality streets should be reinforced by active uses and increased pedestrian amenity

The Gold Coast Highway presents a significant challenge to engaging the high quality public realm within the Southport Broadwater Parklands

Carey Park and the adjoining cluster of underutilised open spaces have the potential to be enhanced as a significant series of public realm extensions

Southport Public Realm Strategy legend

- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- 400m Rapid Transit Station catchment

Potential green bridge crossing
- Existing open space
- Gold Coast University Hospital urban space
- PUBLIC REALM INITIATIVES
- Gateway opportunity
- Priority pedestrian crossings
- Proposed off-road pedestrian/cycle improvements
- Potential public space upgrade site
- Proposed mid-block connections

ROAD HIERARCHY
- Highway – “Gold Coast Boulevard”
- Citywide collector – public transport priority
- Citywide green collector – pedestrian priority

Subtropical boulevard
- Transit station approaches
- The Avenues
- Market Street

NOTE: all other streets are local residential streets
City form outcomes

In order to support Southport’s future as a Principal Activity Centre, higher density development should be consolidated within the Southport CBD. Building heights should step down where interfacing with lower rise development, heritage built form and open spaces (particularly along Marine Parade). This higher density activity centre should be framed by high quality, medium-rise built form, providing an increased diversity of building forms within the corridor. Strategically located pockets of high quality, medium-rise infill development should also be developed to support health and knowledge uses occurring within the GCHKP.

Wayfinding and gateways

To aid wayfinding and reinforce a sense of ‘arrival’ and ‘departure’ into the urban core, opportunities to create memorable gateways through built form and/or landscaping should be explored. Southport South provides a particularly strong gateway location, given the convergence of key movement routes onto the Sundale Bridge, and southwards into the urban core.

Ground floor activation and edges

Many retail frontages within Southport are currently vacant, highlighting a need to support existing active retail uses. Expansion of active retail frontages should be supported in focused locations around light rail stations, to support passive surveillance and journey quality. Building controls should encourage ground level floor to ceiling heights that support a range of uses, allowing for the expansion and consolidation of retail uses as market conditions change. Educational uses within Southport should also be encouraged to investigate ways to contribute more positively to edge quality and activation, for example through street-front classrooms and workshops.

Strategies

01 Support active edges along the Gold Coast Highway and Marine Parade to increase the extent and level of activation, to enjoy and celebrate the Southport Broadwater Parklands

02 Encourage a greater diversity of building forms with increased plot ratio entitlements to promote diversity in housing types and affordability

03 Encourage the development of active ground floor uses on sites adjoining GORT stations to promote surveillance and improve the journey experience

04 Encourage innovative adaptation and re-use of heritage built form within the Southport historic core

05 Investigate ways of activating the laneways within the Southport historic core

06 Manage the built form adjacent to Southport Broadwater Parklands to minimise overshadowing of Southport Broadwater Parklands

07 Support the development of social infrastructure and community facilities within new development

Existing conditions

The heritage built form of Southport should be enhanced and celebrated

Building frontages along Marine Parade should be activated to reinforce connectivity between the Southport Broadwater Parklands and the Southport CBD

Priority should be given to activating the strong urban grid of the Southport CBD through appropriate built form and land uses
Southport Land use and activities

Definition
Southport comprises two key nodes including seven stations. The GCHKP will be the main anchor to the west and the Southport CBD will anchor the east of the precinct.

Role and Function
This precinct will be the Affordable Housing, Knowledge and Employment precinct.

The precinct will service the future workers and students of the locale by accommodating affordable higher density residential development, leveraging upon relatively cheaper land costs in this area.

The world class GCHKP will be a major employment location. Diversification of land use types will rejuvenate the Southport CBD, which will anchor the east of the precinct.

Economic and social principles
> Create critical mass and diversity within Southport to enforce its Principal Activity Centre status and role as Regional Transport Hub
> Affordable housing for workers and students (and other residents) addressing overall housing affordability issue on Gold Coast

> Create a World Class Health & Knowledge Precinct that will be a premier destination with linkages between Hospital & University.
> Enhance public transport usage, particularly contra-flows in peak hours and discourage private motor vehicle usage

General Opportunities
> Education precinct to become leading edge in future industries (e.g E-Health, ICT, green energy/design)
> Health precinct to become world class in specific sectors
> The broader health and education area can become a ‘template’ example of a health oriented development (medical, retail, services, accommodation) which includes transit as a key component
> Support the growth of Southport as a Principal Activity Centre
> Explore opportunities for intensification across the precinct
> Explore connectivity between knowledge and health uses in the west of the precinct to commercial and retail uses in the east
> Strengthen cycle and pedestrian accessibility to the Southport Broadwater Parklands, as one of the city’s premier urban parks.

Strategies
01 Intensification of uses around the Health and Knowledge Precinct and Queen Street (4 to 9 stories).
02 Residential development with reduced car parking provision and car interface access away from public transport.
03 Development bonuses for desired development in proximity to station nodes.
04 Health and Knowledge Precinct acts as a micro-economy with full Health Oriented Development (HOD) functions including services, retail and entertainment.
05 Health and Knowledge Precinct needs to be effectively integrated with GCRT stations and other public transport.
06 Southport CBD needs activation, densification, diversification and resumption:
> Future ground level stations must be active and inviting and new development should embrace pedestrians
> Higher density mixed use and office development is critical to establishing a fully functional PAC
> Higher density residential development to maximise GCRT usage, activate precinct at night-time and foster walk-to-work opportunities
> Needs major tenant anchors - attracted to large floorplate sites for investment scale development
> Broader accessibility and amenity improvements will provide point-of-difference (prestige tenant location)
> Quarters (i.e sub-specialties)
> Embrace linkages to Broadwater Parkland and the river network

The table below outlines the potential floorspace that could be accommodated in this precinct based upon the likely job yield that could be captured. Overall the precinct should accommodate an additional 17,700 jobs and a further 17,400 new dwellings.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Floorspace Growth (2011 to 2031)</th>
<th>Jobs/Dwelling Growth (2011 to 2031)</th>
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<tbody>
<tr>
<td>Employment</td>
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<td>Commercial / Office</td>
<td>130,100 sqm</td>
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<td>Retail</td>
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<td>Specialised</td>
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<tr>
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<td>312,000 sqm</td>
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<tr>
<td>Multi Unit</td>
<td>1,585,000 sqm</td>
<td>15,850</td>
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<tr>
<td>Total</td>
<td>1,897,000 sqm</td>
<td>17,409</td>
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</tbody>
</table>
Main Beach

City building vision

Main Beach will be a beach side village community that provides a unique retail, cultural and entertainment experience. An alfresco culture will mark the distinct sense of place of Main Beach, with outdoor recreation and dining opportunities along Tedder Avenue. The light rail system links the precinct to the major activity centre of Southport, two minutes away.

The beachfront is a spectacular oasis for residents and tourists seeking active and passive recreational pursuits at the waters edge. Cycleways extend along the beachfront, up to The Spit and over to Southport and pedestrians have right of way along the shared green arterial of Tedder Avenue.

Phase 1 Vision

Background

The Main Beach precinct is predominantly a residential area. Its potential to develop into a significant transit oriented community is limited by several factors. The walkable catchment of the proposed light rail stations includes a significant amount of waterway and parkland, which also limit access to the stations.

There are no significant catalyst sites within the station catchments that could introduce significant mixed use or employment activities. The existing caravan park is well located and offers an affordable option for tourists; if in the future it is redeveloped it has potential to be a catalyst site but it is serving an important purpose for the foreseeable future.

Main Beach is likely to remain a primarily residential community, with the transit stations being a stimulus for further intensification of residential development. The existing retail node around Tedder Avenue could support intensification of local retail as the population increases.

The Main Beach station will serve as a gateway for access to Main Beach, The Spit, marinas, and Sea World.

Strategies

01 Reinforce Main Beach character and function as a beach side ‘urban village’

02 Encourage increased activation along Tedder Avenue to support key movement routes from Main Beach station

03 Encourage further integration of key destinations on The Spit and Main Beach

04 Realise The Spit’s latent potential as the city’s largest open space reserve

Main Beach Urban Design Framework Legend

- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- 400m Rapid Transit Station catchment
- Potential green bridge crossing
- Primary active edge
- Secondary active edge
- Key vehicular route
- Key pedestrian route
- Primary “green spine”
- Secondary “green spine”
- Key pedestrian crossing
- “Coastal gateway”
- “Coastal gateway”
- Public boat parking
- Low to medium rise area
- Medium rise area
- Building open space