



Part 6 Local Area Plans

Division 2 Local Area Plans

Chapter 18 Nerang

1.0 Intent

The Local Area Plan (LAP) provides for the integrated and detailed planning of Nerang as a Regional Activity Centre, with a diverse range of employment functions, urban facilities and services, recreational facilities and residential opportunities. Nerang is recognised as containing certain major facilities that are not found elsewhere in the City.

The following statement of a vision for Nerang has been identified by the community and has guided the preparation of this LAP.

1.1 Vision for Nerang

Nerang has developed as a successful regional centre serving a regional residential population and providing in the order of 8,000 jobs.

Nerang has a vibrant, attractive, prosperous and viable Town Centre, providing diverse business and employment opportunities for City and local residents. The visual focus of the Town Centre is the Nerang River, and the river and its edges serve to integrate the different areas of the centre.

Coordinated urban design and planning of Nerang Town Centre has created friendly precincts, attractive civic spaces, and protection and enhancement of the unique natural environment and the river.

Nerang is a self-supporting, cohesive community with a wide range of commercial and community facilities.

Nerang Town Centre is a safe, friendly and spirited place in which to live, work and play.

This LAP's primary role is to guide the assessment of development applications. The LAP will not, by itself, implement the vision. Rather, it is one important tool. Many other actions by Council, landowners, tenants, government agencies and private investors will also be necessary for the vision to be realised.

2.0 Application

2.1 This LAP applies to all development subject to the Planning Scheme and located within the LAP area, as indicated in **Nerang LAP Map 18.1 – Boundary**.

2.2 The Table of Development indicated in **Clause 6.0** identifies the level of assessment for development occurring within this LAP area.

2.3 The codes that may be relevant to the assessment of development in this LAP area are listed in **Clause 7.0**.

2.4 It should be noted that self assessable development is consistent with the intent and Desired Environmental Outcomes (DEOs) of this LAP, and therefore need only comply with the acceptable solutions of the **Nerang LAP Place Code** contained in **Clause 8.0** and any other acceptable solutions identified in the relevant codes explicitly referred to in **Subclause 7.1**.

3.0 Desired Environmental Outcomes

3.1 The existing commercial centres, to the east and west of the Nerang River, develop strong independent identities, whilst being physically and functionally integrated to create an accessible, vital, viable and attractive town centre for Nerang (refer to **DEO Soc.1**).

3.2 The Nerang River becomes the linking element and focus for the whole town centre (refer to **DEO Soc.1**).

3.3 Safe, efficient and adequate transport linkages are provided within the LAP area and to the surrounding residential catchment, for pedestrians, cyclists, motorists and public transport patrons. In particular, linkages between Council's offices, commercial development on both sides of the Nerang River and the Nerang Railway Station are improved (refer to **DEO Soc.6**).



- 3.4 The range of employment and service functions within Nerang is diversified, consistent with its Regional Activity Centre status, to facilitate its role as a major retail, commercial, cultural and administrative centre for the surrounding rural and rural-residential areas, its own urban population (refer to **DEO Econ.3**).

4.0 Local Area Features

Nerang is centrally located within the City and is a gateway to the hinterland areas of the city. It is traversed by the scenic Nerang River and contains the Nerang Office of the Gold Coast City Council and the Department of Main Roads, both of which cater for a City wide catchment. Retailing, government and commercial services are the major industries in the town centre.

Geographically, Nerang is located to the west of the coastal strip on the Nerang River. Nerang is currently physically divided by the river, the Pacific Motorway and other major roads. The town centre originally developed in a compact area west of the river, but has since developed in a more fragmented pattern to the east, with the different areas separated by the river and major transport corridors.

Nerang is located at the intersection of two major arterial routes in the city - the Pacific Motorway and the Broadbeach-Nerang Road, which provide an important connection between the coast and the hinterland to the west. A challenge for the future is to improve transport connectivity between the different nodes of activity within Nerang and its residential catchment to the south and west. This will necessitate the construction of at least one pedestrian/cyclist bridge over the Nerang River and an integrated approach to public transport provision.

This LAP aims to build on the strengths of Nerang's central location and natural assets. It will seek to do this by promoting the consolidation of commercial activities, intensification of residential and tourist/entertainment uses (particularly in a mixed use format), and promoting improvements to the linkages between commercial nodes and between those nodes and the peripheral residential areas.

5.0 Precincts

The Nerang LAP area is divided into eleven different precincts, in recognition of different physical localities, existing land uses and preferred patterns of development.

Precinct 1	Town Centre (North-West)
Precinct 2	Town Centre (South-East)
Precinct 3	Gold Coast City Council Offices and Environs
Precinct 4	Railway
Precinct 5	Mixed Residential
Precinct 6	Riverfront
Precinct 7	Open Space/Recreation/Community
Precinct 8	Industrial
Precinct 9	Urban Residential
Precinct 10	Large Lot Residential
Precinct 11	Fringe Business

The boundaries of these precincts are shown on **Nerang Lap Map 18.2 – Precincts**. **Nerang LAP Map 18.3 – Details of Precincts 1-6 including Sub-precincts** provides more detail in relation to **Precincts 1 to 6**, including the location of sub-precinct boundaries.

An overall town centre is identified for Nerang. The centre comprises two precincts, separated by the Nerang River. Accordingly, the challenge is to integrate these precincts and provide a long term viable role for each.

Council will undertake certain key action projects designed to improve the functional viability of the town centre and will oppose the indiscriminate development of competing higher order centres, contrary to the intent of the city's Strategic Plan.

Council will encourage private sector developments to incorporate public areas and/or facilities by means of its development controls and the use of development bonuses. Council will also attempt to assist community organisations with the development of facilities, where appropriate, as well as undertake its own programs.



5.1 Precinct 1 Intent for Town Centre (North-West)

This precinct incorporates the central Nerang commercial area that was the centre's original node of commerce. This precinct is defined as four central blocks, intersected by Lavelle and Price Streets.

This plan promotes the development of this precinct into a lively, mixed use commercial and residential precinct, in which day and night business activities are promoted. Within this precinct a core area has been identified (**Sub-precinct 3**). Within this core area, pedestrian oriented uses, such as retailing, outdoor dining, community facilities and indoor entertainment, are preferred. A high quality pedestrian environment is sought.

The main features of the strategy for **Precinct 1** are:

- a compact pedestrian core area, focussed on Lavelle and Price Streets;
- a community and recreation area, focussed on Bischoff Park and adjacent land in Nerang Street;
- less pedestrian oriented uses in fringing locations;
- mixed use development incorporating residential development in most locations within the precinct; and
- development oriented to the river, with strong pedestrian/cyclist links provided.

The core area should develop a distinctive character, reflecting a lush hinterland landscape and environmentally responsive buildings. Images conveying possible outcomes of the strategy for this precinct are identified on **Figures 1a, 1b** and **1c**.

Within **Precinct 1**, there are a number of Sub-precincts which have particular land use and locational features and are intended to develop so that they contribute to the overall functioning of the precinct and the town centre.



Figure 1a: Lavelle Street Figure



Figure 1b: Market Square, Bischoff Park

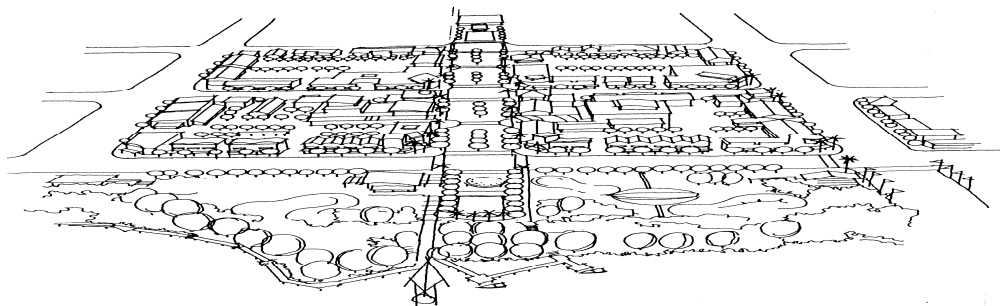


Figure 1c: Oblique Perspective of Sub-precinct 3



5.1.1 Precinct 1 Sub-precinct 1 – North Nerang Street

This Sub-precinct provides an opportunity for the establishment of lower order/low key commercial uses and mixed use development that will benefit from a riverside location. The preferred uses in this precinct are professional offices, restaurants, tourist retail facilities and residential development, whether for short term or permanent accommodation.

To maintain a 'green river edge', no development is to extend below the designated floodline. The area of each property below the floodline is to be maintained as landscaped open space. Developments with frontage to the Nerang River will include provision for a landscaped riverbank and be designed to Council's satisfaction. All new development should maintain a detached building character to retain glimpses through to the river from Nerang Street.

5.1.2 Precinct 1 Sub-precinct 2 – Frame Area

This Sub-precinct is a transitional area between the high-intensity commercial core of Nerang (Sub-precinct 3) and surrounding medium density residential areas. Land within this Sub-precinct is within walking distance of the core, on the eastern side of the Nerang River. The intent for this Sub-precinct is to be a mixed use neighbourhood of high amenity, with sufficient density and activity to support the core. The preferred uses in this precinct include commercial office space, community and recreation uses, service industry (small scale and within buildings), bulky goods retailing and residential uses.

Further retail developments, other than bulky goods, are not desirable, except as additions to existing shopping centres.

The frame area should develop a distinctive character, reflecting a lush hinterland landscape and environmentally responsive buildings. Price Street will develop as a boulevard spine which creates a strong link between the southern commercial uses, core area and Council Chambers.

5.1.3 Precinct 1 Sub-precinct 3 – Core Area

This Sub-precinct constitutes the main office, services, community, cultural, entertainment and convenience retailing centre of Nerang. Retailing, community, cultural and entertainment uses are the preferred dominant uses, especially at ground and/or first floor levels.

5.1.4 Precinct 1 Sub-precinct 4 – Caravan Park

This Sub-precinct comprises the site of an existing caravan park. The site is suitable for river-oriented tourist, entertainment and residential uses. Such development should be aesthetically compatible with surrounding uses (both commercial and residential), and be limited to an intensity which is acceptable from a traffic and residential amenity viewpoint.

This area is not intended for commercial office or retail development.

Any development will be required by Council to include provision of landscaped buffers to preserve the amenity of established residential areas to the south. No commercial access will be permitted via Nerang River Drive.

Any development with frontage to the Nerang River will be required to:

- maintain a green edge to the river;
- include provision for a landscaped pedestrian walkway/bikeway along the riverbank;
- provide for the establishment of a public pedestrian walkway/bikeway link from Nerang Street across to the eastern bank of the river; and
- be designed to Council's satisfaction.

Low to medium rise development is the preferred form of development in this area, subject to the satisfactory resolution of traffic, residential amenity, flooding and other environmental issues.

5.2 Precinct 2 Intent for Town Centre (South East)

This precinct sits between the Pacific Motorway and the Nerang River. The precinct is bounded by the Nerang Connection Road to the north and Gilston Road to the south.

This precinct is intended to cater for a range of retail facilities, including large scale retail developments, where the need for such facilities can be demonstrated.

Permanent residential accommodation may be appropriate in this precinct, particularly where focused towards the Nerang River and developed in a manner that protects residential amenity. Short term accommodation is considered appropriate in **Sub-precincts 1, 2 and 3**.



Low key entertainment facilities, such as restaurants, cafes and bars, will be permitted at ground level, where such uses are complementary to retail development within the precinct. Major entertainment facilities, such as cinemas, may be acceptable in **Sub-precincts 1 and 2**, where located west of Gilston Road and linked into the pedestrian network serving this precinct and linking to **Precinct 1**.

A high standard of landscape amenity is required in this precinct, with a sub-tropical landscape theme, along the Gilston Road, Station Street frontage of development sites. All developments are to exhibit a high standard of urban design, consistent with the precinct's position as a gateway to Nerang and the hinterland.

5.2.1 Precinct 2 Sub-precinct 1 – Station Street

This precinct comprises existing development with frontage to the Nerang River. Substantial off-site car parking for developments in this Sub-precinct is located in an area between Station Street and the Pacific Motorway.

Developments are to take advantage of their frontage to the Nerang River in the design and operation of new and existing buildings. A condition of any Material Change of Use will be the provision for access to the river bank via a landscaped pedestrian walkway along the riverbank, designed to Council's satisfaction. Development will not be permitted to extend below the designated flood line, unless the work is necessary to enable pedestrian/cyclist access and Council is satisfied that remnant riparian vegetation is protected.

5.2.2 Precinct 2 Sub-precinct 2 – Gilston Road/Station Street

Sub-precinct 2 is currently the location for several large scale retail developments, and it is intended that this use type continues and expands as the dominant land use in the sub-precinct.

Supermarkets, discount department stores and other retailing uses requiring substantial space and ready access to main transportation routes are the preferred uses. This precinct is not intended as a significant office location. Commercial office space should not exceed 10% of the gross floor area of any development. Residential uses (including hotels, motels, hospitals and aged persons' homes) may be appropriate in this precinct.

All car parking is to be incorporated on-site and is to include extensive landscaped elements.

Developments with frontage to the Nerang River are to take advantage of this attribute in their design, and will be required by Council to include provision for a landscaped pedestrian walkway along the riverbank, designed to Council's satisfaction. Development will not be permitted to extend below the designated flood line, unless the work is necessary to enable pedestrian/cyclist areas, and Council is satisfied that remnant riparian vegetation is protected.

Sub-precinct 2 provides an opportunity for the establishment of further large scale retail development, subject to the following additional requirements. Any proposal for a major shopping centre in this sub-precinct will need to satisfy the following criteria:

- vehicular access to and from the site shall be provided in a manner satisfactory to Council, and shall include provision for pedestrian, cyclist and vehicular interconnection with adjoining retail developments, and will provide improvements to the horizontal and vertical alignment of Gilston Road;
- convenient, dedicated pedestrian access will need to be provided through the site to the adjoining retailing developments, with linkages to nearby residential areas and to **Sub-precinct 4**;
- the built form shall present a visually attractive appearance when viewed from adjacent land and Gilston Road;
- the built form shall provide openings and physical connections which lead to the creation of an integrated shopping sub-precinct;
- submission of supporting information which identifies that the proposal will not lead to the economic blight of other retailing components of the Nerang Town Centre (ie. **Precincts 1 and 2**);
- adequate off-street parking;
- submission of an engineering report which identifies that the proposed development will not worsen flooding in the locality, and will not itself be unacceptably affected in its operation by flooding;
- Land at the western end of the precinct, adjacent to **Precinct 6**, will be retained in a vegetated, undisturbed state, to limit the visual impact of commercial development on residential development to the west and south.



5.2.3 Precinct 2 Sub-precinct 3 – New Street

Sub-precinct 3 is a transitional area between freestanding retail to the north of New Street and residential areas to the south. The sub-precinct provides an opportunity for the establishment of low order commercial uses which are appropriately located at the edge of the major retailing sub-precinct. The preferred uses for this sub-precinct are professional offices, service industries, takeaway food outlets and bulky goods retailing or video outlets. The protection of the amenity of nearby residential development will be paramount in the consideration of development proposals in this sub-precinct. The maximum building height permitted is two storeys above ground level for commercial, or three storeys, if one or more storeys is used for residential purposes. This includes any storey or part thereof used for car parking. A minimum building setback of six metres from the street frontage is required, and is to include extensive landscaped elements. Site coverage is not to exceed 60%, with a minimum five metre landscaped buffer to be provided along the southern boundary of the precinct.

All car parking required for a development is to be provided on-site.

5.2.4 Precinct 2 Sub-precinct 4 – Riparian Area

The intent for this area is to protect the remnant riparian riverine rainforest. It is also intended to provide pedestrian access to, and pedestrians/cyclists a path along, the river. This area is also important for its significant cultural value. The site is substantially flood affected. Because this area contains an important patch of remnant riparian riverine rainforest which must be protected, no other uses are intended for this area.

5.3 Precinct 3 Intent for Gold Coast City Council Offices and Environs

This precinct consists of an area of land to the north of **Precinct 1**.

This precinct is intended to cater for local government related land uses and low impact tourist related uses. Further commercial uses should not be established until **Precincts 1** and **2** are fully developed. Tourism uses must be of a scale and type that do not adversely impact on the visual amenity of the area and the view from the motorway. Community services, such as library, community centre and education facilities, are also appropriate in this precinct. Tourist facilities and tourism accommodation uses may also be suitable.

5.3.1 Precinct 3 Sub-precinct 1 – Council Offices

The Council administration complex located on this site is to be retained and expanded. It will continue to contain a range of local government related activities.

5.3.2 Precinct 3 Sub-precinct 2 – Environs

This land is adjacent to the Nerang School, and the Nerang River and opposite the Council's administration complex. It is considered suitable for tourism and recreational uses, arranged in a manner that will allow for a pedestrian/bikeway connection through from the Nerang village commercial area to the Council's offices. The form and layout of any proposed development will be assessed to ensure that it is aesthetically and environmentally acceptable. The detailed development guidelines outlined in **Clause 6.0** of this LAP apply. The only type of commercial activity which may be considered appropriate is that directly associated with a permitted recreational use. In the long term, further office development related to the site proximity to the Council offices may be appropriate.

Permanent residential accommodation uses are considered unlikely to be suitable. However, consideration will be given to limited tourist accommodation (including hotels and motels), in conjunction with other approved tourist and recreational uses.

Any development will include extensive landscaped elements, including provision of vegetated buffers to adjacent riparian areas and the dedication of land for a pedestrian/cycle path.

5.4 Precinct 4 Intent for Railway

This precinct is a pocket of land bounded by the Gold Coast City Railway Line to the east, the Nerang River to the north, the Pacific Motorway to the west and Nerang-Broadbeach Road to the south.

The Nerang Railway Station is located at the east of the precinct, and it is intended that development within this precinct (especially within a walking distance of 800 metres) be transit supportive. Accordingly, medium density residential development is preferred, and development should facilitate direct pedestrian cycle paths towards the station, where indicated on **Nerang LAP Map 18.7 – Access & Mobility**.



Two locations suitable for some form of commercial development are identified within the precinct (**Sub-precincts 2 and 3**). Development on these sites will be in accordance with existing approvals and with the guidelines contained in this LAP for **Sub-precincts 2 and 3**. Commercial development is not intended elsewhere in this precinct.

This precinct also abuts land identified as a future regional park, located adjacent to the Pacific Motorway and the Nerang River. Future development should contribute to this park area by increasing and improving pedestrian and cyclist access to and along the Nerang River and to the future regional park.

5.4.1 Precinct 4 Sub-precinct 1 – Railway Residential

This sub-precinct has been identified, in order to provide the opportunity for innovative medium density housing that capitalises on the area's location, adjacent to the Nerang Railway Station.

High densities are to be oriented towards the railway station, and there is to be a transition in the height of the development, adjacent to land in the Open Space/Recreation/Community Precinct, in order to ensure an appropriate interface is achieved with nearby low density residential areas.

Retail and commercial uses are not intended in this sub-precinct, as adequate provision for these uses has been made in **Sub-precincts 2 and 3**.

5.4.2 Precinct 4 Sub-precinct 2 – Pacific Motorway Corner

This sub-precinct provides an opportunity for the establishment of development that will complement the development of Nerang as a Regional Activity Centre. This may take the form of:

- a) an office park which could benefit from the high level of exposure to the Pacific Motorway; or
- b) a mixed development incorporating residential (short term and or permanent) and one or more:
 - office;
 - tourist accommodation;
 - educational facility;
 - health facility.

Retailing is not considered suitable in this sub-precinct. Residential uses are desirable, provided they are not oriented to the Pacific Motorway and are subject to appropriate noise and air impact amelioration measures. Short term accommodation (including hotels and motels), education and health facilities may be appropriate, subject to achieving satisfactory street access.

Generally, development will not be permitted to extend below the designated flood line, unless Council is satisfied that such an extension is necessary to enable the attainment of a more sensible development envelope. Any such development will be subject to detailed engineering investigations as to possible effects on the hydrology of the area.

Any development will include provision of a landscaped pedestrian walkway/bikeway, contained within a minimum ten metre landscaped buffer adjacent to the Pacific Motorway. This walkway is to provide a link with Arthur Earl Park via a pedestrian underpass, and is to be designed to Council's satisfaction.

Access to the site will be a critical issue, both in terms of traffic safety and efficiency and in terms of public transport, pedestrian and cyclist integration with the town centre and the railway station. Development of this area will need to demonstrate how these issues have been addressed.

5.4.3 Precinct 4 Sub-precinct 3 – Railway Station

This sub-precinct provides an opportunity for the establishment of innovative mixed use development, incorporating a substantial residential component and a small neighbourhood shopping centre which provides convenience shopping and a limited range of services to residents of the surrounding area and people using the railway station facilities. It is not intended that this sub-precinct develop as a major retailing, entertainment or office location. Retail and commercial uses shall be limited to the ground floor level, and shall comprise no more than 20% of the total GFA of development on the site. A minimum three metre wide landscaped area is to be provided along the road frontages of this sub-precinct.



5.5 Precinct 5 Intent for Mixed Residential

This precinct consists of land on the east side of the Pacific Motorway and south of Nerang-Broadbeach Road. Part of this area is an existing retirement village, with the balance developed for low density housing. An area of this precinct, centred on Mount Street and Railway Parade, was included in the category of Centres – Retail and Commercial, under the previous Nerang DCP.

The plan seeks to maintain the existing predominantly residential use of land in this precinct, and ensure that this precinct is linked to major commercial, transport and employment nodes within the Nerang LAP area. Convenient access across the Pacific Motorway to better link this area to the town centre core for motorists, pedestrians and cyclists, is sought. Good pedestrian/cyclist links across Nerang-Broadbeach Road are also sought, to increase accessibility to the railway station and to improve linkages between the two residential localities.

A new urban form and high level of streetscape is intended for this precinct. Significant commercial, office space and retail developments are not considered appropriate in this precinct, due the existence of a suitable supply of land for such developments within other Nerang precincts, particularly **Precincts 1 and 2**.

5.5.1 Precinct 5 Sub-precinct 1 – Pacific Motorway East

This sub-precinct is intended primarily for residential development. However, low key office uses may be appropriate in land fronting Railway Parade, Grenfell Street and parts of Mount and View Streets, where utilising existing dwellings and maintaining a residential use of part of the building. The extent of this area is shown as **Sub-precinct 1**.

Where redevelopment is proposed in this sub-precinct, it should take the form of two to three storey terrace housing, incorporating small scale office uses in the part of the building facing the Pacific Motorway. This form of development is also appropriate on land fronting Mount Street and Nerang-Broadbeach Road, subject to resolution of traffic and parking issues. Amalgamated sites are desirable but not mandatory, provided that vehicular parking and access can be accommodated on site without dominating the front elevation of proposed buildings.

To ensure orderly development, a plan of development will be required for consideration of Council in conjunction with any development application. Buildings should address each street frontage and demonstrate architectural merit. Zero lot line setbacks on side boundaries (not frontages) will be permitted.

All car parking required for a development is to be provided on site. The development of a shared rear access between allotments fronting Nerang-Broadbeach Road, Railway Parade and those on the west side of Mount Street is encouraged.

5.6 Precinct 6 Intent for Riverfront Residential

This precinct is located to the north of Gilston Road and on the southern side of the Nerang River. This precinct is intended to be developed for residential development, exhibiting a high quality of architectural and urban design and providing a substantial open space area fronting the Nerang River. The provision of public road access to the riverfront area will also be sought.

A three storey height limit applies to this precinct. The only non-residential development intended is for community and low key commercial uses, servicing the open space network and the local population eg. a cafe or convenience store. Other non-residential land uses are not considered appropriate, particularly intensive commercial, office space and retail operations which are clearly intended to be developed within the Town Centre Core Precincts of Nerang.

Design principles for this precinct are provided as in **Figure 2: Precinct 6 – Design Principles**. Development should demonstrate consistency with these principles. These design principles are to be applied in any code or impact assessment.

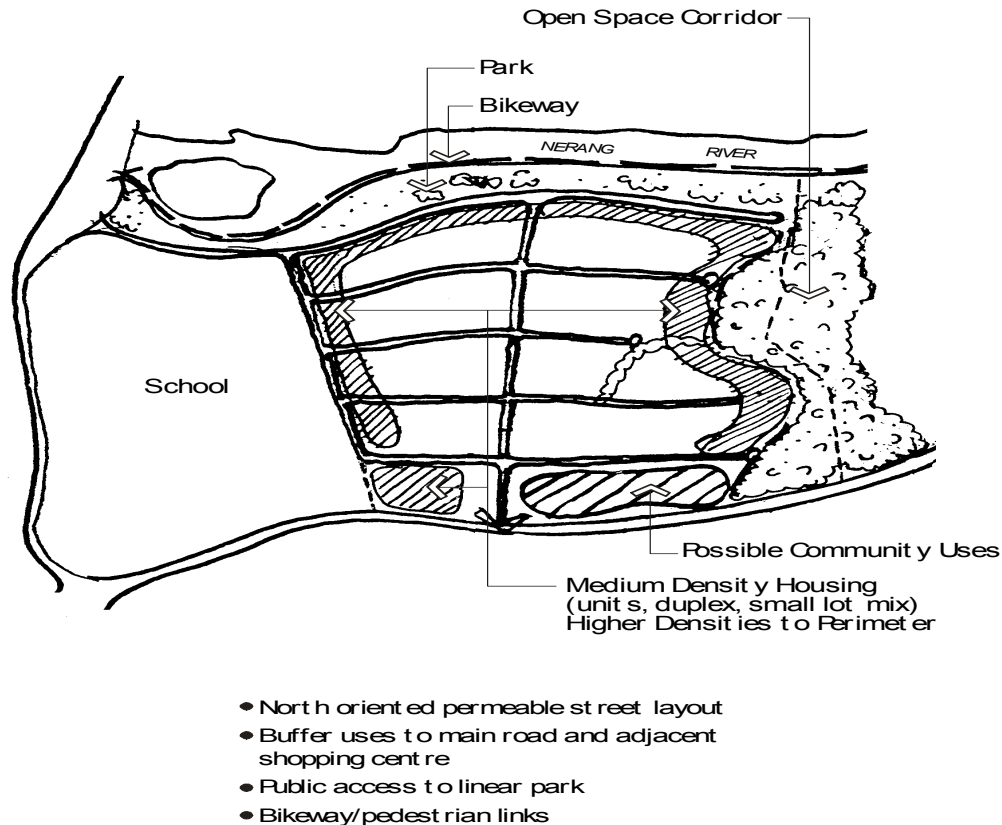


Figure 2: Precinct 6 – Design Principles

5.7 Precinct 7 Intent for Open Space/Recreation/Community

The intent for this precinct is to retain and enhance areas available to cater for a wide range of active or passive recreation and a range of community purposes. The exact extent of the precinct will only be finally determined when certain currently undeveloped land is developed. It includes land to which the Community Purposes, Private Open Space and Public Open Space provisions may be applicable.

This precinct incorporates the major existing and proposed open space areas, and other community land within the Nerang LAP area, including Gold Coast City Council land, state government land (including the state primary and high schools, the Gold Coast City Railway and Nerang Railway Station), the regional park adjacent to the Motorway, land fronting Nerang River, other existing local parks, and open space centred on existing watercourses and major drainage paths.

Land subject to Community Purposes provisions is marked with a C on **Nerang LAP Map 18.2 – Precincts** and **Nerang LAP Map 18.3 – Details of Precincts 1-6 including Sub-precincts**. Other land in public ownership is subject to the Public Open Space provisions, while other land in private ownership is subject to the Private Open Space provisions.

In the event that land identified for community purposes is no longer required for that purpose, decisions on an alternative use should include:

- consideration of other community uses potentially suitable for that site;
- the nature of preferred land use in surrounding precincts; and
- the DEOs sought by this plan.

It is intended to utilise the important resource of existing open space (especially within and adjacent to the town centre) to achieve critical new linkages, and maximise the recreational potential and visual qualities of Nerang and the Nerang River, while protecting environmental values. **Nerang LAP Map 18.6 – Open Space** shows the main open space links and open space areas intended to be achieved in the LAP area. The width of particular open space linkages will be determined as part of the development approval process, having regard to the linkage's intended function/s and the physical attributes of the subject land.



It is intended to create pedestrian/bicycle pathways along the Nerang River and other corridors identified on **Nerang LAP Map 18.2 – Precincts** to provide recreational access and pedestrian connectivity between the different precincts. Riparian vegetation is also intended to be preserved and consolidated within these waterway corridors.

Council has resolved to develop a regional park adjacent to the Nerang River and the Pacific Motorway. The park will require the preparation and adoption of a master plan to guide its development. The park will be developed as funding permits.

It is intended that the area of remnant riparian riverine rainforest located on the south eastern bank of the Nerang River be protected.

5.8 Precinct 8 Intent for Industrial Precinct

This precinct incorporates land south of Grenfell Street, east of Spencer Road, north of Pappas Way and west of the Gold Coast City Railway line.

As part of this precinct is located within walking distance of the railway station and **Precinct 2**, and it is conveniently accessible by motor vehicle, it is a highly desirable location for service and light industries. However, further retail related uses are generally not favoured in the precinct, as such uses are intended to be concentrated in the town centre precincts.

Council will seek to taper building heights and development intensity down, and require buffering near the precinct's interface with land in the Urban Residential Precinct.

Higher impact industrial activities will not be permitted to locate in this area. Commercial office space will be strictly limited to that necessarily associated with the industry in question, on the same site.

Residential uses, apart from Caretaker's Residence, are unsuitable in this precinct.

5.9 Precinct 9 Intent for Urban Residential

This precinct applies to land currently developed or intended for residential purposes. Development is intended to contribute to the DEOs of the LAP. These areas are generally intended to remain at current densities, in recognition of the established amenity and character of these areas and the contribution to housing choice and character that they make to Nerang. However, land within walking distance of the Town Centre Precincts or the railway station may be suitable for high density residential development, where that development is well designed and contributes to the residential character of its locality.

Residential development should be site-responsive and support the hinterland character sought for this part of the City. This should be achieved through building design and landscaping, and display climatically responsive design.

5.10 Precinct 10 Intent for Large Lot Residential

This precinct applies to land currently developed for low density residential purposes. These areas are intended to remain at low densities, in recognition of the established amenity and character of these areas and the contribution to housing choice and character that they make to Nerang. Land in this precinct, north of the Nerang-Beaudesert Road, has an average lot size of at least 8,000m² and a minimum lot size of at least 4,000m². However, land in this precinct to the south of the Nerang River may be allowed to be subdivided into smaller lots. Provision is made in this LAP for a modest increase in residential density through further subdivision, down to a minimum lot size of 2,000m², provided that the:

- a) land is able to be serviced by Council's sewerage system; and
- b) proposal is supported by a detailed site analysis which adequately addresses the following issues:
 - the site is not steep or visually prominent, and measures are proposed to minimise site disturbance;
 - clearing of existing native vegetation is minimised;
 - setbacks from watercourses are provided; and
 - environment and character protection is provided for by the proposal.



5.11 Precinct 11 Intent for Fringe Business

This precinct comprises a distinct fringe business area located to the west of the Pacific Motorway and in the vicinity of Pappas Way.

This precinct currently accommodates a range of service industry, fast food and bulk retailing activities. The intent of this LAP is to allow this precinct to continue to be used for such purposes. It is also envisaged that this precinct will provide a location for support services for the activities located in **Precincts 1 and 2**. It is not intended to accommodate high intensity commercial activities in **Precinct 11**.

This precinct is to be further developed for high quality showroom, visually attractive bulk retailing and light industrial developments, which utilise a distinctive urban design and clearly address streets and public areas. New developments will not be dominated by ground level parking areas or unsympathetic advertising devices. Vehicle parking areas will be placed either behind or beside building structures, with buildings placed close to street frontages. High quality landscaping, including regularly spaced shade trees, will be required within car park areas so as to present an attractive street aspect and to ensure that car parking areas remain attractive and functional.

Provision for advertising devices will be incorporated into building designs, to minimise the need for unsympathetic signage. Freestanding signs will be required to be of a size, scale and design which are sympathetic to the building to which it relates. Multi-tenant signs will be required for developments consisting of more than one business premises to avoid a proliferation of freestanding signs.

Connectivity between individual sites will be encouraged through the use of attractive pedestrian and cycle paths.

Residential development in a mixed use format is acceptable within this precinct, where it can be clearly demonstrated that reasonable levels of residential amenity can be achieved and such development will not jeopardise the ability to conduct legitimate commercial activities on adjacent sites.

6.0 Nerang Local Area Plan Table of Development

Note: *This table must be read in conjunction with the explanation provided in Part 6, Division 1, Chapter 2 – Using Local Area Plans.*

A: Material Change of Use

Exempt	Self Assessable	Code Assessable	Impact Assessable
Precinct 1 – Town Centre North West			
Family Day Care Home Home Office Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Park Public Utility Special Accommodation	Cafe Car Park Commercial Services except in Sub-precinct 4 Community Care Centre Convenience Shop Educational Establishment except in Sub-precinct 4 Fast Food Premises Home Occupation Laundromat Minor Tourist Facility Office except in Sub-precinct 4 Service Industry (Group A) except in Sub-precinct 4 Shop except in Sub-precinct 4 Take-Away Food Premises Temporary Use	Amusement Parlour Apartment in Sub-precincts 1 and 2 and when located above ground storey level, in Sub-precinct 3 Bed and Breakfast Caretaker's Residence Child Care Centre Cinema Funeral Parlour Hospital except in Sub-precinct 4 Hostel Accommodation Indoor Recreation Facility except in Sub-precinct 4 Market Medical Centre Motel Nightclub in Sub Precinct 3 Place of Worship Reception Room	Apartment n.e.i. Nightclub n.e.i. Resort Hotel Tavern Any of the following uses in Sub-precinct 4: <ul style="list-style-type: none"> ▪ Commercial Services ▪ Educational Establishment ▪ Hospital ▪ Indoor Recreation Facility ▪ Office ▪ Shop ▪ Shopping Centre Development ▪ Showroom



Exempt	Self Assessable	Code Assessable	Impact Assessable
		Restaurant Retail Nursery Service Industry (Group B) Shopping Centre Development except in Sub-precinct 4 Showroom except in Sub-precinct 4 Service Station Telecommunications Facility n.e.i. Theatre except in Sub-precinct 4 Veterinary Clinic	
Precinct 2 – Town Centre South East			
Family Day Care Home Home Office Minor Change in the scale or intensity of an existing lawful use Park Special Accommodation	Café Car Park Caretaker’s Residence Commercial Services Convenience Shop Fast Food Premises Service Industry (Group A) Shop Take-Away Food Premises Temporary Use	Apartment in Sub-precincts 1 and 2 , when located above ground storey level Broadcasting Facilities Child Care Centre Home Occupation Hostel Accommodation Laundromat Medical Centre Minor Tourist Facility Motel Office Place of Worship Public Utility Restaurant Showroom Telecommunications Facility Veterinary Clinic	Amusement Parlour Apartment n.e.i. Cinema Community Care Centre Educational Establishment Hospital Indoor Recreation Market Nightclub Reception Room Resort Hotel Retail Nursery Shopping Centre Development Tavern Theatre
Precinct 3 – Gold Coast City Council Offices and Environs			
Family Day Care Home Home Office Low-Impact Telecommunications Facilities Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park Public Utility Special Accommodation	Community Purposes Temporary Use	Bed and Breakfast Car Park Caretaker’s Residence Child Care Centre Convenience Shop Hostel Accommodation Minor Tourist Facility Motel Telecommunications Facility n.e.i.	Apartment Cafe Commercial Services Community Care Centre Educational Establishment Hospital Indoor Recreation Facility Market Medical Centre Office n.e.i. Place of Worship Reception Room Resort Hotel



Exempt	Self Assessable	Code Assessable	Impact Assessable
Precinct 4 – Railway			
<p>Family Day Care Home Home Office Low-Impact Telecommunications Facilities Minor Change in the scale or intensity of an existing lawful use Park Public Utility Special Accommodation</p>	<p>Temporary Use</p>	<p>Apartment Attached Dwellings and Medium Density Detached Dwellings Cafe Car Park Caretaker’s Residence Child Care Centre Detached Dwelling Home Occupation Telecommunications Facility n.e.i. The following uses only in Sub-precinct 2:</p> <ul style="list-style-type: none"> ▪ Commercial Services ▪ Hostel Accommodation ▪ Minor Tourist Facility ▪ Motel ▪ Office ▪ Place of Worship <p>The following uses only in Sub-precinct 3:</p> <ul style="list-style-type: none"> ▪ Commercial Services ▪ Convenience Shop ▪ Fast Food Premises ▪ Laundromat ▪ Medical Centre ▪ Office ▪ Place of Worship ▪ Restaurant ▪ Service Industry ▪ Shop ▪ Take-Away Food Premises <p>Veterinary Clinic</p>	<p>Bed and Breakfast Community Care Centre Educational Establishment Indoor Recreation Facility in Sub-precincts 2 and 3 Reception Room in Sub-precinct 2 Resort Hotel in Sub-precinct 2</p>
Precinct 5 – Mixed Residential			
<p>Family Day Care Home Home Office Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Park Public Utility Special Accommodation</p>	<p>Home Occupation</p>	<p>Aged Persons Accommodation Apartment Attached Dwellings and Medium Density Detached Dwellings Bed and Breakfast Caretaker’s Residence Commercial Services in Sub-precinct 1 Detached Dwelling Hostel Accommodation Office in Sub-precinct 1 Telecommunications Facility n.e.i.</p>	<p>Child Care Centre Community Care Centre Educational Establishment Market Motel Place of Worship Veterinary Clinic</p>



Exempt	Self Assessable	Code Assessable	Impact Assessable
Precinct 6 – Riverfront Residential			
<p>Family Day Care Home Home Office Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park Public Utility Special Accommodation</p>	<p>Home Occupation</p>	<p>Apartment Attached Dwellings and Medium Density Detached Dwellings Bed and Breakfast Caretaker’s Residence Educational Establishment Minor Tourist Facility Telecommunications Facility n.e.i.</p>	<p>Cafe Child Care Centre Community Care Centre Convenience Shop Hostel Accommodation Motel Place of Worship Resort Hotel Take-Away Food Premises</p>
Precinct 7 – Open Space/Recreation/Community			
<p>Conservation (natural area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park Public Utility Family Day Care Home on sites identified with a C on Nerang LAP Maps 18.2 or 18.3</p>	<p>Temporary Use The following additional uses on sites identified with a C on Nerang LAP Maps 18.2 or 18.3:</p> <ul style="list-style-type: none"> ▪ Caretaker’s Residence ▪ Cemetery ▪ Community Care Centre ▪ Community Purposes (excluding Corrective Institution) ▪ Medical Centre ▪ Transit Centre ▪ Transport Terminal 	<p>Cafe (where the maximum GFA is less than 100m²) Caretaker’s Residence n.e.i. Community Purposes (excluding Corrective Institution) n.e.i. Indoor Recreation Facility Market Minor Tourist Facility Restricted Club Take-Away Food Premises (where the GFA is less than 100m²) Telecommunications Facility n.e.i. The following additional uses on sites identified with a C on Nerang LAP Maps 18.2 or 18.3:</p> <ul style="list-style-type: none"> ▪ Car Park ▪ Caravan Park ▪ Place of Worship 	<p>Child Care Centre Convenience Shop Ecotourism Facility Restaurant Tourist Cabins Tourist Facility Tourist Shop</p>
Precinct 8 – Industrial			
<p>Conservation (natural area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park Public Utility</p>	<p>Caretaker’s Residence Manufacturer’s Shop Service Industry (Group B) n.e.i. Storage Temporary Use Veterinary Clinic Warehouse</p>	<p>Bulk Garden Supplies Car Park Industry Kennel Milk Depot Motor Vehicle Repairs Service Industry (Group A) Service Station Take-Away Food Premises Telecommunications Facility n.e.i. Transport Terminal Veterinary Hospital</p>	<p>Convenience Shop Fuel Depot Indoor Recreation Facility Place of Worship Refuse Disposal Refuse Transfer Station Salvage Yard Service Industry (Group B) where including Commercial and Industrial equipment hire Transit Centre Vehicle Hire Premises</p>



Exempt	Self Assessable	Code Assessable	Impact Assessable
Precinct 9 – Urban Residential			
<p>Conservation (natural area management) Family Day Care Home Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park Private Recreation n.e.i. Public Utility Special Accommodation</p>	<p>Detached Dwelling Display Home Estate Sales Office Home Office Private Recreation where lighting is proposed</p>	<p>Aged Persons Accommodation Apartment Attached Dwellings and Medium Density Detached Dwellings Bed and Breakfast Caretaker's Residence Convenience Shop Family Accommodation Home Occupation Place of Worship (GFA no greater than 300m²) Telecommunications Facility n.e.i.</p>	<p>Cafe Caravan Park Child Care Centre Community Care Centre Educational Establishment Hostel Accommodation Medical Centre Motel Place of Worship (GFA greater than 300m²) Relocatable Home Park Service Station</p>
Precinct 10 – Large Lot Residential			
<p>Conservation (natural area management) Family Day Care Home Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park Private Recreation n.e.i. Public Utility Special Accommodation</p>	<p>Detached Dwelling Display Home Estate Sales Office Home Office Private Recreation where lighting is proposed</p>	<p>Bed and Breakfast Caretaker's Residence Community Purposes Family Accommodation Home Occupation Stall Telecommunications Facility n.e.i.</p>	<p>Animal Husbandry Cafe Child Care Centre Convenience Shop Ecotourism Facility Educational Establishment Minor Tourist Facility Place of Worship Retail Plant Nursery Refuse Transfer Station Outdoor Sport and Recreation Tourist Cabins</p>
Precinct 11 – Fringe Business			
<p>Family Day Care Home Home Office Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park Private Recreation n.e.i. Public Utility Railway Activities Special Accommodation</p>	<p>Caretaker's Residence Detached Dwelling Display Home Estate Sales Office Home Occupation Laundromat Office only where it is ancillary to another use and does not constitute more than 20% of GFA Private Recreation where lighting is proposed Service Industry (Group B) Service Station Showroom Take-Away Food Premises Temporary Use Tourist Shop Vehicle Hire Premises Vehicle Sales Premises Veterinary Clinic Warehouse</p>	<p>Bed and Breakfast Bulk Garden Supplies Cafe Car Park Convenience Shop Fast Food Premises Hostel Accommodation Medical Centre Motor Vehicle Repairs Office only where it is ancillary to another use and constitutes more than 20% of GFA Place of Worship Retail Plant Nursery Service Industry Service Station Telecommunications Facility n.e.i.</p>	<p>Amusement Parlour Apartment Attached Dwellings and Medium Density Detached Dwellings Caravan Park Child Care Centre Community Care Centre Fuel Depot Indoor Recreation Facility Industry Milk Depot Minor Tourist Facility Motel Relocatable Home Park Reception Room Restaurant Tourist Facility Transit Centre Transport Terminal</p>



B: Material Change of Use Overlay Provisions

Exempt	Self Assessable	Code Assessable	Impact Assessable
Material Change of Use involving Building Work that:			
		<p>exceeds two storeys due to the inclusion of a partial third storey and the GFA of the partial storey does not exceed 50% of the GFA of the storey immediately below and the site is not in an area where a maximum building height exceeding two storeys is identified on Nerang LAP Map 18.4 – Maximum Building Height</p>	<p>exceeds two storeys (except for a partial third storey with less than 50% of the GFA of the storey immediately below) where the site is not in an area where a maximum building height exceeding two storeys is identified on Nerang LAP Map 18.4 – Maximum Building Height; OR exceeds the maximum number of storeys indicated for the site identified on Nerang LAP Map 18.4 – Maximum Building Height</p>
			<p>exceeds the maximum residential density for the subject land as shown on Nerang LAP Map 18.5 – Maximum Residential Density</p>
	<p>is located on a site nominated as a Medium, High or Very High Risk Area on Overlay Map 16 – Areas of Unstable Soils and Areas of Potential Land Slip Hazard, and complies with the Acceptable Solutions of Constraint Code 16 – Steep Slopes or Unstable Soils</p>	<p>is located on a site nominated as a Medium, High or Very High Risk Area on Overlay Map 16 – Areas of Unstable Soils and Areas of Potential Land Slip Hazard, and alternative solutions to the Acceptable Solutions of Constraint Code 16 – Steep Slopes or Unstable Soils are proposed</p>	
	<p>is on a site located in a Medium or High Potential Bushfire Hazard Area, as identified on Overlay Map OM10 – Potential Bushfire Hazard Areas, and complies with the Acceptable Solutions of Constraint Code 2 – Bushfire Management Areas</p>	<p>is on a site located in a Medium or High Potential Bushfire Hazard Area, as identified on Overlay Map OM10 – Potential Bushfire Hazard Areas, and alternative solutions to the Acceptable Solutions of Constraint Code 2 – Bushfire Management Areas are proposed</p>	
	<p>is on a site identified on Overlay Map OM13 – Building Setback Line from Canals and Waterways as being affected by a waterway building setback, and is in</p>	<p>is on a site identified on Overlay Map OM13 – Building Setback Line from Canals and Waterways as being affected by a waterway building setback, and</p>	



Exempt	Self Assessable	Code Assessable	Impact Assessable
	<p>compliance with the Acceptable Solutions of Constraint Code 3 – Canals and Waterways</p>	<p>alternative solutions to the Acceptable Solutions of Constraint Code 3 – Canals and Waterways are proposed</p>	
		<p>is on or adjoins a site listed on the Queensland Heritage Register (Queensland Heritage Act 1992) or the Register of the National Estate (Australian Heritage Commission Act 1975) or the National Trust of Queensland list</p>	
		<p>is within or adjoins an allotment containing places, sites, or landscapes of indigenous cultural heritage significance listed on the Queensland Heritage Register – Cultural Records (Landscapes Queensland and Queensland Estate) Act 1987;</p> <p>OR</p> <p>is located on land which is the subject of a native title claim;</p> <p>OR</p> <p>is located on land that is known to the owner and/or the developer to be of indigenous cultural heritage value</p>	
			<p>would result in a residential dwelling being located within 500 metres of a lot containing an extractive industry operation or resource (hard rock quarrying) or within 200 metres of a lot containing an extractive industry operation or resource (sand and gravel operations), as defined on Overlay Map OM23 – Extractive Resources</p>
	<p>is on a site identified on the Domain Maps as being affected by Future Road Requirement and complies with the Acceptable Solutions of Constraint Code 4 – Car Parking, Access and Transport Integration</p>	<p>is on a site identified on the Domain Maps as being affected by Future Road Requirement and alternative solutions to the Acceptable Solutions of Constraint Code 4 – Car Parking, Access and Transport Integration are proposed</p>	



Exempt	Self Assessable	Code Assessable	Impact Assessable
	is on land with frontage to the Pacific Motorway road reserve or a Pacific Motorway service road as indicated on Overlay Map OM15 – Pacific Motorway Service Road Types , and complies with the Acceptable Solutions of Constraint Code 15 – Service Roads (Pacific Motorway)	is on land with frontage to the Pacific Motorway road reserve or a Pacific Motorway service road as indicated on Overlay Map OM15 – Pacific Motorway Service Road Types , and alternative solutions to the Acceptable Solutions of Constraint Code 15 – Service Roads (Pacific Motorway) are proposed	
		is located on a site within Precinct 2 and involves building work other than Minor Building Work	
		exceeds one dwelling per lot	

C: Operational Work – Changes to Ground Level

Exempt	Self Assessable	Code Assessable	Impact Assessable
Operational Work that involves extraction, excavation or fill that:			
		Precincts 1 and 2 exceeds a volume of 20 cubic metres of fill or excavation, or is closer than two metres from the allotment boundary	
		Precincts 3 and 7 exceeds a volume of 20 cubic metres of fill or excavation, or is closer than ten metres from the allotment boundary	
		Precincts 4, 5, 6, 9 and 10 exceeds a volume of 50 cubic metres of fill or excavation, or is closer than two metres from the allotment boundary	
		Precinct 8 exceeds a volume of 100 cubic metres of fill or excavation, or is closer than five metres from the allotment boundary	
		is within or adjoins an allotment containing places, sites, or landscapes of indigenous cultural heritage significance listed on the Queensland Heritage Register – Cultural Records (Landscapes Queensland and Queensland Estate) Act 1987 ;	



Exempt	Self Assessable	Code Assessable	Impact Assessable
		<p>OR</p> <p>is located on land which is the subject of a native title claim;</p> <p>OR</p> <p>is located on land that is known to the owner and/or the developer to be of indigenous cultural heritage value</p>	

D: Operational Work – Advertising Device

Exempt	Self Assessable	Code Assessable	Impact Assessable																						
	<p>Advertising Device that is:</p> <p>a) not illuminated, nor animated, and where the total area of signage per street frontage does not exceed the following for each precinct:</p> <table border="0"> <tr><td>Precinct 1</td><td>10m²</td></tr> <tr><td>Precinct 2</td><td>10m²</td></tr> <tr><td>Precinct 3</td><td>5m²</td></tr> <tr><td>Precinct 4</td><td>1m²</td></tr> <tr><td>Precinct 5</td><td>1m²</td></tr> <tr><td>Precinct 6</td><td>0.6m²</td></tr> <tr><td>Precinct 7</td><td>5m²</td></tr> <tr><td>Precinct 8</td><td>20m²</td></tr> <tr><td>Precinct 9</td><td>0.6m²</td></tr> <tr><td>Precinct 10</td><td>0.6m²</td></tr> <tr><td>Precinct 11</td><td>10.6m²;</td></tr> </table> <p>b) not visible from any State-controlled road</p>	Precinct 1	10m ²	Precinct 2	10m ²	Precinct 3	5m ²	Precinct 4	1m ²	Precinct 5	1m ²	Precinct 6	0.6m ²	Precinct 7	5m ²	Precinct 8	20m ²	Precinct 9	0.6m ²	Precinct 10	0.6m ²	Precinct 11	10.6m ² ;	<p>Advertising Devices n.e.i.</p>	
Precinct 1	10m ²																								
Precinct 2	10m ²																								
Precinct 3	5m ²																								
Precinct 4	1m ²																								
Precinct 5	1m ²																								
Precinct 6	0.6m ²																								
Precinct 7	5m ²																								
Precinct 8	20m ²																								
Precinct 9	0.6m ²																								
Precinct 10	0.6m ²																								
Precinct 11	10.6m ² ;																								

E: Operational Work – Infrastructure and Landscape Work

Exempt	Self Assessable	Code Assessable	Impact Assessable
Minor Landscape Work		Landscape Work n.e.i.	
Landscape Work associated with a Detached Dwelling or a Caretaker's Residence		Works for Infrastructure	



F: Operational Work – Vegetation Clearing

Exempt	Self Assessable	Code Assessable	Impact Assessable
Vegetation Clearing that:			
	<p>results in the removal of, or damage to, vegetation that is equal to, or in excess of, 40 centimetres in girth (circumference) measured at 1.3 metres above average ground level, and complies with the Acceptable Solutions of Specific Development Code 36 – Vegetation Management;</p> <p>OR</p> <p>results in the removal of, or damage to, vegetation that is equal to, or in excess of, four metres in height (Precincts 9 and 10), and complies with the Acceptable Solutions of Specific Development Code 36 – Vegetation Management</p>	<p>results in the removal of, or damage to, vegetation that is equal to, or in excess of, 40 centimetres in girth (circumference) measured at 1.3 metres above average ground level, and alternate solutions to the Acceptable Solutions of Specific Development Code 36 – Vegetation Management are proposed;</p> <p>OR</p> <p>results in the removal of, or damage to, vegetation that is equal to, or in excess of, four metres in height (Precincts 9 and 10), and alternate solutions to the Acceptable Solutions of Specific Development Code 36 – Vegetation Management are proposed</p>	<p>results in the removal of, or damage to, vegetation over which a Vegetation Protection Order has been made by Council</p>

G: Reconfiguring a Lot

Exempt	Self Assessable	Code Assessable	Impact Assessable
Reconfiguring a Lot that:			
		<p>Precincts 1, 2, 3, 7 and 8</p> <p>results in no lots with an area less than 1,000m²;</p> <p>OR</p> <p>entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots), or a Volumetric Lot within a building, or a leasehold subdivision of an existing or approved development</p>	<p>Precincts 1, 2, 3, 7 and 8</p> <p>results in one or more lots with an area less than 1,000m²</p>
		<p>Precincts 4, 5, 6 and 9</p> <p>results in no lots with an area less than 600m² in areas identified as Residential Density Category 1 on Nerang LAP Map 18.5 – Maximum Residential Density;</p> <p>OR</p>	<p>Precincts 4, 5, 6 and 9</p> <p>results in one or more lots with an area less than 600m² in areas identified as Residential Density Category 1 on Nerang LAP Map 18.5 – Maximum Residential Density</p> <p>OR</p>



Exempt	Self Assessable	Code Assessable	Impact Assessable
		<p>results in no lots with an area less than 400m² in areas identified as Residential Density Category 4 and above on Nerang LAP Map 18.5 – Maximum Residential Density; OR entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots) or a Volumetric Lot within a building, or a leasehold subdivision of an existing or approved development</p>	<p>results in one or more lots with an area less than 400m² in areas identified as Residential Density Category 4 and above on Nerang LAP Map 18.5 – Maximum Residential Density</p>
		<p>Precinct 10 north of the Nerang-Beaudesert Road results in no lots with an area less than 4,000m²; OR entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots) or a Volumetric Lot within a building, or a leasehold subdivision of an existing or approved development</p>	<p>Precinct 10 north of the Nerang-Beaudesert Rd results in one or more lots with an area less than 4,000m²</p>
		<p>Precinct 10 south of the Nerang-Beaudesert Road results in no lots with an area less than 2,000m²; OR entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots) or a Volumetric Lot within a building, or a leasehold subdivision of an existing or approved development</p>	<p>Precinct 10 south of the Nerang-Beaudesert Road results in one or more lots with an area less than 2,000m²</p>
			<p>would create the potential for a residential dwelling to be located within 500 metres of a lot containing an extractive industry operation or resource (hard rock quarrying) or within 200 metres of a lot containing an extractive industry operation or resource (sand and gravel operations), as defined on Overlay Map OM23 – Extractive Resources</p>



7.0 Relevant Codes

Codes relevant for development assessment in the Nerang LAP are listed below. The Place Code applies in all cases. A Specific Development Code will only apply if that specific development is proposed. A Constraint Code will only apply where the proposed development is directly impacted by the constraint that is the subject of that code.

7.1 Self Assessable Development

The following codes apply to development that is self assessable in the Nerang LAP area.

Place Code	Specific Development Codes	Constraint Codes
Nerang LAP Place Code	2 Advertising Devices 10 Caretaker's Residence 13 Detached Dwellings 14 Display Homes and Estate Sales Offices 24 Office 25 Private Recreation 27 Retail and Related Establishments 34 Temporary Use 36 Vegetation Management 37 Vehicle Sales 38 Working From Home	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 8 Flood Affected Areas 10 Nature Conservation 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils

7.2 Material Change of Use

The following codes apply to development that is code or impact assessable **Material Change of Use** in the Nerang LAP area.

Place Code	Specific Development Codes	Constraint Codes
Nerang LAP Place Code	3 Aged Persons Accommodation 4 Animal Husbandry 6 Attached Dwellings and Medium Density Detached Dwellings 7 Bed and Breakfast Tourist Accommodation 9 Caravan Parks 10 Caretaker's Residence 12 Child Care Centres 13 Detached Dwellings 14 Display Homes and Estate Sales Offices 15 Ecotourism Facility 16 Family Accommodation 19 High Rise Residential and Tourist Accommodation 20 Kennels 21 Landscape Work 22 Low Rise Apartment Building 23 Low Rise Commercial Tourist Accommodation 24 Office 25 Private Recreation 26 Relocatable Home Parks 27 Retail and Related Establishments 30 Salvage Yards 31 Service Stations 33 Telecommunications Facilities 35 Tourist Cabins 37 Vehicle Sales 38 Working From Home 39 Works for Infrastructure	1 Gold Coast Airport and Aviation Facilities 2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 12 Rail Corridor Environs 13 Road Traffic Noise Management 14 Sediment and Erosion Control 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils 17 Unsewered Land



7.3 Operational Work – Changes to Ground Level

The following codes apply to development that is code assessable **Operational Work – Changes to Ground Level** (extracting gravel, rock, sand or soil from the place where it occurs naturally, or excavating or filling that materially affects premises or their use) in the Nerang LAP area.

Place Code	Specific Development Codes	Constraint Codes
Nerang LAP Place Code	11 Changes to Ground Level and Creation of New Waterbodies	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 14 Sediment and Erosion Control 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils

7.4 Operational Work – Advertising Devices, Landscape Work and Infrastructure

The following codes apply to development that is code assessable **Operational Work – Advertising Devices** (placing an Advertising Device on premises), **Landscape Work** (undertaking Landscape Work in, on, over or under premises that materially affects premises or their use) or **Infrastructure** (undertaking Works for Infrastructure) in the Nerang LAP area.

Place Code	Specific Development Codes	Constraint Codes
Nerang LAP Place Code	2 Advertising Devices 21 Landscape Work 39 Works for Infrastructure	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 14 Sediment and Erosion Control 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils

7.5 Operational Work – Vegetation Clearing

The following codes apply to development that is code assessable **Operational Work – Vegetation Clearing** in the Nerang LAP area.

Place Code	Specific Development Codes	Constraint Codes
Nerang LAP Place Code	36 Vegetation Management	2 Bushfire Management Areas 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 14 Sediment and Erosion Control 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils



7.6 Reconfiguring a Lot

The following codes apply to development that is code or impact assessable **Reconfiguring a Lot** in the Nerang LAP area.

Place Code	Specific Development Codes	Constraint Codes
Nerang LAP Place Code	11 Changes to Ground Level and Creation of New Waterbodies 21 Landscape Work 28 Reconfiguring a Lot 36 Vegetation Management 39 Works for Infrastructure	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 12 Rail Corridor Environs 13 Road Traffic Noise Management 14 Sediment and Erosion Control 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils 17 Unsewered Land

8.0 Nerang LAP Place Code

8.1 Purpose

This Place Code seeks to ensure that the scale, density, layout and aesthetic appearance of all development is consistent with the role of Nerang as a Regional Activity Centre and the desired style and character of the centre. These provisions also aim to ensure that Nerang becomes a distinctive and recognisable location within the City, where high standards of urban design and architecture are promoted.

8.2 Application

- 8.2.1** The Nerang LAP Place Code applies to development indicated as self, code or impact assessable in the Nerang LAP Table of Development at **Clause 6.0** of this LAP.
- 8.2.2** Performance Criteria PC1-PC41 apply to all code and impact assessable development in this LAP. For development identified as self assessable in **Clause 6.0**, only the Acceptable Solutions to Performance Criteria PC1-PC9 apply.

8.3 Development Requirements

Performance Criteria	Acceptable Solutions
Development that is Self Assessable, Code Assessable or Impact Assessable	
Building Height	
PC1 The height of buildings must identify the core of the Nerang Town Centre. The height of buildings within the LAP area must vary to create a transition from the medium rise areas in the traditional town centre area to the low rise areas to the south and west.	AS1.1 The building has a maximum of two storeys. OR AS1.2 The height of buildings in each precinct does not exceed the maximums shown on Nerang LAP Map 18.4 – Maximum Building Height .



Performance Criteria	Acceptable Solutions																																								
Accommodation Density																																									
<p>PC2</p> <p>Accommodation density must be consistent with the Regional Activity Centre character of Nerang. Accordingly, medium to high density development that can be comfortably accommodated on the development site and supports mixed uses in the town centre is appropriate, with lower densities in the areas more distant from the town centre.</p>	<p>AS2.1</p> <p>The dwelling density is one dwelling per lot.</p> <p>OR</p> <p>AS2.2</p> <p>The maximum dwelling density in any precinct does not exceed the relevant accommodation density (RD number) shown for that precinct on Nerang LAP Map 18.5 – Maximum Residential Density.</p>																																								
Site Coverage																																									
<p>PC3</p> <p>The site coverage of development must be in accordance with the function of the precinct and its relationship with surrounding precincts.</p>	<p>AS3</p> <p>The maximum site coverage of any development does not exceed the following:</p> <table border="0"> <tr> <td colspan="2">Precinct 1</td> </tr> <tr> <td>Sub-precinct 1</td> <td>50%</td> </tr> <tr> <td>Sub-precinct 2</td> <td>80%</td> </tr> <tr> <td>Sub-precinct 3</td> <td>95%</td> </tr> <tr> <td>Sub-precinct 4</td> <td>50%</td> </tr> <tr> <td colspan="2">Precinct 2</td> </tr> <tr> <td>Sub-precinct 4</td> <td>5%</td> </tr> <tr> <td>All other Sub-precincts</td> <td>40% for residential use; and 60% for commercial use</td> </tr> <tr> <td>Precinct 3</td> <td>30%</td> </tr> <tr> <td>Precinct 4</td> <td>50%</td> </tr> <tr> <td>Sub-precinct 1</td> <td>20%</td> </tr> <tr> <td>Sub-precinct 2</td> <td>50%</td> </tr> <tr> <td>Sub-precinct 3</td> <td>50%</td> </tr> <tr> <td>Precinct 5</td> <td>40% for apartments and attached dwellings; and 50% for detached dwellings</td> </tr> <tr> <td>Precinct 6</td> <td>40% for apartments, attached dwellings and medium density detached dwellings; and 50% for detached dwellings</td> </tr> <tr> <td>Precinct 7</td> <td>30%</td> </tr> <tr> <td>Precinct 8</td> <td>70%</td> </tr> <tr> <td>Precinct 9</td> <td>50%</td> </tr> <tr> <td>Precinct 10</td> <td>25%</td> </tr> <tr> <td>Precinct 11</td> <td>70%</td> </tr> </table>	Precinct 1		Sub-precinct 1	50%	Sub-precinct 2	80%	Sub-precinct 3	95%	Sub-precinct 4	50%	Precinct 2		Sub-precinct 4	5%	All other Sub-precincts	40% for residential use; and 60% for commercial use	Precinct 3	30%	Precinct 4	50%	Sub-precinct 1	20%	Sub-precinct 2	50%	Sub-precinct 3	50%	Precinct 5	40% for apartments and attached dwellings; and 50% for detached dwellings	Precinct 6	40% for apartments, attached dwellings and medium density detached dwellings; and 50% for detached dwellings	Precinct 7	30%	Precinct 8	70%	Precinct 9	50%	Precinct 10	25%	Precinct 11	70%
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<p>PC4</p> <p>Building setbacks must contribute to an interesting and attractive street perspective and to the visual amenity of Nerang. Buildings must provide for setbacks from the street frontage and the side and rear boundaries of the site which are appropriate for the:</p> <ol style="list-style-type: none"> efficient use of the site; local character of the area; effective separation from neighbouring properties and from frontages to roads. 	<p>Precinct 1</p> <p>AS4.1</p> <p>The frontage setback is an average width of two metres with a minimum width of one metre. Where a side setback is provided, it at least 1.5 metres.</p> <p>Precincts 2, 3, 5, 6 and 7</p> <p>AS4.2</p> <p>The minimum building frontage setback to any street within each precinct is six metres.</p> <p>AS4.3</p> <p>The minimum setbacks from any side and rear boundaries, within each precinct, are 1.5 metres to the side boundary and six metres to the rear boundary.</p> <p>Precinct 4</p> <p>AS4.4</p> <p>The minimum building frontage setback to any street within each sub-precinct is six metres, except for development in Precinct 4, Sub-precinct 3, where a ten metre setback to the Pacific Motorway frontage is provided.</p>																																								



Performance Criteria	Acceptable Solutions
	<p>AS4.5 The minimum setbacks from any side and rear boundaries within each sub-precinct, are 1.5 metres to the side boundary and six metres to the rear boundary.</p> <p>Precinct 8</p> <p>AS4.6 The minimum building frontage setback to any street is ten metres and seven to any other street.</p> <p>AS4.7 The minimum side or rear setback is 1.5 metres, except where the site abuts a residential use of public open space, where the minimum setback is three metres.</p> <p>Precincts 10 and 11</p> <p>AS4.8 All buildings are setback not less than six metres from the frontage of the site and three metres from the side and rear boundaries of the site.</p>
<p>All Precincts</p> <p>PC5 The height of the buildings must not cause adverse impact on neighbouring sites. The development opportunities of the neighbouring sites are considered, when assessed in terms of the impact of the development.</p>	<p>All Precincts</p> <p>AS5.1 All buildings exceeding two storeys in height, have their upper storeys set back from the lot boundaries consistent with the following distances:</p> <ol style="list-style-type: none"> a) a minimum of six metres from the frontage in respect of that part of the building which exceeds two storeys in height; b) for side and rear boundary setbacks, two metres for that part of the building which is above the second storey but which does not exceed 7.5 metres above that storey; c) for side and rear boundary setbacks, two metres plus 0.5 metres for every three metres (or part thereof) of that part of the building which is greater than 7.5 metres above the second storey.
<p>Activity Frontage Controls</p>	
<p>Precincts 1 and 2</p> <p>PC6 Buildings in the core area must contribute pedestrian activity to footpaths and public spaces. Continuous ground floor retail and commercial activities are provided that foster casual, social and business interaction for extended periods – such as shopfronts, indoor/outdoor cafes and restaurants.</p>	<p>Precincts 1 and 2</p> <p>AS6 At least 80% of the ground floor frontage is occupied by active uses (eg. retail shops, entertainment establishments, commercial services, service industry Group A, or offices).</p>
<p>PC7 Building design must contribute to an interesting street perspective and to the visual amenity of Nerang.</p>	<p>AS7.1 Lengths of wall in excess of 15 metres are not provided on the same alignment.</p> <p>AS7.2 Glass which forms all or part of any external wall of a building does not exceed 60% of the total area of the external wall.</p> <p>AS7.3 Ancillary structures of the building (including unenclosed decks, terraces and balconies fronting the street) do not extend beyond the front property boundary of the site.</p>



Performance Criteria	Acceptable Solutions
<p>PC8</p> <p>Buildings in the core area must clearly define, frame and enclose streets and other public urban spaces.</p>	<p>AS8.1</p> <p>A minimum of 80% of the principal street or public space facade is aligned with, or is within, three metres of the street boundary.</p> <p>AS8.2</p> <p>Car parking areas, service areas and access driveways are located to the rear of sites or below ground level.</p>
<p>Vehicular Crossings</p>	
<p>PC9</p> <p>Vehicular crossings associated with the development must be designed and constructed to ensure:</p> <ol style="list-style-type: none"> a safe footpath environment; safe vehicular access to the property; appropriate hydraulic performance of the stormwater infrastructure; no damage to vehicle or road infrastructure; minimal loss of on-street parking spaces; continued amenity of the neighbourhood. 	<p>AS9</p> <p>Driveways are designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.</p>
<p>Development that is Code Assessable or Impact Assessable</p>	
<p>Siting</p>	
<p>PC10</p> <p>All buildings must be sited to complement the Regional Activity Centre character and the built form of the surrounding area and to reduce potential conflicts between uses having regard to by a site analysis, prepared in accordance with Planning Scheme Policy 17 – Site Analysis.</p>	<p>AS10</p> <p>No acceptable solution provided.</p>
<p>PC11</p> <p>The layout of the site must provide a clear separation, between the public access areas and the areas set aside for servicing the building.</p>	<p>AS11</p> <p>No acceptable solution provided.</p>
<p>Building Appearance</p>	
<p>PC12</p> <p>The design of all buildings in the Nerang LAP area must promote the theme of a contemporary, climatically responsive, leisure oriented centre. This should be achieved through the development of high quality structures which contribute to a lively streetscape and complement developments on adjoining sites. All new development should address public streets and other public areas and be an attractive and functional component of the centre as a whole.</p>	<p>AS12.1</p> <p>All development is oriented to address and complement public streets and public areas.</p> <p>AS12.2</p> <p>Excessive lengths of wall in a single plane are avoided.</p> <p>AS12.3</p> <p>Windows, balconies, awnings and eaves punctuate the walls. A variety of building materials is utilised, to avoid design repetition and to emphasise window and door openings.</p>
<p>PC13</p> <p>Roof areas must be designed to promote an interesting and diverse outlook from all public and private areas.</p>	<p>AS13.1</p> <p>The roof area of all buildings within all precincts is designed to hide or disguise all rooftop machinery and service equipment, including lift and plant rooms.</p> <p>AS13.2</p> <p>Roofs display a pitched form, with an overhang of at least one metre on frontages and awnings or hoods on individual windows.</p>



Performance Criteria	Acceptable Solutions
<p>PC14 All buildings must be designed and constructed to a high aesthetic standard and to complement or enhance the character of the Nerang Regional Activity Centre. New building work is to reflect the preferred character for each precinct.</p>	<p>AS14.1 The massing and proportions of new commercial buildings are consistent with those of adjoining commercial buildings. Some integration with adjoining facades is provided, to avoid obvious inconsistencies in building style and form between adjoining developments.</p> <p>AS14.2 Building materials, patterns, textures and colours used in new buildings are complementary to those of nearby buildings.</p>
<p>Footpath Awnings and Pedestrian Linkages</p>	
<p>PC15 Buildings in the town centre must utilise awnings to contribute to pedestrian shade, shelter and amenity. Commercial buildings outside the town centre must also provide awnings, for the comfort of pedestrians.</p>	<p>AS15.1 Commercial buildings provide awnings which are cantilevered or suspended at a minimum width of 1.5 metres over the adjoining footway within the road reserve area.</p> <p>AS15.2 Footpath awnings are designed to complement and integrate with the design and the facade of the building.</p> <p>AS15.3 Awnings on individual sites complement, and are compatible with, awnings on neighbouring sites.</p> <p>Precincts 1 and 2</p> <p>AS15.4 Pedestrian awnings are provided above all public footways and inter-block arcade links for all development within Precincts 1 and 2.</p>
<p>Precinct 2</p> <p>PC16 Buildings and landscape on Station and Gilston Roads must contribute to the safety and amenity of the pedestrian link between the north-west and south-east town centre areas.</p>	<p>Precinct 2</p> <p>AS16.1 Buildings provide awnings to the edge of the continuous pedestrian route between the north-west and south east town centre areas.</p> <p>AS16.2 Developments have visible pedestrian entries from Station or Gilston Roads. Buildings have primary pedestrian entrances, or direct links to primary entrances, on to the pedestrian route between the north-west and south-east town centre areas.</p>
<p>Building Design Safety and Comfort</p>	
<p>PC17 Building design and appearance must be conducive to the safety and comfort of all building users.</p>	<p>AS17.1 Glass which forms all or part of any external wall of a building does not exceed a maximum degree of reflection of both heat and light of 20%. The glass area does not exceed 60% of the total area of the external wall.</p> <p>AS17.2 The location of equipment that has potential to create noise is designed to minimise the penetration of noise to dwelling units on the premises and to residential premises external to the site.</p> <p>AS17.3 All dwellings, particularly those within commercial nodes and/or fronting major roads, are acoustically treated to avoid noise nuisance created by traffic, late night entertainment facilities and other commercial operations. This may involve utilisation of double glazing, insulation, or any other measures identified through the submission of a noise impact report, where deemed necessary as part of the assessment process.</p>



Performance Criteria	Acceptable Solutions
<p>PC18 Development in the core area must be designed to be responsive to the local climate.</p>	<p>AS18.1 Buildings and landscape are designed to optimise solar: a) exclusion and natural ventilation in summer; b) access in winter.</p> <p>AS18.2 Buildings incorporate shading to control solar access during summer, particularly in the form of deep eaves, screens and landscaping.</p>
<p>PC19 Development must contribute to the creation of a distinctive, memorable and legible town centre.</p>	<p>AS19.1 Buildings and major pedestrian paths are aligned to take advantage of attractive local and distant views (eg. views to the river, mountains or other important landscape elements).</p> <p>AS19.2 Buildings located in prominent positions (eg. on gateway and corner sites on principal streets, with frontages to major parks or squares and terminating important vistas) are designed to express and/or emphasise the importance of their location, through architectural expression and/or landscape treatments (such as increased height, reduced building setbacks, entrance location and orientation, decorative treatments and the like).</p> <p>AS19.3 Buildings have their most important facades and main public entrances close to, and directly facing, the principal street frontage.</p> <p>AS19.4 Entrances to premises are clearly visible from the street and are not obscured or dominated by car parking.</p>
<p>Precincts 1 and 2 PC20 Buildings in the core area must contribute to the safety and activity of streets and public spaces.</p>	<p>Precincts 1 and 2 AS20.1 Second and third storey residential and commercial uses have verandahs overlooking streets and public spaces, particularly in Nerang Street, overlooking riverside parkland areas.</p>
<p>Precinct 1 and Precinct 2, Sub-precinct 1 PC21 The volume of ground level car parking must be minimised to encourage the creation of a pedestrian friendly environment.</p>	<p>Precinct 1 and Precinct 2, Sub-precinct 1 AS21 Car parking (with the possible exception of visitor and service delivery parking) is provided in consolidated areas, behind buildings, in off-site public car parks or underground.</p>
<p>PC22 All ground level parking must be suitably landscaped to provide an attractive and pleasant outlook, provide shade for parked vehicles and to contribute towards the quality presentation of new developments.</p>	<p>AS22.1 Significant trees are preserved and incorporated into car parking.</p> <p>AS22.2 Landscaped bays for the planting of shade trees are provided at regular intervals throughout car parking areas at the rate of one landscaped bay per 40 vehicle parking bays or one large shade tree per ten parking spaces. Landscape bays have the same dimensions as a vehicle parking space. Any portion of a car parking area that is not utilised for parking bays, access aisles or any other essential purpose is utilised for landscaping.</p>



Performance Criteria	Acceptable Solutions
<p>PC23</p> <p>All car park areas must be designed and constructed to service the needs of all users of the development and to complement the character of the local business centre.</p>	<p>AS23.1</p> <p>All car park areas are constructed and detailed to ensure they do not dominate the street frontage of the development. Car park areas provided at ground level are located behind dwellings or recessed behind the dwelling frontage.</p> <p>AS23.2</p> <p>The facade of above ground level car parks is to a high standard of design and appearance, and includes the provision of planter boxes and podium planting.</p> <p>AS23.3</p> <p>Building materials, patterns, textures and colours used in garage and carport structures are complementary to those of the principal building on the site.</p>
<p>Precinct 1</p> <p>PC24</p> <p>Car parking must be conveniently accessible and unobtrusive.</p>	<p>Precinct 1</p> <p>AS24.1</p> <p>Car parking is located in the precinct, or within walking distance of 100 metres from the edge of the precinct.</p> <p>AS24.2</p> <p>Car parking areas can be conveniently accessed via pedestrian links through blocks to Lavelle and Price Streets.</p> <p>AS24.3</p> <p>Car parking areas are visible from the street but do not comprise more than 30% of street frontage.</p>
<p>Advertising Devices</p>	
<p>PC25</p> <p>All signage must be complementary to the design and style of the buildings on the site on which it is located and to signs and development on adjoining sites. All advertising devices must be designed and constructed to complement the character of the Nerang Town Centre and environs.</p>	<p>AS25.1</p> <p>All buildings containing a commercial use component contain signage envelopes on the exterior of the frontages of the building structure, to enable the signage requirements of the end use business operation to be satisfied. Such signage envelopes allow for signage which does not dominate the facade and which complements the design of the building.</p> <p>AS25.2</p> <p>Freestanding signs complement the design of the buildings to which they relate, do not dominate the streetscape of a locality, are compatible with signage on adjoining sites and clearly identify the product or business being promoted.</p> <p>AS25.3</p> <p>Where a site contains more than one business premises, only one freestanding multi-tenant sign is used per street frontage. The placement of more than one freestanding sign on any frontage of a site is avoided.</p> <p>Precincts 1 and 2</p> <p>AS25.4</p> <p>All signs are consistent with the provisions for the Integrated Business Domain, set out in Specific Development Code 2 – Advertising Devices.</p> <p>Precincts 3, 4, 5 and 6</p> <p>AS25.5</p> <p>All signs are consistent with the provisions for the Local Business Domain, set out in Specific Development Code 2 – Advertising Devices.</p>



Performance Criteria	Acceptable Solutions
	<p>Precinct 7 AS25.6 All signs are consistent with the provisions for the Community Purposes Domain, set out in Specific Development Code 2 – Advertising Devices.</p> <p>Precinct 8 AS25.7 All signs are consistent with the provisions for the Industry 2 (Low Impact) Domain, set out in Specific Development Code 2 – Advertising Devices.</p> <p>Precinct 9 AS25.8 All signs are consistent with the provisions for the Residential Choice Domain, set out in Specific Development Code 2 – Advertising Devices.</p> <p>Precinct 10 AS25.9 All signs are consistent with the provisions for the Park Living Domain, set out Specific Development Code 2 – Advertising Devices.</p> <p>Precinct 11 AS25.10 All signs are consistent with the provisions for the Fringe Business Domain, set out in Specific Development Code 2 – Advertising Devices.</p>
Landscape Work	
<p>PC26 High quality landscaping must be provided, to complement the design of the built form and to ensure that an attractive outlook is presented to public streets, particularly major transport corridors that serve as gateway routes through Nerang.</p>	<p>AS26.1 All development with frontage to the following major corridors include landscaped areas that complement and enhance the appearance of the following corridors: a) Gold Coast Railway; b) Pacific Motorway; c) Nerang-Broadbeach Road; d) Southport-Nerang Road; e) Beaudesert-Nerang Road; f) Nerang Connection Road; g) Price Street; h) Ferry Street; i) Gilston Road; j) Station Street; k) Spencer Road; l) Railway Parade.</p> <p>AS26.2 Footpath paving treatments and street furniture integrate with adjoining development, and setback areas are integrated with public footpaths.</p> <p>AS26.3 Landscape plantings utilise local native species to promote a hinterland character.</p>
<p>PC27 Landscape design must contribute to the creation of a distinctive, memorable and legible town centre, with a hinterland character.</p>	<p>AS27.1 Street design and plantings and major pedestrian paths are aligned to take advantage of attractive local and distant views (eg. views to the river, mountains or other important landscape elements).</p>



Performance Criteria	Acceptable Solutions
	<p>AS27.2 Development along the river uses design to open out onto the edge of the river to provide users maximum opportunity to enjoy the river's edge.</p> <p>AS27.3 Development along the river has associated indoor/outdoor activities along the river frontage, such as cafes, restaurants, semi-public or private terraces, and viewing platforms.</p>
<p>PC28 Development along the edge of the river must protect the river's environmental values.</p>	<p>AS28 Development protects important riverine vegetation and prevents soil erosion or adverse effects on river hydrology or riverine habitats.</p>
<p>PC29 All ground level car parking, open space and buffer areas must be landscaped and maintained to complement the character of the local business centre and any adjoining residential or public open space areas.</p>	<p>AS29 The car park area, open space and buffer areas of the lot are landscaped with landscape design and use of plant species generally consistent with that of adjacent and nearby lots. The landscape design may incorporate extensive paved areas for pedestrian use.</p>
Lot Size (For Subdivision Only)	
<p>PC30 All lots must be of sufficient size to comfortably accommodate the type of development envisaged in the LAP and the relevant precinct intent.</p>	<p>Precincts 1, 2 and 3 AS30.1 All lots are consistent with the requirements for lot size and dimensions for the Integrated Business Domain, set out in Specific Development Code 28 – Reconfiguring a Lot.</p> <p>Precincts 4, 5, 6 and 9 AS30.2.1 Where identified as Residential Density Category 1, all lots are consistent with the requirements for lot size and dimensions for the detached Dwelling Domain, set out in Specific Development Code 28 – Reconfiguring a Lot.</p> <p>OR AS30.2.2 Where identified as Residential Density Category 4 and above, all lots are consistent with the requirements for lot size and dimensions for the Residential Choice Domain, set out in Specific Development Code 28 – Reconfiguring a Lot.</p> <p>Precinct 7 AS30.3 All lots are consistent with the requirements for lot size and dimensions for the Community Purposes Domain, set out in Specific Development Code 28 – Reconfiguring a Lot.</p> <p>Precinct 8 AS30.4 All lots are consistent with the requirements for lot size and dimensions for the Industry 2 Domain, set out in Specific Development Code 28 – Reconfiguring a Lot.</p> <p>Precinct 10 AS30.5 All lots north of the Nerang-Beaudesert Road are consistent with the requirements for lot size and dimensions for the Park Living Domain, set out in Specific Development Code 28 – Reconfiguring a Lot.</p>



Performance Criteria	Acceptable Solutions
	<p>AS30.6 All lots south of the Nerang-Beaudesert Road have a minimum lot size no less than 2,000m², with a minimum frontage of 20 metres, a minimum width of access strip or easement of 4.5 metres, and a maximum ratio of average depth to width of 3:1.</p> <p>Precinct 11</p> <p>AS30.7 All lots are consistent with the requirements for lot size and dimensions for the Fringe Business Domain, set out in Specific Development Code 28 – Reconfiguring a Lot.</p>
Amenity Protection	
<p>PC31 The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of:</p> <ul style="list-style-type: none"> a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions. 	<p>AS31 No acceptable solution provided.</p>
<p>PC32 The proposed development must take into account and seek to ameliorate any negative aspects of the existing amenity of the local area, having regard, but not limited, to the existing impact of:</p> <ul style="list-style-type: none"> a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions. 	<p>AS32 No acceptable solution provided.</p>
Plot Ratio	
<p>PC33 The bulk of the development proposal must be proportional to the character of the local area, with some bonus in floor space available where identified public benefits are provided.</p>	<p>AS33.1.1 The basic plot ratios described for each precinct in the Table to Performance Criterion PC33 are not exceeded.</p> <p>OR</p> <p>AS33.1.2 The Basic Plot Ratio is exceeded by the incorporation of bonus elements in a development consistent with the provisions of Planning Scheme Policy 18 – Using the Urban Design Bonus Provisions, provided that the Maximum Plot Ratio, described for each precinct in the Table to Performance Criterion PC33, is not exceeded.</p>



Table to Performance Criterion PC33 – Plot Ratio Controls by Precinct and Sub-precinct

<p>Precinct 1, Sub-precinct 1</p> <p>a) the basic plot ratio is 4:1 b) no maximum applies</p>	<p>Precinct 3, Sub-precinct 1</p> <p>a) the basic plot ratio is 4:1 b) no maximum applies</p>
<p>Precinct 1, Sub-precinct 2</p> <p>a) the basic plot ratio is 4:1 b) no maximum applies</p>	<p>Precinct 3, Sub-precinct 2</p> <p>a) the basic plot ratio is 4:1 b) no maximum applies</p>
<p>Precinct 1, Sub-precinct 3</p> <p>a) the basic plot ratio is 4:1 b) no maximum applies</p>	<p>Precinct 4, Sub-precinct 1</p> <p>a) the basic plot ratio is 3:1 b) the maximum plot ratio is 4:1</p>
<p>Precinct 1, Sub-precinct 4</p> <p>a) the basic plot ratio is 4:1 b) no maximum applies</p>	<p>Precinct 4, Sub-precinct 2</p> <p>a) the basic plot ratio is 3:1 b) the maximum plot ratio is 4:1</p>
<p>Precinct 2, Sub-precinct 1</p> <p>a) the basic plot ratio is 4:1 b) no maximum applies</p>	<p>Precinct 4, Sub-precinct 3</p> <p>a) the basic plot ratio is 3:1 b) the maximum plot ratio is 4:1</p>
<p>Precinct 2, Sub-precinct 2</p> <p>a) the basic plot ratio is 4:1 b) no maximum applies</p>	<p>Precinct 5</p> <p>a) the basic plot ratio is 2:1 b) the maximum plot ratio is 3:1</p>
<p>Precinct 2, Sub-precinct 3</p> <p>a) the basic plot ratio is 4:1 b) no maximum applies</p>	<p>Precinct 6</p> <p>a) as determined by Specific Development Code 19 – High Rise Residential and Tourist Accommodation Code</p>
<p>Precinct 2, Sub-precinct 4</p> <p>a) the basic plot ratio is 4:1 b) no maximum applies</p>	<p>Precincts 7, 8, 10 and 11</p> <p>a) no plot ratio maximum</p>

Performance Criteria	Acceptable Solutions
<p>Access Provisions</p>	
<p>PC34</p> <p>The LAP area must have a high standard of accessibility for vehicles, pedestrians and cyclists.</p>	<p>AS34.1</p> <p>New development contributes to:</p> <p>a) developing off-street car parking facilities; b) encouraging the development of a pedestrian; c) walkway system based on a network of shopping arcades, open space links and widened footpaths throughout the central area; d) improving vehicular traffic flows and reducing conflicts between local and through traffic; e) reducing pedestrian/vehicular conflict by provision of a system of rear vehicular access lane ways.</p> <p>AS34.2</p> <p>In commercial developments, pedestrian facilities are provided in exchange for plot ratio bonuses.</p> <p>AS34.3</p> <p>Development of properties traversed by the proposed pedestrian/cycle path system (shown on Nerang LAP Map 18.7 – Access & Mobility) incorporate the facility in their design and layout.</p>



Performance Criteria	Acceptable Solutions								
<p>PC35 Conflicts between pedestrians and vehicles at entrance points to parking areas must be minimised.</p>	<p>AS35.1 The number of vehicle entry points to a development site is minimised, particularly in areas which have high volumes of pedestrian traffic and on streets with a significant through-road function.</p> <p>AS35.2 Entrance points to parking and loading areas have clear and unobstructed visibility of pedestrian pathway areas, with pedestrian crossing points which give priority to pedestrians clearly identified.</p> <p>AS35.3 Rear lanes and/or streets with lesser pedestrian activity, are used for access to basements and parking areas on sites, which have more than one street frontage.</p> <p>AS35.4 Footpaths are constructed to Council's specifications along the site frontages to all public streets, at the developer's expense.</p>								
<p>Car Parking Provision</p>									
<p>PC36 Car parking facilities must be provided for new developments to ensure that customers can gain access to commercial and residential properties and that the demand for on-street car parking facilities is consistent with the supply of such facilities.</p>	<p>AS36.1 Car parking is provided at the car parking rates, specified within AS16.1 of Constraint Code 4 – Car Parking, Access and Transport Integration, however, reductions of this required parking rate are possible within the following precincts, at the following rates:</p> <table border="0" data-bbox="810 1137 1417 1384"> <tr> <td>Precinct 1</td> <td>up to 50% reduction</td> </tr> <tr> <td>Precinct 2</td> <td>up to 50% reduction for land in Sub-precinct 1 Otherwise, no reduction</td> </tr> <tr> <td>Precincts 4, 5 and 6</td> <td>maximum 20% reduction</td> </tr> <tr> <td>Precincts 3, 7, 8, 9, 10 and 11</td> <td>maximum 10% reduction, provided the conditions set out in Subclause 8.5 apply</td> </tr> </table> <p>AS36.2 For non-residential development, at least 80% of the required car parking is provided on site.</p> <p>AS36.3 Residential development will provide the required amount of car parking on the site of the development.</p>	Precinct 1	up to 50% reduction	Precinct 2	up to 50% reduction for land in Sub-precinct 1 Otherwise, no reduction	Precincts 4, 5 and 6	maximum 20% reduction	Precincts 3, 7, 8, 9, 10 and 11	maximum 10% reduction, provided the conditions set out in Subclause 8.5 apply
Precinct 1	up to 50% reduction								
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Precincts 4, 5 and 6	maximum 20% reduction								
Precincts 3, 7, 8, 9, 10 and 11	maximum 10% reduction, provided the conditions set out in Subclause 8.5 apply								
<p>PC37 Bicycle parking and storage facilities must be provided within all developments which either accommodate large numbers of residents or tourists or provide a significant number of employment opportunities.</p>	<p>AS37 Facilities for the parking and securing of bicycles are provided for every development that employs more than ten persons. Facilities are provided at a rate of one bicycle parking space for every three employees. Such facilities are provided undercover, in a secure and convenient location.</p>								
<p>Public Convenience Facilities Within Buildings</p>									
<p>PC38 Commercial developments must include public convenience facilities, where there is a need for their provision.</p>	<p>AS38 Where provided, public toilet facilities are open and readily accessible to the general public during retail trading hours or other trading hours relevant to the development.</p>								



Performance Criteria	Acceptable Solutions
Building Services	
<p>PC39 Appropriate building services and safety measures must be incorporated into residential, commercial and mixed use buildings, to allow for the safe operation and convenient use and maintenance of these buildings.</p>	<p>AS39 Separate pedestrian entrances are provided between business and residential land uses. If required, separate elevators are installed to separate residential access from business access.</p>
<p>PC40 Adequate facilities for the loading and unloading of goods must be provided to meet the needs of the development.</p>	<p>AS40 For all commercial developments, a loading area that is separated from the public access areas and readily accessible from all commercial tenancies on the site is provided on-site.</p>
<p>PC41 Adequate facilities for servicing the development with a refuse disposal service must be provided to meet the needs of the development.</p>	<p>AS41.1 Provision is made for the storage of refuse on site and suitable access for the removal of refuse.</p> <p>AS41.2 All outdoor storage or refuse disposal areas are screened from public view.</p>

8.4 Reduction of Required Car Parking Provision

In considering whether the car parking reductions described in **AS36.1** are warranted, Council will consider the following factors:

- the function of the roads to which the site has frontage;
- the availability and utilisation of on-street parking in the vicinity;
- the availability and utilisation of private parking facilities in the vicinity;
- the potential for joint usage of private parking facilities;
- the proximity to frequent public transport services;
- the quality and connectivity of surrounding pedestrian networks;
- the proximity of the site to high density residential developments and employment generating developments;
- whether or not the reduction of parking requirements will result in the preservation of significant trees on the site;
- short versus long term parking needs for the development under consideration;
- Council's ability to provide alternate parking in a suitable location within an acceptable time span;
- the development's proximity to public off-street parking areas.