



Part 6 Local Area Plans

Division 2 Local Area Plans

Chapter 23 Southport

1.0 Intent

The purpose of this Local Area Plan (LAP) is to provide for the detailed planning and development of the Southport Key Regional Centre and its surrounding suburban areas. This LAP recognises and implements the designation of Southport as a Key Regional Centre, as indicated in the South East Queensland **Regional Framework for Growth Management (RFGM)**. This LAP acknowledges and supports the particular historic role of Southport as a commercial and administrative centre since late last century, and seeks to promote the enhancement of the distinctive urban form and built environment that sets Southport apart from other areas of the Gold Coast City.

Southport's distinctive urban form is based on the pattern of the traditional 'high street' commercial centre on Nerang Street, and is supported and surrounded by residential or suburban development. This urban form is to be protected by fostering and consolidating the traditional role of Southport and by encouraging new activities into the core of the LAP area, both to benefit the activity centre and to reduce pressure of high density development in the surrounding suburban or residential areas.

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 **Southport LAP Map 23.1 – 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 **Southport 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**.
- 2.5 Part of the Southport LAP is included within the study area for the **Gold Coast City Harbour Study**, a joint investigation currently underway between Council and the state government of future land use and development options for the southern Broadwater and its shores. This investigation may result in significant changes to the planning controls affecting the foreshore areas of the Southport LAP.

3.0 Desired Environmental Outcomes

- 3.1 The core of Southport is recognised as a vibrant, safe, pedestrian-friendly place which has a strong community focus. It offers an outstanding environment in which to live, work and play. There are many lively, people-oriented activities at street level, concentrated in the main retail area and in the other parts of central Southport (refer to **DEO.Soc.1**).
- 3.2 The core of Southport is clearly multi-functional. It hosts high order retail, medical, commercial, legal, financial, recreational, educational, community and cultural uses, government services and public transit facilities (refer to **DEO.Econ.3**).
- 3.3 The surviving historic character of Southport is valued and protected (refer to **DEO.Soc.4**).
- 3.4 The Broadwater foreshore, which is an integral element of Southport, is used as a passive recreation area and as a venue for major recreation, sporting and cultural events (refer to **DEO.Econ.4**).
- 3.5 The Southport local area continues to exhibit a diversity of housing styles and accommodation types, to meet a broad range of residential needs. In the core area, housing is located above the ground level. High rise and medium density options are also available close to the core, while the significant local character of the suburban areas is maintained (refer to **DEO.Soc.3**).



- 3.6 The quality of waterways in and around Southport, in particular, the Broadwater and Loders Creek, is maintained and enhanced. Public access to waterways within the local area is protected and enhanced (refer to **DEO.Ecol.2**).

4.0 Local Area Features

4.1 Historic Character, Urban Purpose and Form

Southport is one of the earliest settlements within the Gold Coast City. It was one of the first holiday or resort townships in South East Queensland. For many years, Southport acted as the administrative and commercial centre of the south coast region.

Despite recent development of new commercial centres, it remains an important business location, and has historic qualities and local character not found elsewhere in the City.

Although founded as a marine township or resort, Southport, and Nerang Street, in particular, rapidly became the centre of administrative and commercial activity for the region, a role it retained almost exclusively until the middle years of this century.

Laid out in a conventional grid, the early business centre is now surrounded by residential subdivisions, also of conventional form. Evidence remains of government, retail and commercial buildings dating from before 1950. Similarly, in the surrounding residential estates, housing has been tailored towards local residents and is markedly different from the holiday type accommodation found in other parts of the City. In this respect, the traditional residential development of the Southport area is largely in conventional single allotment housing.

Later development of major shopping centres, especially Sundale and Australia Fair, reinforced Southport's early commercial role, although some fragmentation of the business centre has occurred along High Street and Ferry Road.

The development of Southport as a centre of medical activity has created a dominant land use adjacent to High, Nerang and Queen Streets. This specialised area reinforces the importance of Southport as a service centre for the whole Gold Coast City region.

The association of Southport with the Broadwater is historic and continues to be an important characteristic of the area. The Broadwater shore has traditionally been a focus of public life, and its physical and functional links with Southport's urban core and the new resort development along Marine Parade remain important.

4.2 Mobility and Accessibility

Southport is accessible to the north and south from the Gold Coast City Highway and High Street/Ferry Road. It is well connected to the west, along both Smith and Nerang Streets. Both of these roads provide a link to the Pacific Motorway. Historically, Southport enjoyed a rail service which linked it to Brisbane and the rest of the state. While the rail service was removed in the 1960s, Southport remains a significant focus for the public transport system in the Gold Coast City area.

Southport has high rates of pedestrian traffic. The Southport locality has recently recorded very high proportions of 'journeys to work' by walking. In Southport, the proportion of 'journey to work' trips recorded for private motor vehicle are much lower than for other localities in the Gold Coast City and lower than the average for Queensland.

Within the LAP Area, the core of Southport is relatively compact. It is also well catered for in terms of parking opportunities. There is a high level of accessibility within the activity centre. In the surrounding residential areas, accessibility varies. The older suburbs with rectilinear street patterns offer direct connectivity for private and public vehicles, with good pedestrian and cyclist linkage to the Southport activity centre. Interconnection within the northern part of Southport is constrained by Loders Creek. This serves to concentrate traffic from the northern part of the LAP area onto Stevens Street, which crosses the creek. There are high traffic volumes on High Street, Ferry Road and Marine Parade. Safe east-west pedestrian connections are limited to those intersections with traffic lights at High Street and Ferry Road. There is an identified need to improve the safety and utility of the pedestrian crossing from Nerang Street to the foreshore and the Broadwater.



4.3 Development Considerations

Since Southport is a well established urban area, the development opportunities are mainly limited to infill and redevelopment. There are significant redevelopment opportunities throughout the LAP area, and a large number of vacant or under-utilised sites, including large allotments within the central core of Southport. These attractive opportunities are balanced by some specific constraints to intensive redevelopment. Parts of Southport are at or near sea level, and drainage is an issue. The older residential areas have a character quite distinctive to the Gold Coast City which is important to the identity of Southport. Contributing to this strong local character are the elements of remnant vegetation and historic plantings.

The opportunities for development and redevelopment in Southport are enhanced by the availability of infrastructure and services, including public transport. Water infrastructure capacity in the centre of Southport may have some limitations, depending on demand. Availability of adequate sewerage capacity is under review.

4.4 Economic Value

Southport is the most significant activity centre in the Gold Coast City. In 1995, it was recorded as supporting a total of 15,519 jobs. In 2011, it is forecast that 25,738 people will be employed in the centre. This means Southport will continue to be the largest employment centre within the Gold Coast City, and among the largest centres in South East Queensland.

Southport is also distinctive among the Gold Coast City activity centres in that it has great diversity in its employment sectors. It is forecast that the retail, finance and communication sectors will provide 68% of the jobs predicted in 2011. Wholesale and manufacturing activity will each contribute more than 5% and together, provide at least 10% of the predicted jobs in 2011.

4.5 Cultural Heritage Significance

Southport's early history and subsequent development has left a legacy of significant heritage and character. This is evident in the grain of Southport's development, its neighbourhoods, streetscapes and groups of buildings, and in individual places of special value.

While some places are listed by the National Trust and in state and national registers, these alone do not constitute the cultural heritage significance of Southport.

The valuable features of Southport include:

- Southport as a 19th century town surveyed and surrounded by later suburban development;
- early, pre-survey access roads including Ferry Road and Nerang Street;
- Southport's intimate association with the Broadwater, including Marine Parade and the foreshore reserve;
- Southport's role as one of the earliest holiday townships in South East Queensland;
- the role of Southport as an administrative and commercial centre from its first settlement and, in particular, in the period up until the Second World War;
- the historic built environment;
- the consistency of its streetscapes and urban quality, including tree planting;
- groups of buildings which reflect the history of Southport; and
- individual places of special value which reflect the history of Southport in its various periods.

5.0 Precincts

While Southport is a local area in its own right, the outcomes desired for different parts of the local area require its division into precincts. Delineation of these precincts is based on the core local area features, identified in the LAP. The preferred pattern for future development has also helped to determine the boundaries of the precincts, with common broad activities placed into the same precinct. The precincts are depicted on **Southport LAP Map 23.2 – Precincts**. These precincts are:

Precinct 1	Retail
Precinct 2	Commerce and Administration (with four character areas)
Precinct 3	Short Street
Precinct 4	Medical
Precinct 5	Showroom (with two character areas)



Precinct 6	Trades (with two character areas)
Precinct 7	Foreshore
Precinct 8	Public Open Space
Precinct 9	Residential (with six character areas)
Precinct 10	Local Centres
Precinct 11	Community Facilities
Precinct 12	Sundale

5.1 Precinct 1 Retail

5.1.1 Preferred Character

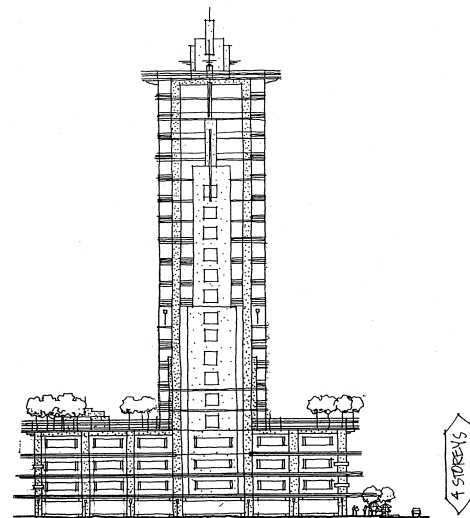
This precinct is intended to be the focal point of Southport. It will continue to be the primary retail area, and will emerge as a vibrant residential area. The most diverse activity and the greatest building intensity will occur here. Lively, people-oriented uses are encouraged in this precinct. They are mandatory at the street level frontage of all buildings. This precinct has the highest volumes of people in Southport, and offers the highest level of amenity for pedestrians. Ultimately, awnings will provide continuous shade and shelter over footpaths within the precinct. The precinct also has safe pedestrian links, both along existing streets and through mid block arcades, to facilitate the high level of permeability associated with a pedestrian-oriented town centre. Landscape work, including furniture, lighting, paving and plantings, will be of a high standard and will reinforce the importance of this precinct.

The importance of local workers to Southport businesses is recognised through provision of a high quality public realm for employees, as well as for visitors, so that they are all encouraged to use and to enjoy the centre of Southport.

High quality open spaces provide the public, and especially the local workers in Southport, with attractive places to rest and to recreate passively. These public spaces will be fully landscaped and integrated the landscaping in the street and into the system of awnings for the pedestrian network. Street furniture, lighting and public art works will be features in the public places.

The historic role of Nerang Street as the traditional main street connecting, and forming a distinctive visual corridor between, the Broadwater and the hospital is recognised and promoted.

In Nerang Street between Scarborough Street and Marine Parade, some remnant historic character has been conserved. In the balance of the Retail Precinct, under-utilised sites are encouraged to be redeveloped. The design of new buildings will promote a built form that provides a legible, cohesive town centre and a functional Key Regional Centre. The redevelopment of eligible sites will be encouraged by permitting a generous building envelope, with minimal constraints other than the performance based urban design requirements.



Development on Marine Parade is to promote high quality urban design that defines the edge of the Southport retail centre for those who pass along the Gold Coast City Highway and for those who view it from the foreshore or from further afield, including The Spit or the Broadwater. At the same time, where practical, the buildings on this edge are to be integrated into the retail complexes that have frontages to Scarborough Street. Small scale active street frontages to Marine Parade are encouraged, with cafes taking up part of the frontage of retail, residential or office activities. Buildings are to be integrated with a landscaped frontage set back. These buildings are to be stepped back in height, to present a scale and height responsive to the foreshore and also to contribute to the shaping of the central urban mass of the Southport core area.

Improved physical linkages to the foreshore and the Broadwater are encouraged and facilitated.



5.1.2 Intended Land Use

This precinct is to remain the focus of retail activity in Southport. It will cater for a wide range of convenience and comparison shopping. It will be the preferred location for large scale, integrated retail development. Increasingly, it is to be a mixed use precinct. Cafes, restaurants and other activities that contribute to vibrancy at street level beyond retail trading hours are also encouraged in this precinct. Towers above the podium may be used for either commercial or residential purposes, or both.

Additional uses are encouraged in this precinct. A mix of uses is expected to occur vertically. Above the retail and active ground floor uses, office or residential uses, or a combination of both, are encouraged. Where a building is proposed to contain both office and residential uses, the residential activity is intended to occupy the upper storeys of the building. Community, recreation and entertainment uses are also envisaged above the ground floor level.

The old school site, on the northern corner of Scarborough and Lawson Streets, is a key development site for the Retail Precinct. It is the preferred expansion site for large scale integrated retail development. A major public transit interchange is expected to be incorporated into this development. An open plaza or park area is to be provided at or close to the intersection of Scarborough and Lawson Streets. Recreation space is to be integrated into the podium level of the building.

The Athol Patterson Car Park is also a key site for the future development of the Southport activity centre. This site will accommodate a large scale, multi-level, above and below ground car park. Core government administrative offices and major community facilities and services will also be located on this site. It may also provide a helipad for the hospital, if safety issues are resolved and the noise of operation of the facility is not prejudicial to achievement of the other objectives of this LAP. The redevelopment of the Athol Patterson Car Park will:

- facilitate the construction of an all-weather, grade-separated pedestrian link over High Street to the Medical Precinct and the hospital;
- provide a supplementary role to the major public transit interchange;
- facilitate shared use by the hospital, the new large scale integrated retail development on the old school site, and new development in the Retail Precinct generally; and
- present active frontages at ground level on the car park building.

While the Medical Precinct is the preferred location for major medical services, other medical services and facilities are envisaged in the Retail Precinct. The preferred location for these additional medical uses is between High Street and Marine Parade, in either Suter or Young Streets.

5.1.3 Access, Pedestrian Linkages and Infrastructure Provision

Provisions for vehicle parking and pedestrian access are paramount in this precinct. A high level of pedestrian amenity is to be achieved. There will be improved pedestrian links between Scarborough Street and the Medical Precinct, especially with the Gold Coast City Hospital. Suter and Young Streets are to provide a pedestrian link between the hospital and the retail core.

If high quality pedestrian linkages occur and integrated access to car parking for retail, medical and transit interchange purposes is achieved, the need for off-street parking on individual sites may be reduced.

There is an urgent need to reconnect the Southport core with the foreshore. Such a link is to provide safe and convenient pedestrian access. An at-grade crossing, controlled by traffic lights at the intersection of Nerang Street and the Gold Coast City Highway, will provide the desired pedestrian access.

The planned infrastructure for water and sewerage in this precinct is based on 300 equivalent persons per net hectare. The development envisaged by the plan requires infrastructure to be delivered at approximately 700 equivalent persons. Accordingly, infrastructure supply capability questions and infrastructure charges are likely to be triggered by all development proposals, including self assessable development, in this precinct.

5.2 Precinct 2 Commerce and Administration Precinct

5.2.1 Preferred Character

The role of this precinct is to support the major activities of the Retail Precinct. The Commerce and Administration Precinct is characterised by a wide variety of activities. It is intended to continue to be a mixed use precinct, with offices, administrative and government activities, educational uses and some small scale retail development. It is also intended to contain residential development.



Similar to **Precinct 1**, towers above podiums may be used for either commercial purposes or residential purposes or both. The form of development is expected to complement the Southport core as a traditional town centre, but at a lower intensity than is envisaged for the Retail Precinct. This precinct will function as the transition area between the Retail Precinct and the residential areas to the north and south. Within the precinct, there are some character areas with distinctive land use mix and built form. These are:

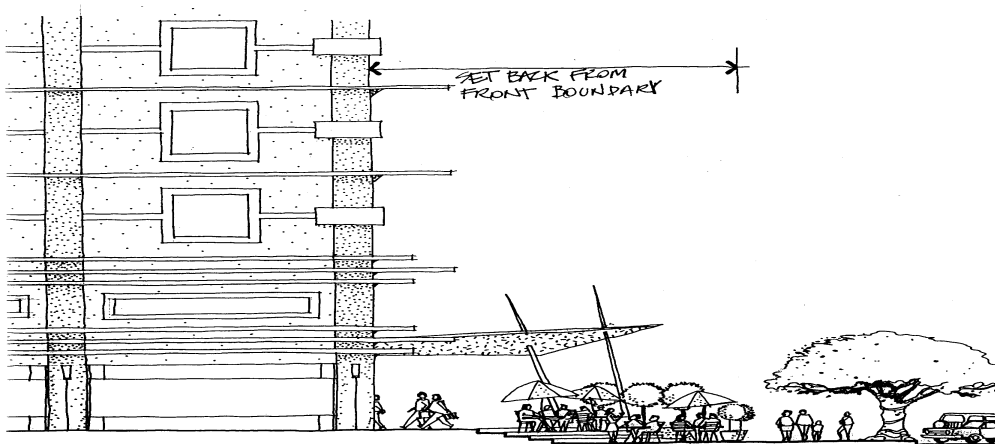
- a) Gold Coast City Highway/Marine Parade Strip;
- b) Northern Mixed Business Area;
- c) Southern Scarborough Street Area; and
- d) RSL Area.

These character areas are shown on **Southport LAP Map 23.3 – Character Areas within Precincts 2, 5 & 6**.

5.2.2 Intended Land Uses and Urban Design Character

a) Gold Coast City Highway/Marine Parade Strip

Marine Parade is to have high quality urban design that defines the edge of the Southport core for those who pass on the Gold Coast City Highway, view it from the foreshore or from further afield, such as The Spit or the Broadwater. When new buildings are designed, they are to incorporate opportunities for pedestrian permeability from Marine Parade through to Scarborough Street.



Office and residential development is envisaged in this area. Small scale active street frontages are encouraged, with cafes taking up part of the frontage of residential or office activities. Development in this strip is to provide a visual and physical link to the foreshore. It is to be designed to address the Broadwater. The built form is to be low rise to medium rise and to exhibit a high standard of design and finish. There will be a focus on high quality landscape work in the front setback. The buildings will be progressively stepped back in height, away from Marine Parade. Buildings in this location will require attention to the design of their rear areas, so that these effectively integrate with the Southport area.

b) Northern Mixed Business Area

This area will retain a mixture of office, business activities and retail. It will function in a way that supports the Retail Precinct. The development criteria and preferred uses for this area envisage retention of the small scale tenancies. The scale is to be determined by the width of allotments as they stand at the time this plan is placed on public display. Residential uses are envisaged above ground level, set back from the street frontage. A wide variety of uses, including service industries, will be considered, so long as they do not cause loss of amenity.

The main street character of this business area is to be protected and enhanced.

The public car parking facility provided by Mal Burke Car Park is to be retained, and possibly enhanced with mixed use development on the car park site.

c) Southern Scarborough Street Area

The preferred development pattern for this area is mixed uses, with small-scale offices predominating. Cafes and restaurants and other entertainment and service establishments are encouraged at ground level, while residential and office activities are preferred above the ground storey.



For the allotments fronting Scarborough Street, mixed office, residential and retail development is envisaged. The extent of retail development is limited to premises on the ground floor that have their customer access fronting Scarborough Street. Otherwise offices, cafes and restaurants and like activities are encouraged at ground level, and residential and/or office activities are preferred above ground level.

d) RSL Area

This area contains Lawson Street, the RSL, Woodroffe Park and the eastern side of Scarborough Street, south of Short Street. Extensions to the activities on the RSL site are to include some residential development.

It is desirable that, as the existing ad hoc community facilities in Woodroffe Park come to the end of their economic life, they be reconsolidated into one multi-functional building. This will enable more open space to be available at this location. Future uses for the park include passive open space, community facilities, indoor and outdoor recreational activities and gardens. The amenity of the existing park will be improved.

5.2.3 Access, Pedestrian Linkages and Infrastructure Provision

A high standard of pedestrian linkages will be provided to the foreshore and the Broadwater, supported and emphasised by prominent design and visual linkages. Provision for vehicle parking and pedestrian access are also important in this precinct.

Public transport objectives and the provision of public transport infrastructure are to be balanced with the intention of this LAP to conserve the distinctive streetscape character of Short Street.

The planned infrastructure for water and sewerage is based on 500 equivalent persons per net hectare in the eastern part of this precinct. Elsewhere in this precinct, the demand that can be accommodated may be less than this figure. The development envisaged by this LAP continues to require infrastructure to be delivered at approximately 500 equivalent persons per net hectare.

5.3 Precinct 3 Short Street

5.3.1 Preferred Character

Short Street has the most attractive commercial streetscape in Southport. The office uses and their corporate style buildings underline Southport's role as an important business location. The character of the streetscape is greatly enhanced by the large mature fig trees, planted in the roadway. The setbacks of existing buildings also contribute to the character of Short Street. The distinctive trees and their location are a tangible link to the history of Southport. New buildings are to have similar scale and similar quality design and finishes as existing buildings in Short Street.

5.3.2 Intended Land Use

The preferred uses for this precinct are offices, restaurants and cafes on the ground floor. Large scale developments are not to intrude into Short Street. Residential and/or office activities are preferred above ground level.

5.3.3 Access, Pedestrian Linkages and Infrastructure Provision

A high standard of pedestrian linkages will be provided to the foreshore and the Broadwater. This will be supported and enhanced by strong visual linkages towards the Broadwater.

Public transport objectives and the provision of public transport infrastructure are to be balanced with the intention of this LAP to conserve the distinctive streetscape character of Short Street.

The planned infrastructure for water and sewerage is based on 500 equivalent persons per net hectare.

5.4 Precinct 4 Medical Precinct

5.4.1 Preferred Character

This precinct is intended to facilitate the continuing consolidation of regional and local medical services in central Southport. It is intended to provide a wide range of complementary services to the Gold Coast City Hospital, the main feature of the precinct. Additional medical facilities are encouraged. Non-medical uses in the precinct should be integrated into buildings, but with medical uses on the ground level.



The Gold Coast City Hospital is a visually dominant building, due to its size and location on an elevated site. New development should enhance the appearance of the precinct and contribute to a distinctive design theme of modern and functional buildings that relate well to their prominent location.

5.4.2 Intended Land Use

It is intended that this precinct contain the major component of the medical facilities for Southport and the surrounding region. In addition to the direct and ancillary activities of the Southport Hospital, private medical services, including specialists, general practitioners and paramedical services will continue to be located in this precinct. Medical and professional suites are encouraged to remain in this precinct, rather than intrude into the surrounding residential areas. Businesses, including retail activities such as chemists and florists which provide a complementary service to the medical facilities, may also establish in this precinct. Where these activities contribute to an active street frontage, they are encouraged to locate along Nerang Street, in order to contribute to the desired pedestrian link to the Retail Precinct.

Short term accommodation for relatives of patients of medical services, the hospital or aged care facilities is suited to this precinct. Residential uses are not expected to be located on the ground floor or first floor levels. A variety of apartment sizes is to be provided to offer housing choice for those residents not associated with the medical functions of the precinct.

Standard retail shops, non-medical offices, non-medical related services and trade uses are not compatible with the intent of this precinct. Such uses will be discouraged from locating in this precinct.

5.4.3 Access, Pedestrian Linkages and Infrastructure Provision

A number of important pedestrian linkages are expected to be provided through new developments. For example, there will be a grade-separated link required over High Street to the Athol Patterson Car Park site, to facilitate pedestrian connections between the hospital and the Retail Precinct.

Provisions for adequate vehicle access and parking, with redevelopment of the hospital, are a high priority. Resolution of this issue will ensure safe and efficient functioning of both the hospital and the Retail and Business Precincts of Southport.

The development envisaged by the Plan requires infrastructure to be delivered at approximately 400 equivalent persons per net hectare.

5.5 Precinct 5 Showroom

5.5.1 Preferred Character

The Showroom Precinct is intended to complement the core area by providing a location for uses which require large sites or special access provisions and which may also benefit from a convenient location in close proximity to the retail centre of Southport. The built form is envisaged as being modern in design, relatively plain and functional. Special attention will be given to the coordination of signage with the building structures and their orientation, and to the landscaping of ground level car parking areas and any frontage setbacks provided.

In Southport there are two separate areas within this precinct:

- the northern area generally between High and Davenport Streets; and
- the southern area on and near Ferry Road.

These separate areas are shown on **Southport LAP Map 23.3 – Character Areas within Precincts 2, 5 & 6**.

It is envisaged that the northern area will have good pedestrian connectivity with the Retail Precinct. Walking is to be encouraged through provision of high standard pedestrian amenity, in conjunction with development along the relevant street frontages. Buildings are expected to build up to the street frontage.

The southern area is expected to function as a more self-contained fringe business area. Its major contribution to the Southport LAP area in design terms is its role as the southern commercial gateway to the CBD proper. Accordingly, the quality of streetscape design and presentation of signage in the Ferry Road area must be upgraded to enhance this identity. The rear of the properties in this precinct must be designed to protect the amenity and character of the surrounding residential areas.



5.5.2 Intended Land Use

Activities that require large buildings on the ground floor are intended for this precinct. Showroom retail, indoor recreation and service industries that do not cause loss of amenity for other uses in this precinct will be the dominant use. High turnover convenience retailing is not intended in this precinct, other than cafes and take-away food premises intended to cater for the needs of customers and employees of the dominant uses.

Residential apartments are encouraged above the ground floor storey throughout the precinct. Offices may also be established in this precinct above the ground floor storey.

5.5.3 Access, Pedestrian Linkages and Infrastructure Provision

The northern area is intended to maintain strong physical and visual linkages to the Retail Precinct.

The southern area is not envisaged to develop strong pedestrian linkage to the Retail Precinct. However, pedestrian linkages along Ferry Road and to the surrounding residential areas must be improved.

In the northern area, the planned infrastructure for water and sewerage is based on potentially 300 equivalent persons per net hectare. This is adequate for this part of the precinct. In the southern part of the precinct, the planned level of 125 equivalent persons will be sufficient to accommodate the development envisaged by this LAP.

5.6 Precinct 6 Trades

There are two separate areas of light industry and trades activities in this LAP Area. These are:

- George Street area; and
- Minnie Street area.

Refer to **Southport LAP Map 23.3 – Character Areas within Precincts 2, 5 & 6.**

5.6.1 Preferred Character

The George Street area is currently developed for business and industry that supports the automotive industry. On Smith Street, development is to comprise modern buildings which have small display shop fronts and substantial warehouse areas, workshops or storage areas to the rear of the site. These are to achieve a high standard of urban amenity, with adequate off-street parking. Loading and unloading is to be undertaken within each site, and landscape work is to be of a high standard. Along the George Street frontage, development is to be designed and assessed to ensure that it will not have adverse impacts on residential amenity.

The Minnie Street area includes a large proportion of establishments servicing automotive needs, as well as other light industrial activities. Due to the proximity to existing residential areas, all development is to be designed to present well to the street and to minimise any adverse impacts on local residential amenity.

5.6.2 Intended Land Use

Preferred uses are low impact industry and associated services. The existing emphasis on the automotive industry is supported and encouraged. Other activities envisaged for this precinct are consistent with those that complement the low impact industrial nature of the precinct. Retail shops and offices are restricted, as these uses are better located in the central business core of Southport.

5.6.3 Access, Pedestrian Linkages and Infrastructure Provision

The good accessibility of the areas in this precinct to major roads is to be maintained. Adjoining residential areas are to be protected from any changes which would encourage spill of industrial and commercial traffic into those areas.

The planned infrastructure for water and sewerage is based on 125 equivalent persons per net hectare. This level of provision is considered adequate for the development envisaged by this LAP.



5.7 Precinct 7 Broadwater Foreshore

5.7.1 Preferred Character

The Broadwater foreshore is the outstanding physical asset of Southport. The Broadwater has a strong historic association with Southport, continues to contribute to its image and identity. The open space nature of this precinct provides a visual link from The Spit and the Broadwater to the Southport core business area. The foreshore will continue to be a focus of public recreational activity. It is to be distinguished from the other beach front parks of the Gold Coast City by its integration with the urban design theme of Southport, based on Southport's regional significance as a business centre, its history, and the regional function of this part of the foreshore area in terms of recreational activity and sporting and cultural events. Landscape work will be of a very high standard, and will be expected to promote the distinctive image of Southport to visitors and all other users of the foreshore parkland.

It is anticipated that improved pedestrian and cycle paths will be provided along the whole of the foreshore. Existing buildings and structures on the foreshore will be rationalised and, where appropriate, replaced by multiple use facilities.

Major annual events that do not alienate the foreshore from Southport through the construction of permanent barriers will be encouraged and facilitated.

The Broadwater foreshore is included within the study area for the Gold Coast City Harbour Study, a joint investigation between Council and the State Government of future land use and development options for the southern Broadwater and its shores that is now underway. This investigation may result in significant changes to the planning controls affecting that part of the foreshore included within the Southport LAP.

5.7.2 Intended Land Use

Parkland, outdoor recreation activities and family-oriented water-based recreation are the land uses envisaged for this precinct. Support facilities for passive and active recreation activities are appropriate, provided these are designed to complement the open space character of the foreshore.

Cafes, kiosks and even restaurant uses may be appropriate, provided these uses are predominantly intended to service visitors to the parkland and users of the waterfront area. Such establishments must not dominate the foreshore area. They will be restricted in number and in size so as not to create major new commercial destinations within the existing foreshore area.

The existing large scale public car park, currently located on the foreshore, is incompatible with the intended open space character and the promotion of a strong positive image for the Southport business centre, based on its relationship to the Broadwater.

Options to relocate the parking spaces to other sites or to redesign the existing car park area to soften its visual impact and to fragment the size of the existing facility may be explored. Alternatively, undergrounding in the same location may become feasible.

Circuses, sporting competitions, festivals and other temporary outdoor events that do not compromise either the visual amenity or the environmental quality of the Broadwater will be facilitated.

The existing Air Sea Rescue facility and the caravan park at the northern end of the foreshore reserve are recognised as existing uses.

5.7.3 Access, Pedestrian Linkages and Infrastructure Provision

It is intended that safe, grade-separated pedestrian access from North, Nind, Nerang and Queen Streets, to the foreshore will be established and maintained. The network of foreshore walkways, pedestrian access paths and cycle path facilities will be improved and extended.

The provision of vehicular access to the foreshore must not compromise its use for public recreation purposes.



5.8 Precinct 8 Public Open Space

5.8.1 Preferred Character

The major regional parkland areas within Southport are to be maintained and enhanced as open space facilities for the regional community. The linear park areas and the minor pocket parks and road reservations that link the residential areas to the parklands complement these major areas.

The character of the parkland areas varies according to their particular function. Overall, an established formal parkland appearance is envisaged, reflecting the settled urban character of Southport. In those park areas adjoining Loders Creek a more natural landscape appearance is encouraged.

5.8.2 Intended Land Use

The Parkland Precinct is to be restricted to recreational activities, with limited community uses, where these do not detract from the open parkland nature of the precinct.

Commercial activities are not supported in this precinct.

5.8.3 Access, Pedestrian Linkages and Infrastructure Provision

It is intended that pedestrian and parkland links between the sporting facilities at Owen Park and the recreation venues on the foreshore and Broadwater be improved.

The use of linear parkland to beautify and highlight the natural watercourses of Southport, in particular, Loders Creek, is encouraged.

Infrastructure servicing for the Parkland Precinct is considered adequate for its planned uses.

5.9 Precinct 9 Residential Areas

This precinct includes the surrounding suburban residential areas of Southport. The role of this precinct is to maintain the essential suburban character of the residential areas surrounding the retail, business and medical core of Southport. This precinct is intended to accommodate the residential and ancillary activities. It also includes schools, open space, recreational facilities and other community facilities.

This precinct includes the areas that historically were developed as residential suburban estates to surround and support the traditional town centre of Southport. The opportunity to walk to the major town centre of the region is part of the special character of these surrounding residential areas.

Redevelopment pressures for new attached housing stock has an undesirable impact on both the traditional built environment and the intrinsic character of some of these historic suburban areas. It is intended to maintain and enhance the heritage and special character residential areas within parts of this precinct by restricting medium and high density residential development.

Significant trees contribute to the character of this precinct. Retention of these trees and ongoing streetscape are envisaged. Planting of additional trees, consistent with the predominant species planted in the area, is also encouraged.

The LAP recognises that, in some of the surrounding residential areas of Southport, there has been extensive redevelopment which has affected the heritage and character values of those parts. Accordingly, provision is made to maintain or increase the development density in those locations to benefit further urban consolidation for the area surrounding the Southport business core. The LAP provides for high density residential development in nominated character areas in Southport.

Within the Residential Precinct, different character areas have been identified to assist in recognising and managing the different heritage and character values of the suburban areas of Southport. The definition of the character areas is based largely on early subdivision and land use history. The character areas are shown on **Southport LAP Map 23.4 – Character Areas within Precinct 9: Residential Areas**. They are:

RC(a)	Old Southport Residential;
RC(b)	Queen Street Residential;
RC(c)	Marine Parade Strip;
RC(d)	Garden Residential;
RC(e)	Traditional Suburban; and
RC(f)	Suburban Renewal.



In considering the preferred character and land use provisions for this precinct, direct reference is made to these identified character areas.

5.9.1 Preferred Character

RC(a) Old Southport Residential

This character area has a high concentration of pre 1950s and 1960s housing stock. The original settlement pattern is relatively intact, and contains substantial evidence of that period in history in which Southport functioned as a marine township and holiday destination.

The types of buildings in this character area vary from the few remaining large guesthouses and residential dwellings located on Marine Parade, High and Smith Streets to the smaller cottages in Norman and Little Norman Streets. In general, the buildings are of an elevated Queenslander style, with an occasional low set fibro bungalow.

The most significant groupings of attractive older houses are found in Scarborough Street (east), Norman, Walton and Gray Streets and Johnston Street (east). Areas with significant character are described in the **Southport Urban Heritage and Character Study 1998**. It is intended that these identified character elements be retained.

Historic trees and remnants of earlier plantings within the road reserves are a characteristic feature in some locations.

Views are also a valuable component of this character area. As the topography is generally flat, views are created by virtue of the expanse and direction of the major thoroughfares toward the core, the coastline and the hinterland.

It is intended that future development will:

- conserve, renovate and recycle pre-1950s buildings, where possible and practical;
- be compatible with and enhance the traditional character of the area's townscape and streetscape, where possible and appropriate. In particular, special consideration will be given to places and streetscapes of special value, as identified in the **Southport Urban Heritage and Character Study 1998**;
- achieve appropriately designed infill development; and
- retain and re-establish tree planting which is consistent with the existing vegetation.

Those parts of the precinct north of Smith Street are intended to remain in a generally low intensity residential form.

RC(b) Queen Street Residential Consolidation

In this area, significant redevelopment has replaced most of the original housing stock. The development style is now mixed, with low, medium and high density dwellings in close proximity to each other. The proximity of this area to the Southport retail core adds to the varied building forms. Continued flexibility in building style and form will be encouraged.

Although the area is predominantly residential in character, some low intensity office or medical activities with ground floor level entry may be permitted, as part of a predominantly residential development. These non-residential uses may also be permitted within the structure of an existing detached dwelling providing that its residential appearance and scale is retained.

The variety of building styles is complemented by a generally high standard of landscape work in both street medians and frontage setbacks. These quality streetscapes contribute strongly to the overall character of the area. It is intended that existing landscape character be retained. Additional tree planting to supplement remnant specimens and landscaping in the road reserves is desirable. Tree planting on public land and within private allotments will also be encouraged.

RC(c) Marine Parade Residential Strip

Marine Parade is to have high quality urban design that defines the edge of Southport and its interface with the Broadwater. Development in this strip is to provide a visual and physical link to the foreshore. It is to be designed to address the Broadwater. The built form is to be medium rise and have high quality design and finish. There will be a focus on high quality landscape work in the front setback area. The buildings will be progressively stepped back in height, away from Marine Parade. Buildings in this location will require attention to the design of the rear of the building, so that they visually integrate with the Southport area.



RC(d) Garden Residential

Historically, this precinct was an important suburban estate built around the Cable Station reserve. Significant houses occupy the large allotments. The dominant vegetation in the area consists of pine and eucalyptus species. The types of buildings included in this character area from simple, low set cottages and grand holiday houses of wealthier residents, built in the 1920s and 1930s, to modern estates typified by larger sites, extensive setbacks and extensive tree plantings in the front setback. The landscaping of this area is a major contributor to its character.

Like Character Area RC(a) – Old Southport Residential, this character area has a high concentration of pre-1950s and 1960s housing stock. However, the allotments in this area are larger than those in Character Area RC(a). The most significant grouping of attractive older houses is found in Bauer Street. It is intended that these major character elements be retained.

Streetscape is important within this character area. It is intended that the existing streetscape elements be retained and, where practical, enhanced. In addition, new landscape work will occur in a manner consistent with the historic, architectural and urban design quality of this area. The intent is to retain the leafy character of this area by protecting the existing dense planting within front setbacks. Extensive tree planting on public land and within private allotments will continue to be encouraged.

The desired building form is a detached dwelling. The development of other residential building forms, such as attached dwellings and medium detached dwellings and apartment buildings, is discouraged in this character area.

RC(e) Traditional Suburban Residential

This character area is also an established residential area. It was developed later than Character Areas RC(a) or RC(d), and has a more conventional or universal character, with a style of subdivision and housing from the early 1900s to approximately the 1960s. This character area is less cohesive, therefore changes to it will have less impact on the historic attributes of the Southport residential areas generally. However, there is some consistency in the character area, in the form of the dwellings.

The types of buildings in this character area include early 1900s Queensland-style high set homes, with a high representation of 1950s and 1960s fibro bungalows. The houses built in the 1960s generally have substantial gardens with native vegetation. The more recent suburban residential development contains little or no substantive planting in road and park reserves.

It is intended that the existing character be reflected in new development.

RC(f) Suburban Renewal

This character area developed in much the same way as the suburban residential character area. Development was predominantly in the form of detached dwellings. However, redevelopment has changed, and will continue to change, the character of the area. This area is to be redeveloped for medium density residential uses of a scale that is in harmony with the surrounding detached houses.

It is considered that changes to the area's built form can be accommodated, and will not significantly affect the historic and character attributes of the Southport residential areas generally. The existing amenity of parts of this character area is affected by the abutting and heavily trafficked Nerang Street. New development on Nerang Street must seek to reduce this amenity impact through responsive design.

It is intended that development in this character area will have good quality landscape work within private land, consistent with the existing landscape character.

5.9.2 Intended Land Use

RC(a) Old Southport Residential

It is essential that the residential character of this area is retained. Proposals for the intensification of residential land or for other land uses may be permitted where the bulk, height, appearance, materials and colours are consistent with the character of existing residential areas.

RC(b) Queen Street Residential Consolidation

It is intended that this character area continue to be developed for medium and high density residential development, in the form of attached dwellings and medium detached dwellings and apartment buildings. The amalgamation of lots to facilitate high density residential development is encouraged.



The continuation of existing commercial uses in traditional commercial style buildings with a frontage to Queen Street is encouraged.

RC(c) Marine Parade Residential Strip

Medium rise residential development is envisaged in this area. Cafes and convenience shops may be permitted at ground floor level.

RC(d) Garden Residential

The preferred type of development envisaged for this area will include detached dwellings and uses ancillary to residential development. This character area is intended to retain its existing historic character. Proposals for redevelopment of residential sites must be consistent with the built form and character of the immediately surrounding area. They must contribute to the protection of the identified existing character.

RC(e) Traditional Suburban Residential

The land uses to be accommodated in this character area are predominantly detached dwellings. Proposals for the intensification of the use of the land may be in the form of buildings to the rear of the allotment, behind the existing detached dwelling. Alternatively, well designed attached houses, which complement the existing streetscape, may be considered. Opportunity also exists for subdivision to allow a second house, or two attached houses, in appropriate locations.

Low intensity community uses and services, such as convenience shops, may be acceptable uses in this character area. Appropriate sites may include those located at or near major intersections and those of sufficient size and orientation to safely accommodate a commercial use.

RC(f) Suburban Renewal

The preferred land uses for this character area are attached dwellings and medium detached dwellings and apartments, designed to complement the remaining detached dwellings and good quality landscaping that currently exists in the locality.

Low intensity community uses and services, such as convenience shops, may be acceptable uses in this character area. Appropriate sites may include those located at or near major intersections and those of sufficient size and orientation to safely accommodate a commercial use.

5.9.3 Access, Linkage and Vehicle Provisions, Infrastructure Provision

Proposals for development are to recognise that relatively high proportions of people walk and cycle to work in the core of Southport.

Traffic calming will be encouraged in the Residential Precinct in appropriate places. Measures will be promoted to improve the amenity and safety of some of the major roads, and to reduce potential areas of conflict between residents, pedestrians and vehicular traffic.

The existing planned infrastructure for water and sewerage in the various character areas, and the demand likely to be created by this LAP, is shown in the following table.

The following table indicates that in Character Areas RC(a), RC(b), RC(e) and RC(f) significant augmentation of existing services will be required.

Residential Character Area	Current Planned Capacity (equivalent persons per net hectare)	Likely Demand from Development Planned by this LAP (equivalent persons per net hectare)
RC(a) Old Southport Residential	60	90
RC(b) Queen Street Residential	300	600
RC(c) Marine Parade Strip	500	500
RC(d) Garden Residential	50	50
RC(e) Traditional Suburban	50	50-160
RC(f) Suburban Renewal	50	50-160



5.10 Precinct 10 Local Centres

5.10.1 Preferred Character

The existing local business centres within the Southport LAP area provide a local community focus for their neighbourhoods. The centres located at Chirn Park, Stevens Street, Pohlman/Nerang Streets, Eugaree/Nerang Streets and the Alicia/Blake Streets corners are to be maintained to their present scale and character. Any redevelopment will be required to respond to the character of the surrounding residential areas.

5.10.2 Intended Land Use

The desired land uses in these local centres are mainly small scale retail shops, personal services establishments and small office uses. A variety of activities is encouraged, provided it contributes to the predominant local service orientation of the local centre.

5.10.3 Access, Linkage and Vehicle Provisions, Infrastructure Provision

Allotments in almost all these local centres are so small that it is desirable for parking demands for new development to be accommodated in a coordinated way, through infrastructure contributions towards the upgrading of integrated local public parking facilities. Each new development will be considered on its merits, in terms of contributing to such a public car park facility.

5.11 Precinct 11 Community Facilities

5.11.1 Preferred Character

The existing community facilities within the Southport LAP area provide important services for their local areas. The schools in Southport also have a regional role. These, together with other community facilities such as the Southport cemetery, are to be maintained in their present scale and character. Any redevelopment will be required to respond to the character of the surrounding residential areas.

This precinct contains the former showground reserve, the cemetery, the State School and St Hilda's School. It is strongly linked with the Public Open Space Precinct, which includes the Owen Park recreation facility. While some redevelopment has taken place, historical evidence of the early showground, cemetery and night soil reserves remain. It is intended to retain the remnant bush land and open characteristics, as they contribute to a green belt within the Southport local area. Expansion of the pedestrian and cycle network is intended. A regional sporting facility is envisaged.

It is intended to manage the character of this area carefully, to retain the historic context while allowing further development and enhancement of the area's open space qualities.

5.11.2 Intended Land Use

The desired land uses in the Community Facilities Precinct are almost exclusively the schools and the cemetery. A variety of new services may be acceptable, provided they are consistent with the reservation of the land, directly contribute to the servicing of the local community in Southport, and are non-commercial in nature and operation.

It is intended that this area retain its open space and community facilities character, as well as its links to the Public Open Space Precinct.

5.11.3 Access, Linkage and Vehicle Provisions, Infrastructure Provision

Adequate access, parking and loading arrangements must be provided for each community facility. Where possible, a shared provision of car parking and access is encouraged.

Appropriate measures will be taken to make the area accessible from the rest of Southport, and to integrate and provide linkages with the foreshore and the Broadwater. New bicycle and pedestrian paths within the area linking residential areas with the core are desirable along the creek and residential streets.

Infrastructure provision for water and sewerage is planned at the density level of 50 equivalent persons per net hectare. This is consistent with the development potential of this LAP.



5.12 Precinct 12 Sundale

5.12.1 Preferred Character

The former Sundale Shopping Centre is a landmark complex that is central to this precinct. The large residential apartment complexes, between the Sundale site and the Nerang River, form a residential neighbourhood unlike any other in Southport, with a strong focus on their riverside aspect.

This is a precinct of large distinctive buildings that, by virtue of their location in close proximity to the Gold Coast City Highway and the Nerang River Bridge, perform a gateway function for Southport.

The Sundale site is to contain a major redevelopment that has been approved by Council. The maximum building height that applies to the Sundale site itself is consistent with the existing approved Plan of Development.

5.12.2 Intended Land Use

The desired land uses in this precinct are medium and high rise residential towers and the mixed use complex that has been approved for the Sundale site. The site is to be redeveloped as a trade centre, with residential towers. Other acceptable uses include restaurant and cafes, particularly along the Nerang River frontage, and business support uses as part of the Sundale development complex. It is noted that the Sundale site is ideally located for the purposes of exhibition, trade and convention uses.

5.12.3 Access, Linkage and Vehicle Provisions, Infrastructure Provision

Pedestrian and cyclist linkages between the Nerang River, the Broadwater, the Sundale site and the Retail Precinct are to be enhanced to encourage more non-motorised trips in Southport between these areas. A pedestrian and cycle link along the Nerang River foreshore to the Broadwater foreshore is required. This will involve the reconstruction and enhancement of the pathway under the Nerang River Bridge.

Provision for vehicular access and car parking is to be carefully designed to meet local needs, without encouraging an over-reliance on motor vehicle transport in this precinct. Public transport access to the redeveloped Trade Centre is a high priority.

Development potential in this precinct is likely to generate demand of up to 600 equivalent persons per hectare for water and sewerage. This exceeds the current planned provision of approximately 300 persons per hectare for this locality. Accordingly, infrastructure contributions will be required from new development to assist in the augmentation of water and sewerage capacity.

6.0 Southport 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 – Retail			
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	Cafe Car Park Caretaker's Residence Cinema Commercial Services Convenience Shop Display Home above ground storey Fast Food Premises Home Occupation Medical Centre Minor Tourist Facility Office above ground storey Reception Room above ground storey Restaurant	Aged Persons Accommodation above ground storey Apartment above ground storey Bed and Breakfast Child Care Centre Community Care Centre above ground storey Family Accommodation Funeral Parlour Hostel Accommodation above ground storey Market Motel Office n.e.i. Place of Worship	Amusement Parlour Apartment n.e.i. Educational Establishment Indoor Recreation Facility Nightclub Service Station Transit Centre



Exempt	Self Assessable	Code Assessable	Impact Assessable
	Service Industry Shop Showroom Special Accommodation above ground storey Take-Away Food Premises Tavern Temporary Use Theatre Tourist Shop Veterinary Clinic	Reception Room n.e.i. Resort Hotel above ground storey Service Station Shopping Centre Development Telecommunications Facility n.e.i.	
Precinct 2 – Commercial and Administration			
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	Cafe Car Park Caretaker’s Residence Commercial Services Convenience Shop Detached Dwelling Family Accommodation Home Occupation Minor Tourist Facility Office Restaurant Retail Nursery Service Industry Special Accommodation located above ground storey Take-Away Food Premises Temporary Use Theatre Tourist Shop Veterinary Clinic	Aged Persons Accommodation Apartment Attached Dwellings and Medium Density Detached Dwellings Bed and Breakfast Child Care Centre Cinema Community Care Centre above ground storey Display Home Fast Food Premises Hostel Accommodation Indoor Recreation Facility Medical Centre Place of Worship Reception Room Resort Hotel Shop Showroom Telecommunications Facility n.e.i. Theatre Transit Centre Vehicle Hire Office Wholesale Nursery	Amusement Parlour Educational Establishment Hospital Market Motel Nightclub Public Recreation Service Station Shopping Centre Development Tavern Tourist Facility Vehicle Hire Premises Vehicle Sales Premises
Precinct 3 – Short Street			
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	Cafe Caretaker’s Residence Commercial Services Convenience Shop Home Occupation Medical Centre Office Restaurant Service Industry Special Accommodation located above ground storey Take-Away Food Premises	Aged Persons Accommodation Apartment Attached Dwellings and Medium Density Detached Dwellings Bed and Breakfast Car Park Child Care Centre Cinema Community Care Centre above ground storey Display Home Fast Food Premises	Educational Establishment Hospital Tavern Tourist Facility



Exempt	Self Assessable	Code Assessable	Impact Assessable
	<p>Temporary Use Tourist Shop Veterinary Clinic</p>	<p>Hostel Accommodation located above ground storey Indoor Recreation Facility Minor Tourist Facility Place of Worship Reception Room Resort Hotel Shop Showroom Telecommunications Facility n.e.i. Theatre</p>	
Precinct 4 – Medical			
<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</p>	<p>Caretaker’s Residence Community Care Centre Convenience Shop Detached Dwelling Display Home Florist Shop Home Occupation Hospital Laundromat Medical Centre Special Accommodation Take-Away Food Premises Temporary Use</p>	<p>Aged Persons Accommodation Apartment Attached Dwellings and Medium Density Detached Dwellings Bed and Breakfast Cafe Car Park Child Care Centre Commercial Services Family Accommodation Hostel Accommodation Motel Office Service Industry Shop Telecommunications Facility n.e.i.</p>	<p>Minor Tourist Facility Place of Worship Restaurant Tavern</p>
Precinct 5 – Showroom			
<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</p>	<p>Cafe Caretaker’s Residence Home Occupation Laundromat Service Industry (Group B) Showroom Take-Away Food Premises Temporary Use Vehicle Hire Premises Vehicle Sales Premises Veterinary Clinic</p>	<p>Bed and Breakfast Bulk Garden Supplies Car Park Convenience Shop Fast Food Premises Motor Vehicle Repairs Office located above ground storey Place of Worship Retail Nursery Service Industry (Group A) Service Station Telecommunications Facility n.e.i. Wholesale Nursery</p>	<p>Apartment located above ground storey Attached Dwellings and Medium Density Detached Dwellings Hostel Accommodation above ground floor storey Indoor Recreation Facility Minor Tourist Facility Reception Rooms Restaurant Tavern Veterinary Hospital Warehouse</p>



Exempt	Self Assessable	Code Assessable	Impact Assessable
Precinct 6 – Trades			
<p>Conservation (natural area management)</p> <p>Low-Impact Telecommunications Facility</p> <p>Minor Change in the scale or intensity of an existing lawful use</p> <p>Park</p> <p>Public Utility</p>	<p>Service Industry (Group B)</p> <p>Temporary Use</p> <p>Warehouse</p>	<p>Bulk Garden Supplies</p> <p>Caretaker's Residence</p> <p>Convenience Shop</p> <p>Industry that complies with the provisions contained in the Industry 2 (Low Impact) Domain</p> <p>Motor Vehicle Repairs</p> <p>Service Station</p> <p>Take-Away Food Shop</p> <p>Telecommunications Facility n.e.i.</p>	<p>Cafe</p> <p>Indoor Recreation Facility</p> <p>Manufacturer's Shop</p> <p>Service Industry (Group A)</p>
Precinct 7 – Foreshore			
<p>Conservation (natural area management)</p> <p>Low-Impact Telecommunications Facility</p> <p>Minor Change in the scale or intensity of an existing lawful use</p> <p>Open Sports Ground</p> <p>Park</p> <p>Public Utility</p>	<p>Public Convenience</p> <p>Temporary Use</p>	<p>Caretaker's Residence</p> <p>Telecommunications Facility n.e.i.</p>	<p>Café</p> <p>Car Park</p> <p>Club House</p> <p>Club Rooms</p> <p>Convenience Shop</p> <p>Ecotourism Facility</p> <p>Indoor Recreation Facility</p> <p>Market</p> <p>Outdoor Sport and Recreation</p> <p>Restaurant</p> <p>Take-Away Food Premises</p> <p>Tourist Facility</p> <p>Tourist Shop</p>
Precinct 8 – Public Open Space			
<p>Conservation (natural area management)</p> <p>Low-Impact Telecommunications Facility</p> <p>Minor Change in the scale or intensity of an existing lawful use</p> <p>Open Sports Ground</p> <p>Park</p> <p>Public Utility</p>	<p>Car Park</p> <p>Public Convenience</p> <p>Temporary Use</p>	<p>Caretaker's Residence</p> <p>Community Purposes</p> <p>Telecommunications Facility n.e.i.</p>	<p>Cafe</p> <p>Convenience Shop</p> <p>Ecotourism Facility</p> <p>Indoor Recreation Facility</p> <p>Market</p> <p>Minor Tourist Facility</p> <p>Outdoor Sport and Recreation</p> <p>Restaurant</p> <p>Take-Away Food Premises</p> <p>Tourist Facility</p> <p>Tourist Shop</p> <p>Tourist Cabins</p>



Exempt	Self Assessable	Code Assessable	Impact Assessable
Precinct 9 – 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 Home Office Private Recreation where external lighting is proposed</p>	<p>Aged Persons Accommodation only when located in Character Areas RC(a), RC(b), RC(c) and RC(f) Apartment only when located in Character Areas RC(a), RC(b), RC(c), RC(f) and the hatched part of RC(e) Attached Dwellings and Medium Density Detached Dwellings only when located in Character Areas RC(a), RC(b), RC(c), RC(f) and the hatched part of RC(e) Bed and Breakfast Caretaker’s Residence Family Accommodation Home Occupation Hostel Accommodation only when located in Character Areas RC(a), RC(b), RC(c) and RC(f) Offices only when located in the hatched part of Character Area RC(e) Place of Worship with floor space no greater than 300m² Telecommunications Facility n.e.i.</p>	<p>Aged Persons Accommodation n.e.i. Apartment n.e.i. Attached Dwellings and Medium Density Detached Dwellings n.e.i. Cafe Child Care Centre Community Care Centre Convenience Shop Educational Establishment Hostel Accommodation Medical Centre Motel Offices located at ground level of a residential building or within an existing detached dwelling (only when located outside of the hatched part of Character Area RC(e)) Place of Worship n.e.i. Service Station</p>
Precinct 10 – Local Centres			
<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 Special Accommodation</p>	<p>Cafe Caretaker’s Residence Commercial Services Convenience Shop where operating within the hours 6am to 10pm Detached Dwelling Display Home Estate Sales Office Fast Food Premises where operating within the hours 6am to 10pm Home Occupation Laundromat Office (less than 500m² GFA) Private Recreation where lighting is proposed Restaurant (less than 150m² GFA) Service Industry</p>	<p>Bed and Breakfast Car Park Family Accommodation Hostel Accommodation Market Medical Centre Place of Worship (less than 200m² GFA) Restaurant n.e.i. Retail Plant Nursery Service Industry Service Station (except where operating hours outside 7am to 7pm are proposed) Showroom Telecommunications Facility n.e.i. Veterinary Clinic</p>	<p>Amusement Parlour Apartment Attached Dwellings and Medium Density Detached Dwellings Child care centre Community Care Centre Convenience Shop n.e.i. Educational Establishment Fast Food Premises n.e.i. Hospital Hostel Accommodation Indoor Recreation Facility Minor Tourist Facility Motel Motor Vehicle Repairs Place of Worship n.e.i. Reception Room Restaurant n.e.i.</p>



Exempt	Self Assessable	Code Assessable	Impact Assessable
	Shop where operating within the hours 6am to 10pm Take-Away Food Premises where operating within the hours 6am to 10pm Temporary Use Tourist Shop Veterinary Clinic		Service Station n.e.i. Shop n.e.i. Shopping Centre Development Take-Away Food Premises n.e.i. Tavern Transit Centre Vehicle Hire Premises Vehicle Sales Premises Veterinary Hospital

Precinct 11 – Community Facilities

Conservation (natural area management) 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	Art Gallery Caretaker’s Residence Club Rooms Educational Establishment Federal Government Use Hospital Local Government Use Medical Centre Museum Place of Assembly Scout Hall State Government Use Theatre Transit Centre Transport Terminal Temporary Use	Cafe Car Park Caravan Park Cemetery Cinema Community Care Centre Convenience Shop Indoor Recreation Facility Market Minor Tourist Facility Place of Worship Reception Room Telecommunications Facility n.e.i. Tourist Shop	Child Care Centre Convenience Shop Corrective Institution Marina Outdoor Sport and Recreation Refuse Disposal Refuse Transfer Station Restaurant Tourist Cabins
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Precinct 12 – Sundale

Conservation (natural area management) Home Office Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park Public Utility	Caretaker’s Residence Commercial Use (including cafe, restaurant, office and shop) where consistent with the approved Sundale site Plan of Development Display Home Temporary Use	Apartment Attached Dwellings and Medium Density Detached Dwellings Cafe Commercial Services Convenience Shop Home Occupation Medical Centre Telecommunications Facility n.e.i.	Car Park Ecotourism Facility Educational Establishment Hostel Accommodation Indoor Recreation Facility Minor Tourist Facility Motel Reception Room Resort Hotel Restaurant n.e.i. Tavern
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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 Southport LAP Map 23.5 – 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 Southport LAP Map 23.5 – Maximum Building Height; OR exceeds the maximum number of storeys indicated for the site identified on Southport LAP Map 23.5 – Maximum Building Height</p>
			<p>exceeds the maximum residential density for the subject site as shown on Southport LAP Map 23.6 – Maximum Residential Density</p>
		<p>is not a single detached Class 1 nor a Class 10 building, and for Precincts 1, 2, 3, 4, 5, 10 and 11 exceeds a volume of 20 cubic metres of fill or excavation, or is closer than two metres from the allotment boundary</p>	
		<p>Precincts 6, 7 and 8 exceeds a volume of 100 cubic metres of fill or excavation or is closer than 20 metres from the allotment boundary</p>	
		<p>is not a single detached Class 1 nor a Class 10 building, and in Precincts 9 and 12 exceeds a volume of 50 cubic metres of fill or excavation, or is closer than two metres from the allotment boundary</p>	
	<p>is located on a site nominated as a Medium, High or Very High Risk Area on Overlay Map 16 – Areas of Unstable</p>	<p>is located on a site nominated as a Medium, High or Very High Risk Area on Overlay Map 16 – Areas of Unstable</p>	



Exempt	Self Assessable	Code Assessable	Impact Assessable
	<p>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>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 identified on Overlay Map OM13 – Building Setback Line from Canals and Waterways as being affected by a waterway building setback, and is in compliance with the Acceptable Solutions of Constraint Code 3 – Canals and Waterways</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 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; OR is located on land which is the subject of a native title claim; OR is located on land that is known to the owner and/or the developer to be of indigenous cultural heritage value</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
			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
		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, 2, 3, 4, 5, 10 and 11 exceeds a volume of 20 cubic metres of fill or excavation, or is closer than two metres from the allotment boundary	
		Precincts 6, 7 and 8 exceeds a volume of 100 cubic metres of fill or excavation, or is closer than 20 metres from the allotment boundary	
		Precincts 9 and 12 exceeds a volume of 50 cubic metres of fill or excavation, or is closer than two 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 ; OR is located on land which is the subject of a native title claim; OR is located on land that is known to the owner and/or the developer to be of indigenous cultural heritage value	



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> <p>Precinct 1 10m² Precinct 2 10m² Precinct 3 10m² Precinct 4 10m² Precinct 5 10m² Precinct 6 20m² Precinct 7 5m² Precinct 8 5m² Precinct 9 0.6m² Precinct 10 10m² Precinct 11 1m²;</p> <p>b) not visible from any State-controlled road</p>	<p>Advertising Devices n.e.i.</p>	

E: Operational Work – Infrastructure and Landscape Work

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

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>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>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, 4, 5, 6, 10, 11 and 12 results in no lots with an area less than 1,000m²; 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>Precincts 1, 2, 3, 4, 5, 6, 10, 11 and 12 results in one or more lots with an area less than 1,000m²</p>
		<p>Precincts 7 and 8 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>Precincts 7 and 8 results in one or more lots with an area less than 4,000m²</p>
		<p>Precinct 9 results in no lots with an area less than: RC(a) 450m² RC(b) 1,000m² RC(c) 1,000m² RC(d) 1,000m² RC(e) 520m² RC(f) 600m²; 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 9 results in one or more lots with an area less than: RC(a) 450m² RC(b) 1,000m² RC(c) 1,000m² RC(d) 1,000m² RC(e) 520m² RC(f) 600m²</p>
			<p>All Precincts 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 Southport 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 Southport LAP area.

Place Code	Specific Development Codes	Constraint Codes
Southport LAP Place Code	2 Advertising Devices 6 Attached Dwellings and Medium Density Detached Dwellings 10 Caretaker's Residence 13 Detached Dwellings 14 Display Homes and Estate Sales Offices 16 Family Accommodation 24 Office 25 Private Recreation 27 Retail and Related Establishments 34 Temporary Use 36 Vegetation Management 37 Vehicle Sales 38 Working From Home	3 Canals and Waterways 4 Car Parking, Access and Transport Integration 8 Flood Affected Areas 10 Nature Conservation 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 Southport LAP area.

Place Code	Specific Development Codes	Constraint Codes
Southport LAP Place Code	3 Aged Persons Accommodation 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 16 Family Accommodation 19 High Rise Residential and Tourist Accommodation 21 Landscape Work 22 Low Rise Apartment Building 23 Low Rise Commercial Tourist Accommodation 24 Office 25 Private Recreation 27 Retail and Related Establishments 31 Service Stations 33 Telecommunications Facilities 37 Vehicle Sales 38 Working From Home 39 Works for Infrastructure	1 Gold Coast Airport and Aviation Facilities 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 13 Road Traffic Noise Management 16 Steep Slopes or Unstable Soils



7.3 Operational Work – Changes to Ground Level

The following codes apply to development that is self or 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 Southport LAP area.

Place Code	Specific Development Codes	Constraint Codes
Southport LAP Place Code	11 Changes to Ground Level and Creation of New Waterbodies	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 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 Southport LAP area.

Place Code	Specific Development Codes	Constraint Codes
Southport LAP Place Code	2 Advertising Devices 21 Landscape Work 39 Works for Infrastructure	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 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 Southport LAP area.

Place Code	Specific Development Codes	Constraint Codes
Southport LAP Place Code	36 Vegetation Management	5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 14 Sediment and Erosion Control 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 Southport LAP area.

Place Code	Specific Development Codes	Constraint Codes
Southport 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	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 13 Road Traffic Noise Management 14 Sediment and Erosion Control 16 Steep Slopes or Unstable Soils

8.0 Southport LAP Place Code

8.1 Purpose

This Place Code seeks to ensure that the scale, density and type of development, in particular, the design and appearance of buildings, is consistent with the intent of this LAP and the specialised tourism and employment functions of Southport.

8.2 Application

8.2.1 The Southport LAP Place Code applies to development indicated as self, code or impact assessable in the Southport LAP Table of Development at **Clause 6.0** of this LAP.

8.2.2 Performance Criteria PC1-PC65 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-PC15 apply.

8.3 Development Requirements

Performance Criteria	Acceptable Solutions
Development that is Self Assessable, Code Assessable or Impact Assessable	
Building Height	
PC1 A gradation in the townscape and urban character must be achieved. In general, the height of buildings will be generous to encourage high rise development, promoting the unique built form of Southport's core as the Key Regional Centre. There is a transition in height of buildings from the core to low rise in the surrounding neighbourhoods.	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 Southport LAP Map 23.5 – Maximum Building Height .
Podiums	
Precincts 1, 2 and 3 PC2 The preferred form of development in these precincts is a low to medium rise podium, to create or reinforce a town centre streetscape and, on larger sites, additional levels in a tower form, for commercial or residential activities.	Precincts 1, 2 and 3 AS2.1 A site has a frontage of at least 30 metres before additional floor levels for residential or commercial development are added to the podium.



Performance Criteria	Acceptable Solutions																
	<p>Precinct 1 AS2.2 The building podiums do not exceed four storeys in height, in accordance with Figure 23-2, except that in Nerang Street (between Scarborough Street and Marine Parade), Marine Parade and Lawson Street, the building podiums do not exceed two storeys in height, in accordance with Figures 23-1, 23-5 and 23-6, respectively.</p> <p>Precinct 2 AS2.3 The building podiums do not exceed two storeys in height, in accordance with Figures 23-3, 23-4, 23-5 and 23-6.</p> <p>Precinct 3 AS2.4 The building podiums do not exceed two storeys in height, in accordance with Figures 23-5 and 23-6.</p> <p>Precinct 5 AS2.5 The building podiums do not exceed one storey in height, in accordance with Figure 23-7.</p>																
Accommodation Density																	
<p>PC3 Accommodation density must be consistent with the mixed use business and residential character of Southport, while respecting the varying neighbourhood characters. Accordingly, medium to high density development that can be comfortably accommodated on the development site and supports mixed uses in the town centre and mixed densities in the surrounding suburban areas is appropriate.</p>	<p>AS3.1 The maximum accommodation density does not exceed the relevant accommodation density (RD number) shown for the subject site on Southport LAP Map 23.6 – Maximum Residential Density. Where no RD category is given for the subject site, the maximum accommodation density must not exceed one dwelling per 600m² of site area.</p>																
Site Coverage																	
<p>PC4 The site coverage of development must be consistent with the function and character of the relevant precinct.</p>	<p>AS4 The maximum site coverage for development sites within each precinct is as follows:</p> <table border="0"> <tr> <td>Precincts 1 and 2</td> <td>95% of the site, except in Lawson Street where a maximum of 80% site coverage applies</td> </tr> <tr> <td>Precincts 3 and 4</td> <td>80% of the site</td> </tr> <tr> <td>Precinct 5</td> <td>70% of the site</td> </tr> <tr> <td>Precinct 6</td> <td>80% of the site</td> </tr> <tr> <td>Precincts 7 and 8</td> <td>5% of the site</td> </tr> <tr> <td>Precinct 9</td> <td>60% of the site</td> </tr> <tr> <td>Precinct 10</td> <td>80% of the site</td> </tr> <tr> <td>Precincts 11 and 12</td> <td>40% of the site</td> </tr> </table>	Precincts 1 and 2	95% of the site, except in Lawson Street where a maximum of 80% site coverage applies	Precincts 3 and 4	80% of the site	Precinct 5	70% of the site	Precinct 6	80% of the site	Precincts 7 and 8	5% of the site	Precinct 9	60% of the site	Precinct 10	80% of the site	Precincts 11 and 12	40% of the site
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Precinct 9	60% of the site																
Precinct 10	80% of the site																
Precincts 11 and 12	40% of the site																
Building Setback (At Ground Level)																	
<p>Precincts 1, 2 and 3 PC5 Building bulk must be greatest at ground level and within podium levels, graduating to towers above, to ensure efficient utilisation of site area and promotion of an urban character for central Southport.</p>	<p>Precincts 1, 2 and 3 AS5.1.1 The building has a zero frontage setback. OR AS5.1.2 The building fronts Lawson Street, Short Street and Marine Parade and the minimum frontage setback is 6 metres. OR AS5.2 The building has zero side and rear setbacks.</p>																

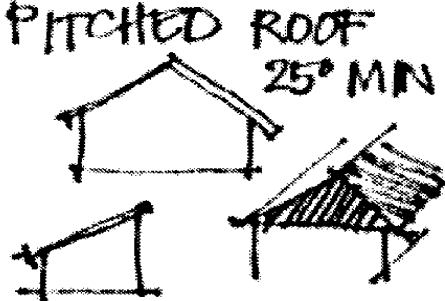
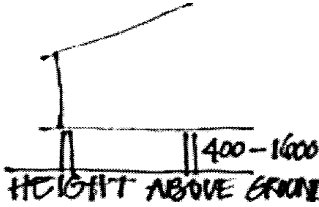

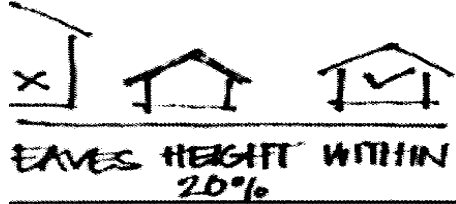


Performance Criteria	Acceptable Solutions
<p>Precincts 4 to 12</p> <p>PC6</p> <p>The setback of development must be in accordance with the function of the precinct. All buildings may provide for setbacks from the street frontage and the side and rear boundaries of the site, which are appropriate to the efficient use of the site and the streetscape character of the precinct. The setback of all buildings must ensure that the resulting built form is not bulky and visually intrusive.</p>	<p>Precinct 4</p> <p>AS6.1</p> <p>The building is set back not less than 3 metres from the frontage of the site, except for Queen Street which is to be 6 metres and 3 metres from the side and rear boundaries.</p> <p>Precincts 5 and 6</p> <p>AS6.2</p> <p>The building has:</p> <ol style="list-style-type: none"> minimum frontage setback 10 metres for buildings from the major street frontage and 7 metres from any other street; 3 metre setback from side and rear boundaries. <p>Precincts 7 and 8</p> <p>AS6.3</p> <ol style="list-style-type: none"> minimum frontage setback 10 metres for buildings from the major street frontage and 7 metres from any other street; 6 metre setback from side and rear boundaries. <p>Precinct 9</p> <p>AS6.4</p> <p>The building is setback not less than 3 metres from the frontage of the site and 1.5 metres from the side and rear boundaries.</p> <p>Precinct 10</p> <p>AS6.5</p> <p>The building has:</p> <ol style="list-style-type: none"> minimum frontage setback of 2 metres; zero side setback except where the site adjoins a residential building, when a minimum side setback of 2 metres applies from side boundaries; minimum rear setback of 3 metres. <p>Precincts 11 and 12</p> <p>AS6.6</p> <p>The building is setback not less than 6 metres from the frontage of the site and 1.5 metres from the side and rear boundaries.</p>
<p>Building Setback (Above Ground Floor Level)</p>	
<p>PC7</p> <p>The upper storeys of buildings must not cause adverse impact on neighbouring sites. The development opportunities of the neighbouring sites are to be considered, when assessing impacts of development.</p>	<p>Precincts 1, 2, and 3</p> <p>AS7.1</p> <p>Above the podium, the front wall of the building is set back at least six metres from the front boundary of the site, except for buildings with frontages to Lawson Street, Short Street and Marine Parade (unless the building is located on a corner allotment), the wall above the podium is set back at least 12 metres from the front boundary.</p> <p>AS7.2</p> <p>The storeys above the podium are set back 4 metres from the side boundary for the initial two storeys of the tower and 6 metres for all further storeys.</p> <p>AS7.3</p> <p>The storeys above the podium are set back 6 metres from the rear boundary.</p>

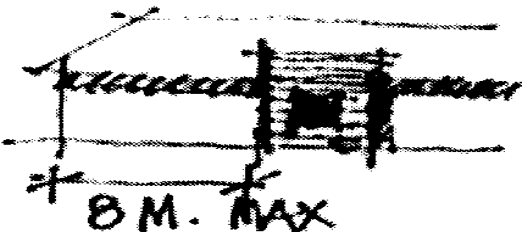
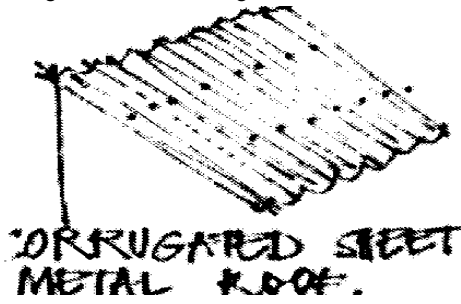
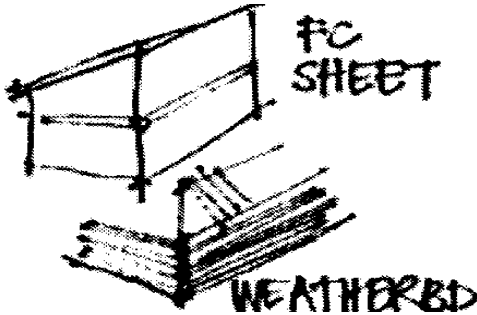
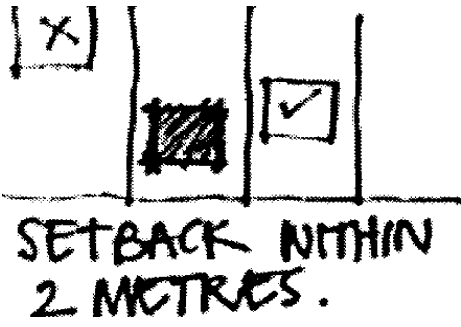


Performance Criteria	Acceptable Solutions
	<p>Precincts 4 to 12</p> <p>AS7.4 All buildings exceeding two storeys in height have their upper storeys set back from the lot boundaries consistent with the following distances:</p> <ol style="list-style-type: none"> a minimum of six metres from the frontage in respect of that part of the building which exceeds two storeys in height; 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; 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.
Building to Boundary Provisions	
<p>Precinct 9</p> <p>PC8 Any section of a building built to the lot boundary must be limited in length and height to protect reasonable neighbour amenity expectations and, in particular, to provide adequate daylight to dwellings and sunlight to private open space.</p>	<p>Precinct 9</p> <p>AS8.1 Walls, built to the boundary, have an average height not exceeding three metres and a maximum height not exceeding 3.5 metres.</p> <p>AS8.2.1 Walls built to the boundary do not exceed 50% of the length of the adjacent side boundary.</p> <p>OR</p> <p>AS8.2.2 Where there is an existing wall on the adjacent boundary, the length of the new boundary wall may match that of the existing wall.</p> <p>OR</p> <p>AS8.2.3 Where slope, retaining walls, fences and/or dwelling design would result in the effective height of a boundary wall being less than two metres on the adjacent property boundary, the new boundary wall may extend the full length of the side or rear boundary, less any front boundary setback distance.</p> <p>AS8.3 Walls on the boundary have no windows or other openings overlooking adjoining properties.</p>
Residential Character	
<p>Precinct 9 – Character Area (a)</p> <p>PC9 The special character and heritage value of the old Southport residential area, within the Residential Precinct, must be recognised in the design of new residential development. Ten characteristics are common within the existing building stock. These characteristics define the special urban qualities of this residential character area.</p>	<p>Precinct 9 – Character Area (a)</p> <p>AS9 New buildings and alterations to existing buildings achieve at least eight of the ten characteristics (below) that define the special character and heritage qualities of the old Southport residential area.</p>


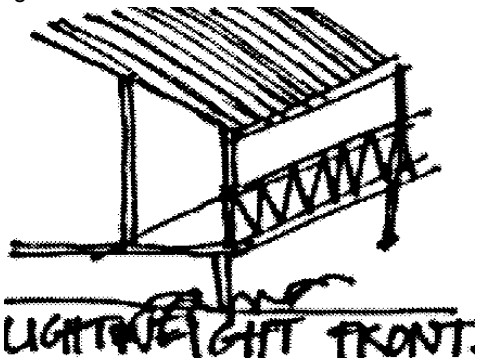
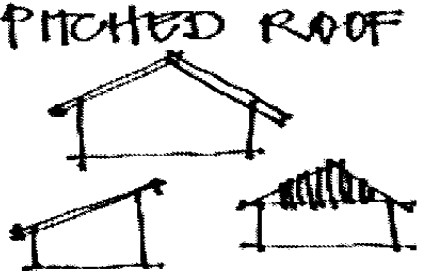


Performance Criteria	Acceptable Solutions
<p>Precinct 9 – Character Area (a) PC10 New buildings must respect and complement the local streetscape character of the old Southport residential area. New buildings and extensions to existing buildings will be designed to be compatible with the form of existing pre 1950 dwellings or, where appropriate, effect an attractive transition from such dwellings to new buildings.</p>	<p>Precinct 9 – Character Area (a) Form AS10.1 PITCHED ROOF 25° MIN</p>  <p>The roof has a pitch of a minimum of 25 degrees.</p> <p>AS10.2 The building is raised above the ground a minimum of 400mm and a maximum of 1,600mm.</p>  <p>AS10.3 Verandahs are attached on the face of the building fronting the street.</p>  <p>Scale AS10.4 The height of eaves is within 20% of the eaves of buildings on adjoining properties facing the same street.</p> 

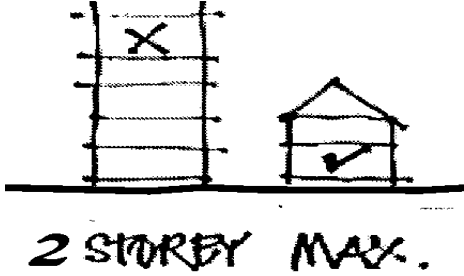
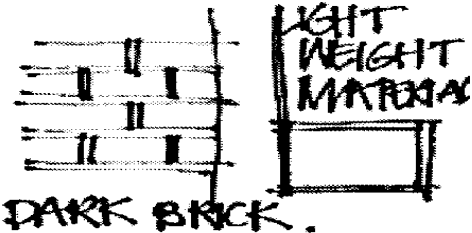
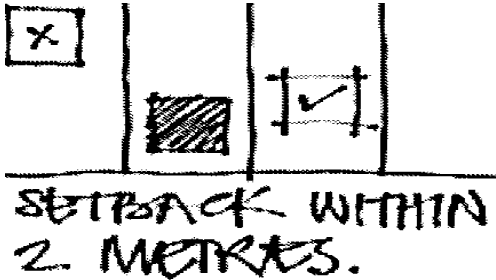



Performance Criteria	Acceptable Solutions
	<p>AS10.5 The maximum length of a continuous wall to the street is eight metres.</p>  <p>Material</p> <p>AS10.6 The roofing material is corrugated sheet metal.</p>  <p>AS10.7 The house has light weight wall cladding that is timber, and/or fibro cement sheet.</p>  <p>Setting</p> <p>AS10.8 The setback from the front boundary is within two metres of the front setback of buildings on adjoining properties.</p> 

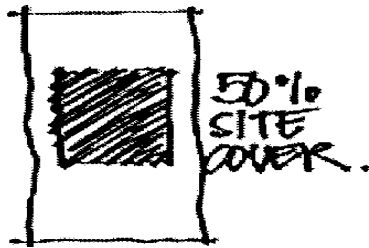
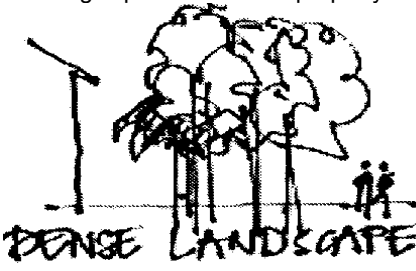

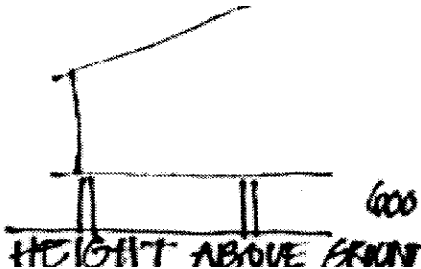


Performance Criteria	Acceptable Solutions
	<p>AS10.9 A front fence does not exceed a maximum height of 1.5 metres.</p>  <p>Texture AS10.10 A timber framed or lightweight construction verandah, stair or balustrade is constructed on the front of the building.</p> 
<p>Precinct 9 – Character Area (d) PC11 The special character and heritage value of the Garden Residential character area must be recognised in the design of new residential development. Eight characteristics are common within the existing building stock. These characteristics define the special residential qualities of this residential character area.</p>	<p>Precinct 9 – Character Area (d) AS11 New buildings and alterations to existing buildings achieve at least six of the eight characteristics (below) that define the special residential qualities of the garden residential character area.</p>
<p>Precinct 9 – Character Area (d) PC12 New buildings must respect and complement the local streetscape character of the Garden Residential character area. New buildings and extensions to existing buildings must be designed to be compatible with the form of existing pre 1950 dwellings or, where appropriate, effect an attractive transition from such dwellings to new buildings.</p> <p>Note:</p> <ul style="list-style-type: none"> ▪ <i>common pitched roof 15° –25° or greater</i> ▪ <i>single pitched or skillion roof 15° –25°</i> ▪ <i>hipped gable end pitched roof</i> ▪ <i>double pitched roof unacceptable</i> ▪ <i>minimum eaves overhang 450mm</i> 	<p>Precinct 9 – Character Area (d) Form AS12.1 The roof is pitched with grey or dark coloured corrugated sheet metal or concrete tile roof covering.</p> <p>PITCHED ROOF</p> 

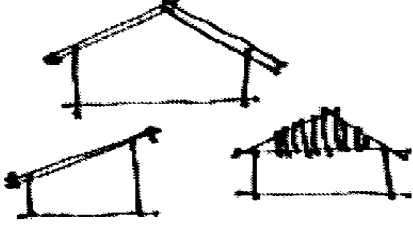

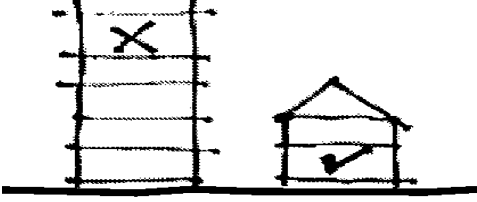
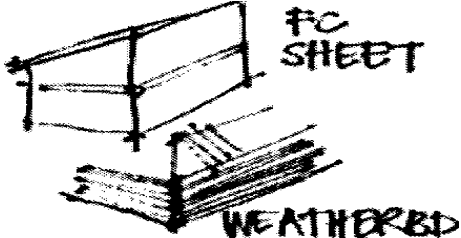


Performance Criteria	Acceptable Solutions
	<p>Scale AS12.2 The building has a height limit of two storeys maximum.</p>  <p>Material AS12.3 The building or extension to an existing building is constructed with dark coloured external materials, and finishes of brick, timber or fibre weatherboard, and fibro cement sheeting or other approved external lightweight construction.</p>  <p>Setting AS12.4 The setback from the front boundary is within two metres of the front setback of buildings on adjoining properties.</p>  <p>AS12.5 The front fence does not exceed a maximum height of 1.5 metres.</p> 

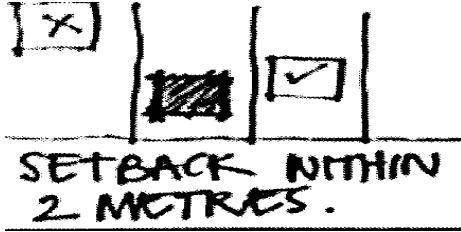
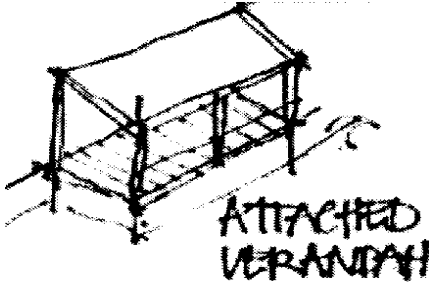


Performance Criteria	Acceptable Solutions
	<p>AS12.6 The total area of the building occupies no more than 50% of the site.</p>  <p>AS12.7 Dense, major tree landscape work between the street and the building is provided on the property.</p>  <p>Texture AS12.8 The trees dominate the building.</p> 
<p>Precinct 9 – Character Area (e) PC13 The consistent character of the traditional Suburban area within the Residential Precinct must be recognised in the design of new residential development. Nine characteristics are common within the existing building stock. These characteristics define the urban qualities of this residential character area.</p>	<p>Precinct 9 – Character Area (e) AS13.1 New buildings and alterations to existing buildings will achieve at least seven of the nine characteristics that define the urban qualities of the Suburban Residential area.</p>
<p>Precinct 9 – Character Area (e) PC14 New buildings must respect and complement the local streetscape character of the Suburban Residential area. New buildings, and extensions to existing buildings, will be designed to be compatible with the form of the existing dwellings or, where appropriate, effect an attractive transition from such dwellings to the new buildings.</p>	<p>Precinct 9 – Character Area (e) Form AS14.1 The building is raised above the ground a maximum of 600mm.</p> 



Performance Criteria	Acceptable Solutions
	<p>AS14.2 The roof is pitched with grey or dark coloured corrugated sheet metal or concrete roof covering.</p> <p style="text-align: center;">PITCHED ROOF</p>  <p>Scale</p> <p>AS14.3 The height of eaves is within 20% of the eaves of buildings on adjoining properties facing the same street.</p>  <p style="text-align: center;">EAVES HEIGHT WITHIN 20%</p> <p>AS14.4 The maximum height of a building is two storeys.</p>  <p style="text-align: center;">2 STOREY MAX.</p> <p>Material</p> <p>AS14.5 The new building, or extensions to an existing building, has external finish using timber and/or fibro cement sheet on walls.</p>  <p>AS14.6 The roofing material is lightweight roof sheeting.</p>




Performance Criteria	Acceptable Solutions
	<p>Setting AS14.7 The setback from the front boundary is within two metres of the front setback of buildings on adjoining properties</p>  <p>AS14.8 No fences will be constructed along the front alignment.</p> <p>Texture AS14.9 Verandahs will be incorporated into the front of the house building.</p> 
Vehicular Crossings	
<p>PC15 Vehicular crossings associated with the development must be designed and constructed to ensure:</p> <ul style="list-style-type: none"> a) a safe footpath environment; b) safe vehicular access to the property; c) appropriate hydraulic performance of the stormwater infrastructure; d) no damage to vehicle or road infrastructure; e) minimal loss of on-street parking spaces; f) continued amenity of the neighbourhood. 	<p>AS15 Driveways are designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.</p>
Development that is Code Assessable or Impact Assessable	
Siting	
<p>PC16 All buildings must be sited to complement the special business or residential character and the built form of the surrounding area, and to reduce potential conflicts between uses having regard to a site analysis, prepared in accordance with Planning Scheme Policy 17 – Site Analysis.</p>	<p>AS16 No acceptable solution provided.</p>
<p>PC17 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>AS17 No acceptable solution provided.</p>



Performance Criteria	Acceptable Solutions
Frontage Controls	
<p>PC18 Building setbacks, building design and frontage design must contribute to an interesting street perspective and to the visual amenity of Southport.</p>	<p>AS18.1 Lengths of wall in excess of 15 metres are not provided on the same alignment.</p> <p>AS18.2 Outdoor areas, such as unenclosed decks, terraces and balconies fronting the street, do not:</p> <ul style="list-style-type: none"> a) extend beyond the front property boundary of the site; b) adversely affect adjoining developments; or c) result in adverse visual impacts due to the loss of suitable building setbacks.
<p>Precincts 1, 2 and 3</p> <p>PC19 Commercial activities must be located at ground level or easily accessible from ground level to promote a lively streetscape character. Commercial activities include all uses, except those used solely by residents of the development and car parking.</p>	<p>Precincts 1, 2 and 3</p> <p>AS19.1 Commercial activities are located within the first three storeys of a building.</p> <p>AS19.2 Where a mixed use building is proposed, residential uses are located above the ground floor or to the rear of the development.</p> <p>AS19.3 Developments include a commercial mix along all street frontages on the ground level, to promote interest in the building.</p> <p>AS19.4 Ground level development is integrated with pedestrian walkways, so there is no clear distinction between uses and public thoroughfares.</p> <p>AS19.5 Major developments provide functional internal pedestrian circulation within the development. Pedestrian thoroughfares clearly link to external pedestrian networks.</p> <p>AS19.6 The street frontage below the awning is predominantly a glass wall.</p> <p>Precincts 2 and 3</p> <p>AS19.7.1 The maximum horizontal dimension of any one plane of a building facing the street is eight metres.</p> <p>OR</p> <p>AS19.7.2 The planes of the facade mimic those of the frontage of the allotment when it was originally subdivided.</p>
Building Appearance	
<p>PC20 The design of all buildings in Precinct 1 must promote the theme of a modern, exciting and prosperous, business-oriented centre. This will be achieved through the development of high quality structures which contribute to a lively streetscape and complement developments on adjoining sites. All new development must address public streets and other public areas, and must be an attractive and functional component of the centre as a whole.</p>	<p>AS20.1 All development is oriented to address and complement public streets and public areas.</p> <p>AS20.2 The major pedestrian entry faces the street.</p> <p>AS20.3 Buildings express strong architectural themes. They show variation, are of interest, are climatically responsive, highlight location and are distinctive.</p>



Performance Criteria	Acceptable Solutions
	<p>AS20.4 Buildings located on a street corner are to address that corner in a consistent manner throughout that development, (for example, see Figure A).</p>  <p>Figure A</p> <p>AS20.5 All visible walls are articulated, or otherwise architecturally treated, to create visual interest and to avoid a broad expanse of featureless wall.</p> <p>Precincts 1, 2, 3 and 4</p> <p>AS20.6 Developments of more than four storeys include an area for public benefit, such as plazas, arcades or even a viewing platform in the tower, that provide a benefit to the general public as a result of the development.</p>
<p>All Precincts PC21 All elevations of the building, including the side and rear boundaries, are to incorporate strong design elements intended to be viewed from all elevations.</p>	<p>All Precincts AS21 No acceptable solution provided.</p>
<p>Precinct 5 PC22 The form of the buildings is to express a high quality, low intensity commercial character.</p>	<p>Precinct 5 AS22 The site is developed in accordance with the principles shown on Figure 23-7.</p>
<p>Precinct 9 - Character Area (f) PC23 New development is to be consistent with the original character of the area.</p>	<p>Precinct 9 - Character Area (f) AS23 No acceptable solution provided.</p>
<p>Precinct 9 - Character Area (f) PC24 New development, with a frontage to Nerang Street, is to be designed to promote residential amenity.</p>	<p>Precinct 9 - Character Area (f) AS24 Residential development, where fronting Nerang Street, is designed to:</p> <ol style="list-style-type: none"> have access from a rear or side street; provide suitable noise attenuation, without building a barrier fence; allow pedestrian access from Nerang Street; orient private open space away from Nerang Street.



Performance Criteria	Acceptable Solutions
<p>Precinct 9 PC25 Attached dwellings and medium density detached dwellings (maximum of two) will be in accordance with, and will complement, surrounding residential development. Where practical, these attached dwellings and medium density detached dwellings will be encouraged in the form of development in the back yard of an existing allotment, rather than demolition/removal of the existing building and construction of the attached dwellings and medium density detached dwellings side by side. Construction of a new detached dwelling, built in the back yard of an existing allotment, with a detached dwelling, is a favoured form of development.</p>	<p>Precinct 9 AS25 Attached dwellings and medium density detached dwellings (maximum of two) are designed so that:</p> <ul style="list-style-type: none"> a) the front door of one dwelling is clearly visible from the street; b) driveways, car accommodation and garages do not take up more than 40% of the width of the frontage of the allotment.
<p>Precinct 9 PC26 External materials will be in accordance with those used in the surrounding residential area.</p>	<p>Precinct 9 AS26 External materials of buildings are of high quality, pleasant appearance, and durable and need minimal maintenance. The external colours of buildings are compatible with the range of subdued, light colours used in the majority of existing buildings in the Southport area.</p>
<p>Precinct 11 PC27 New buildings and extensions to existing buildings will be strictly limited. Where development is required, it will be consistent with the existing development and its intended function. Any development will provide for public access through the area, where appropriate.</p>	<p>Precinct 11 AS27 No acceptable solution provided.</p>
<p>All Precincts PC28 All buildings must be designed and constructed to a high aesthetic standard and to complement or enhance the character of the local neighbourhood.</p>	<p>All Precincts AS28.1 The massing and proportions of new buildings are consistent with that of adjoining buildings. AS28.2 Building materials, patterns, textures and colours used in new buildings are complementary to those of nearby buildings. AS28.3 All building facades are detailed and articulated, with some design indentations or window openings. AS28.4 Awnings or verandahs along street frontages (where provided) have a minimum height of three metres and a minimum depth of three metres. Footpath awnings are designed to complement and integrate with the design and the facade of the building. Awnings on individual sites complement, and are compatible with, awnings on neighbouring sites. AS28.5 The roof areas of all buildings are designed to hide or disguise all rooftop machinery and service equipment, including lift and plant rooms. Roof areas are designed to promote an interesting and diverse outlook from all public and private areas. AS28.6 Developments incorporate high quality durable finishes that are consistent with the intent of the precinct. AS28.7 Single storey developments incorporate parapets and other facade treatments to increase height of buildings and to reinforce legibility in the streetscape.</p>



Performance Criteria	Acceptable Solutions
Urban Heritage	
<p>PC29 The attributes of places of special value, identified in the Southport Urban Heritage and Character Strategy, must be considered when there is a proposal to modify or remove a building of identified character or heritage value.</p>	<p>AS29 No acceptable solution provided.</p>
<p>Precinct 9 PC30 Development adjacent to or adjoining a building or place of heritage value must be appropriate to the location, in terms of use, scale, colour and bulk.</p>	<p>Precinct 9 AS30.1 Development involving or immediately adjoining a building or place of heritage value is compatible with the existing character and fabric of the locality, with respect to siting, scale, form, design, landscape work and use of external materials. AS30.2 Development is not sited between a building of heritage value and its street frontage. AS30.3 Ancillary buildings are sited and designed in a complementary manner. AS30.4 Retention and recycling of the front facade only of a building of heritage value is avoided, in favour of recycling the whole building.</p>
Provision of Awnings	
<p>Precincts 1 and 2 PC31 Provision for pedestrian shade and comfort must be made through the provision of awnings and open landscaped public areas.</p>	<p>Precinct 1 AS31.1 Awnings are provided on all street frontages of the building over public footpaths where setbacks are not required. AS31.2 Street awnings extend the full width of buildings and footpath. AS31.3 The awnings on Nerang Street are cantilevered to support the awning structure. Precinct 2 AS31.4 A continuous awning is ultimately constructed along the western frontage of Scarborough Street, from Precinct 1 to North Street. AS31.5 Awnings are provided on the southern side of Davenport Street, from Precinct 1 to Hinze Street, and along the southern side of Hinze Street to Scarborough Street.</p>
Provision of Public Space	
<p>Precinct 1 PC32 Developments must provide public space on site and related facilities, where possible.</p>	<p>Precinct 1 AS32 Where a development has a site frontage of 45 metres or greater, space available to the public is provided at ground level. The space has: a) a minimum area of 100m²; b) furniture and amenities for pedestrians; c) continuity of awnings over the footpath.</p>



Performance Criteria	Acceptable Solutions
Design for Safety and Comfort	
<p>PC33 Building design and appearance must be conducive to the safety and comfort of all building users.</p>	<p>AS33.1 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>AS33.2 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>PC34 Southport is to have a built form that promotes personal safety, and addresses the principles of Crime Prevention through Environmental Design (CPTED) for new development, including work in the public realm.</p>	<p>AS34.1 Building design creates the opportunity for surveillance of public spaces by residents and workers.</p> <p>AS34.2 Open spaces and pedestrian paths are visible and well lit.</p> <p>AS34.3 Landscape work is designed to avoid concealment areas and opportunities for concealment.</p>
<p>PC35 Development must be designed to ensure a high degree of casual surveillance from nearby residents, employees or passing traffic of public and semi- public spaces, pedestrian and cyclist paths, car parking areas and building entrances.</p>	<p>AS35 No acceptable solution provided.</p>
Design of Car Parking Areas	
<p>Precinct 1 PC36 Ground level and above ground level car parking is to be minimised, with underground car parking facilities to be used where possible.</p>	<p>Precinct 1 AS36 All car parking (with the exception of visitor and service delivery parking) is provided underground, under a basement podium. (This provision does not apply to car parking stations.)</p>
<p>All other Precincts PC37 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>All other Precincts AS37.1 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>AS37.2 Building materials, patterns, textures and colours used in garage and carport structures are complementary to those of the principal building on the site.</p>



Performance Criteria	Acceptable Solutions
Signage	
<p>PC38 All signs must be complementary to the design and style of the buildings on the site on which these are located. Within the core of Southport, the development of innovative and distinctive signs will clearly identify the service or business being promoted.</p>	<p>AS38.1 Developments include clear legible direction and information signs.</p> <p>AS38.2 The design and location of signs complement the architecture of the building and are consistent with the intent of this precinct.</p> <p>AS38.3 Freestanding signs complement the design of the buildings to which they relate, do not dominate the streetscape of a locality, and clearly identify the product or business being promoted.</p> <p>Precincts 1, 2, 3 and 4</p> <p>AS38.4 All signs are consistent with the provisions for the Integrated Business Domain set out in Specific Development Code 2 – Advertising Devices.</p> <p>Precinct 5</p> <p>AS38.5 All signs are consistent with the provisions for Fringe Business Domain set out in Specific Development Code 2 – Advertising Devices.</p> <p>Precinct 6</p> <p>AS38.6 All signs are consistent with the provisions for Industry 2 Domain set out in Specific Development Code 2 – Advertising Devices.</p> <p>Precincts 7 and 8</p> <p>AS38.7 All signs are consistent with the provisions for the Public Open Space Domain set out in Specific Development Code 2 – Advertising Devices.</p> <p>Precinct 9</p> <p>AS38.8 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</p> <p>AS38.9 All signs are consistent with the provisions for the Local Business Domain set out in Specific Development Code 2 – Advertising Devices.</p> <p>Precinct 11</p> <p>AS38.10 All signs are consistent with the provisions for the Community Purposes Domain set out in Specific Development Code 2 – Advertising Devices.</p> <p>Precinct 12</p> <p>AS38.11 All signs are consistent with the provisions for the Tourist and Residential Domain set out in Specific Development Code 2 – Advertising Devices.</p>



Performance Criteria	Acceptable Solutions
Landscape Work	
<p>PC39 High quality landscape work must be provided, to complement the design of the built form and to ensure that an attractive outlook is presented to public streets.</p>	<p>AS39 No acceptable solution provided.</p>
<p>Precincts 5 to 12 PC40 Extensive areas of visible ground level landscaping must be provided to a standard that promotes a pleasant, attractive and functional pedestrian environment with a sub-tropical character.</p>	<p>Precincts 5 to 12 AS40.1 Landscape work includes features where the vegetation component is located at street level, on top of the podium levels or on terraces, balconies and decks. AS40.2 Footpath paving treatments and street furniture integrate with adjoining development, and setback areas are integrated with public footpaths.</p>
<p>All Precincts PC41 Landscape work must be designed and maintained so that it creates amenity but does not prevent casual surveillance of spaces and facilities.</p>	<p>All Precincts AS41 No acceptable solution provided.</p>
<p>PC42 Throughout Southport, there are remnants of early street planting in traditional species such as fig, camphor laurel and mango. Other streets, particularly those with wide avenues, should be considered for planting to complement the character of the traditional shade trees.</p>	<p>AS42 Remnant street tree plantings are to be conserved where appropriate and missing specimens replaced with species that reflect a similar form and growth habit to existing vegetation at the time of development.</p>
<p>PC43 The gateways to Southport are to be landmarks, both in the design of buildings and landscape work. The gateways to Southport are shown on Southport LAP Map 23.7 – Gateway to Southport.</p>	<p>AS43 No acceptable solution provided.</p>
<p>PC44 View corridors must be protected. View corridors, shown on Southport LAP Map 23.8 – View Corridors in Southport Local Area, are protected and enhanced by new development.</p>	<p>AS44 No acceptable solution provided.</p>
Public and Private Open Space Design	
<p>Precincts 1, 2 and 5 PC45 To enhance the image and appeal of the centre, it is essential that the public and private spaces are of high quality and are well integrated. The intent of this section is to ensure that there is a smooth transition between high quality public and private spaces, to maximise the space and opportunities and to present a range of experiences for both visitors and residents.</p>	<p>Precincts 1, 2 and 5 AS45 Public and private spaces are located and designed to be efficient and attractive spaces that are legible and functional. These spaces are integrated at their fringes to ensure a smooth transition between public and private areas.</p>
Car Park Design and Landscaping	
<p>PC46 All ground level car parking, open space and buffer areas must be landscaped and maintained to complement the character of the local area and any adjoining residential or public open space areas.</p>	<p>AS46 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>



Performance Criteria	Acceptable Solutions																						
Lot Size (For Subdivision Only)																							
<p>PC47</p> <p>All allotments must be of sufficient area and dimensions to accommodate buildings designed to the criteria in this LAP.</p>	<p>AS47.1</p> <p>The minimum lot size for each precinct is as follows:</p> <table border="1"> <thead> <tr> <th>Precincts</th> <th>Minimum Allotment Size</th> </tr> </thead> <tbody> <tr> <td>Precincts 1, 2, 3, 4, 5, 10 and 11</td> <td>1,000m²</td> </tr> <tr> <td>Precinct 6</td> <td>800m²</td> </tr> <tr> <td>Precincts 7 and 8</td> <td>4,000m²</td> </tr> <tr> <td>Precinct 9 RC(a)</td> <td>450m²</td> </tr> <tr> <td>Precinct 9 RC(b)</td> <td>1,000m²</td> </tr> <tr> <td>Precinct 9 RC(c)</td> <td>1,000m²</td> </tr> <tr> <td>Precinct 9 RC(d)</td> <td>1,000m²</td> </tr> <tr> <td>Precinct 9 RC(e)</td> <td>520m²</td> </tr> <tr> <td>Precinct 9 RC(f)</td> <td>600m²</td> </tr> <tr> <td>Precinct 12</td> <td>600m²</td> </tr> </tbody> </table> <p>AS47.2</p> <p>In all precincts, the minimum frontage of land used for non-residential or commercial purposes in this LAP is 15 metres.</p>	Precincts	Minimum Allotment Size	Precincts 1, 2, 3, 4, 5, 10 and 11	1,000m ²	Precinct 6	800m ²	Precincts 7 and 8	4,000m ²	Precinct 9 RC(a)	450m ²	Precinct 9 RC(b)	1,000m ²	Precinct 9 RC(c)	1,000m ²	Precinct 9 RC(d)	1,000m ²	Precinct 9 RC(e)	520m ²	Precinct 9 RC(f)	600m ²	Precinct 12	600m ²
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Precinct 12	600m ²																						
Amenity Protection																							
<p>PC48</p> <p>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>AS48</p> <p>No acceptable solution provided.</p>																						
<p>PC49</p> <p>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>AS49</p> <p>No acceptable solution provided.</p>																						
Plot Ratio																							
<p>PC50</p> <p>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>AS50.1.1</p> <p>The Basic Plot Ratio described for each precinct in the Table to Performance Criterion PC50 is not exceeded.</p> <p>OR</p> <p>AS50.1.2</p> <p>The Basic Plot Ratio is exceeded by the incorporation of bonus elements in a development consistent with the provisions of a Planning Scheme Policy 18 – Using the Urban Design Bonus Provisions, provided that the Maximum Plot Ratio (if any), described for each precinct in the Table to Performance Criterion PC50, is not exceeded.</p>																						



Table to Performance Criterion PC50 – Plot Ratio Controls by Precinct

<p>Precincts 1, 2, 3 and 4</p> <p>a) the basic plot ratio is 4:1 b) no maximum plot ratio applies</p>	<p>Precinct 9</p> <p>a) no plot ratio control applies</p>
<p>Precincts 4</p> <p>a) the basic plot ratio is 3:1 b) the maximum plot ratio is 4:1</p>	<p>Precinct 10</p> <p>a) the basic plot ratio is 2:1 b) the maximum plot ratio is 3:1</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 11</p> <p>a) plot ratio is not applicable</p>
<p>Precinct 6</p> <p>a) the basic plot ratio is 1:1 as determined by Specific Development Code 19 – High Rise Residential and Tourist Accommodation</p>	<p>Precinct 12</p> <p>a) the basic plot ratio is 2:1 b) the maximum plot ratio is 4:1</p>
<p>Precincts 7 and 8</p> <p>a) plot ratio is not applicable</p>	

Performance Criteria	Acceptable Solutions
Mixed Use and Residential Building Standards	
<p>PC51 Mixed use and residential buildings must be designed to allow for a high standard of residential living and residential amenity.</p>	<p>AS51.1 Dwellings may be acoustically treated to avoid noise nuisance created by traffic noise, 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.</p> <p>AS51.2 In a mixed use building, the entry of the residential development is separate from the entry to the ground floor use.</p>
Access	
<p>PC52 The role and functional capacity of the road network is to be maintained.</p>	<p>AS52 Development is designed to support the functional operation of the vehicular access network, as shown in Southport LAP Map 23.9 – Vehicle Access Network.</p>
<p>PC53 Improved public transport facilities must be provided through the establishment of a centralised public transport node. A major public transit interchange will incorporate bus and taxi services, as well as other forms of public transport.</p>	<p>AS53.1 A major transit interchange is required in the Retail Precinct, on or close to Scarborough Street. Development will be designed to support the functional operation of the transit interchange.</p> <p>AS53.2 The old school site, on the corner of Scarborough and Lawson Streets, is the preferred site for the interchange.</p>
<p>PC54 Pedestrian links to increase pedestrian permeability within and to the core must be encouraged.</p>	<p>AS54 The links are in the form of:</p> <p>a) arcades; b) open spaces; c) widened footpaths; d) pedestrian plazas and thoroughfares; which will all have a high quality of urban design.</p>



Performance Criteria	Acceptable Solutions
<p>PC55 Development is to be designed to support the functional operation of the pedestrian network.</p>	<p>AS55.1 Lawson Street is developed to extend the character of Short Street, west to the hospital.</p> <p>AS55.2 The pedestrian linkages shown on Southport LAP Map 23.10 – Pedestrian Network & Linkages are complemented and enhanced by new development.</p>
<p>PC56 Development must be designed to support the functional operation of the cycle network.</p>	<p>AS56 The network for cyclists, shown on Southport LAP Map 23.11 – Cycle Network, is complemented and enhanced by new development.</p>
<p>PC57 Provision must be made to encourage workers to cycle to work, by the provision of adequate shower, changing and locker storage space in suitable locations.</p>	<p>AS57 Each public convenience in new development includes at least two showers.</p>
<p>PC58 The capacity of High Street, North Street, Marine Parade and Queen Street to carry through traffic must be considered in the design of access points.</p>	<p>AS58 Where possible, access to off-street parking facilities in new development is concentrated on the noted streets.</p>
<p>PC59 Conflicts, between pedestrians and vehicles at entrance points to parking areas, must be minimised.</p>	<p>AS59.1 New development contributes to:</p> <ul style="list-style-type: none"> a) developing off-street car parking facilities; b) encouraging the development of a pedestrian walkway system, based on a network of shopping arcades, open space links and widened footpaths throughout the central area; c) improving vehicular traffic flows and reducing conflicts between local and through traffic; d) facilitating the creation of pedestrian plazas. <p>AS59.2 The number of vehicle entry points to a development site is kept to a minimum, particularly in areas that have high volumes of pedestrian traffic.</p> <p>Precincts 1, 2 and 3</p> <p>AS59.3 The footpath in front of a development site does not have more than one site access crossing for each 30 metres of footpath.</p> <p>AS59.4 Entrance points to parking and loading areas have clear and unobstructed visibility of pedestrian pathway areas, with pedestrian crossing points clearly identified which give priority to pedestrians.</p> <p>AS59.5 Rear lanes and/or streets with lesser pedestrian activity are used for access to basements and to parking areas on sites which have more than one street frontage.</p>



Performance Criteria	Acceptable Solutions
Car Parking Provision	
<p>PC60 Adequate on-site car parking facilities must be provided for new developments, to ensure that residents and customers are adequately catered for.</p>	<p>AS60.1 Car parking is provided at the car parking rates specified within Constraint Code 4 – Car Parking, Access and Transport Integration, except for the uses described in AS60.2.</p> <p>AS60.2 Car parking is provided at the following rates: a) one space per 30m² of GFA or part thereof, for the following uses:</p> <ul style="list-style-type: none"> ▪ café; ▪ child care centre; ▪ commercial services; ▪ convenience shop; ▪ fast food premises; ▪ laundromat; ▪ medical centre; ▪ nightclub; ▪ office; ▪ reception room; ▪ restaurant; ▪ service industry; ▪ shop; ▪ shopping centre; ▪ showroom; ▪ take-away food premises; ▪ tourist facility; ▪ tourist shop. <p>b) all other development has car parking provided in accordance with AS16.1 of Constraint Code 4 – Car Parking, Access and Transport Integration.</p> <p>AS60.3 Car parking required for commercial activities is open to the public without hindrance, during the operation of commercial activities.</p>
<p>PC61 Bicycle parking and storage facilities must be provided within all developments that either accommodate large numbers of residents or tourists or provide a significant number of employment opportunities.</p>	<p>AS61 Facilities for the parking and securing of bicycles are provided for every development which consists of ten or more dwelling units and/or employs more than ten persons. Facilities are provided at a rate of one bicycle parking space for every two dwellings and one bicycle parking space per every three employees. Such facilities are provided in a secure and convenient location.</p>
Public Convenience Facilities Within Buildings	
<p>PC62 Commercial or mixed use buildings must include public convenience facilities, where appropriate.</p>	<p>AS62 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>PC63 Adequate facilities for the loading and unloading of goods must be provided to meet the needs of the development.</p>	<p>AS63 All loading and unloading of goods is undertaken on site, in a location dedicated for this purpose. The location is separated from the public access areas of the development. The loading area must be readily accessible from all commercial tenancies on the site.</p>
<p>PC64 Council's water and sewerage infrastructure is capable of serving the proposed development to the appropriate standards.</p>	<p>AS64 The application is supported by an engineering report that indicates the:</p> <ul style="list-style-type: none"> a) proposed development is able to be adequately served; b) extent of any upgrading that is required to serve the proposed development; c) method of paying for any additional infrastructure required by the development.
<p>PC65 Adequate facilities for servicing the development with a refuse disposal service must be provided to meet the needs of the development.</p>	<p>AS65.1 Provision is made for the storage of refuse on site and suitable access for the removal of refuse.</p> <p>AS65.2 All outdoor storage or refuse disposal areas are screened from public view.</p>

Streetscape Character and Building Forms – Figures 23-1 to 23-9

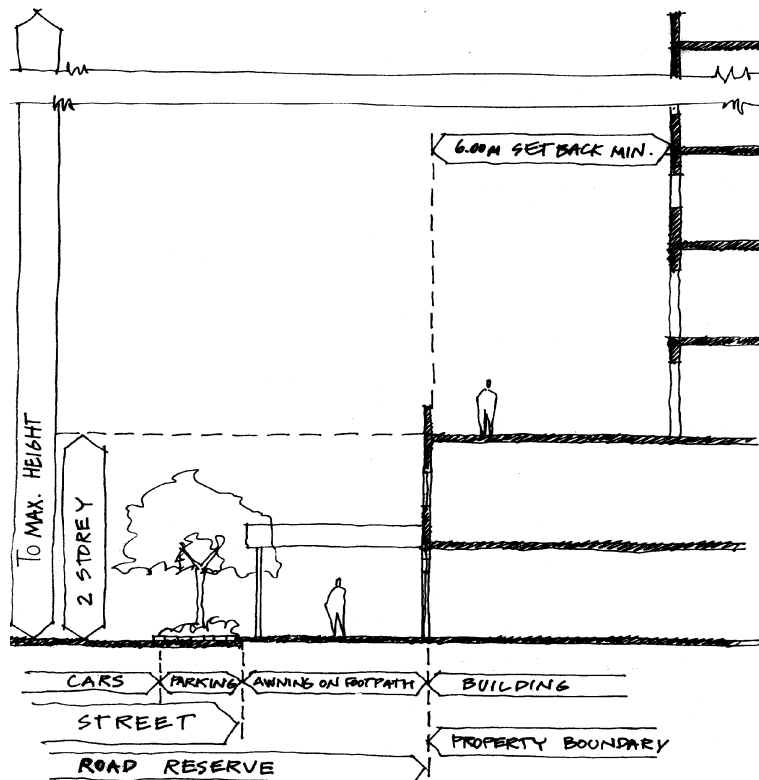


Figure 23-1: Nerang Street (between Scarborough Street and Marine Parade) – Precinct 1

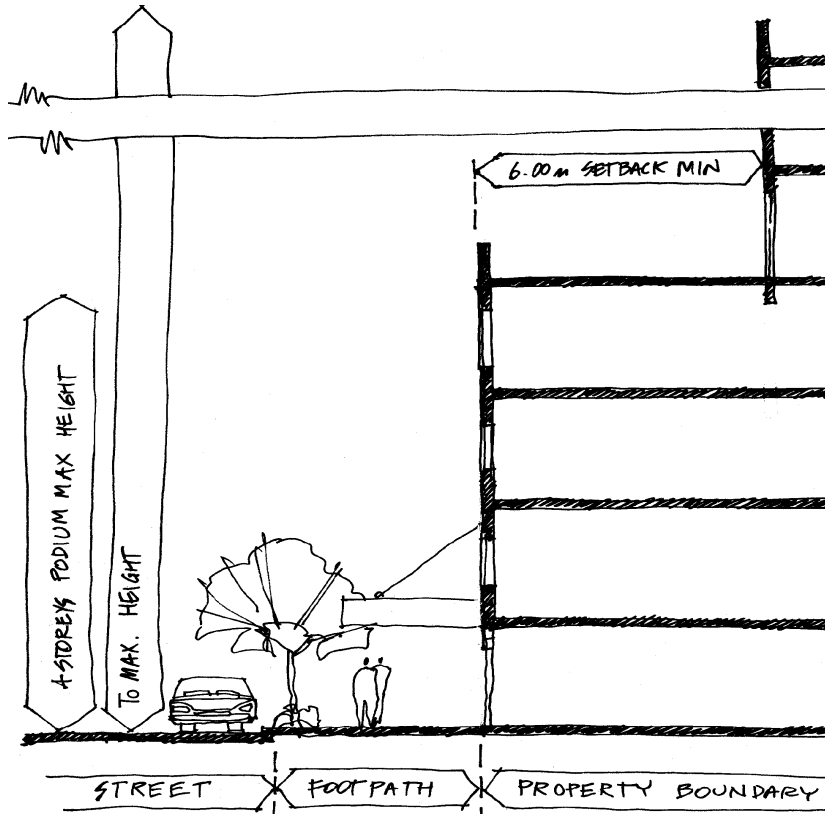


Figure 23-2: Nerang, Scarborough, Davenport, Garden, Suter and Young Streets – Precinct 1

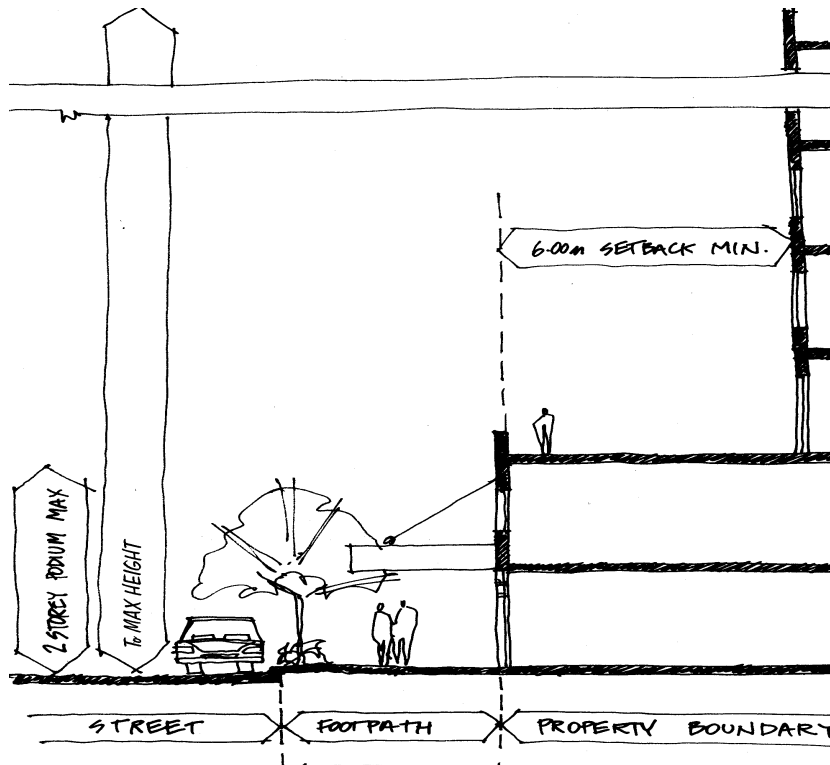


Figure 23-3: Scarborough, Garden, Bay and Rawlins Streets – Precinct 2

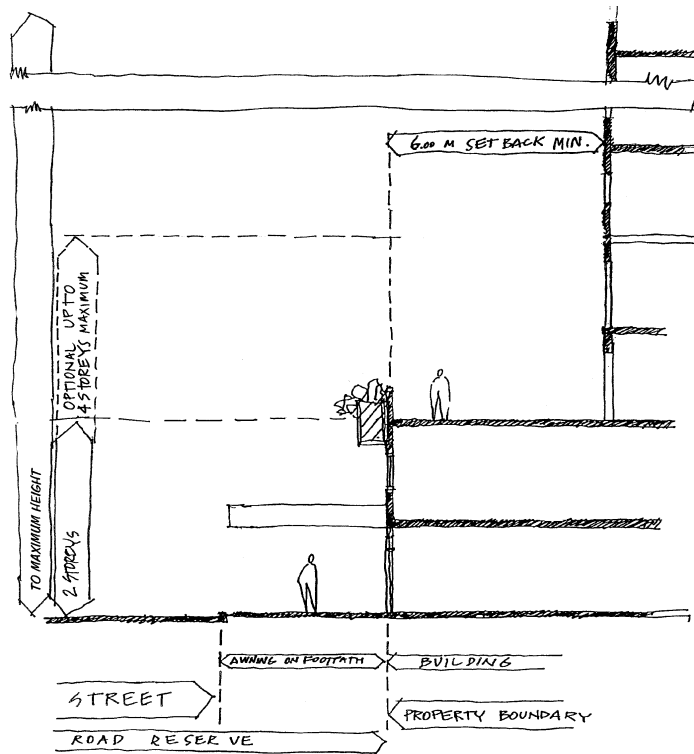


Figure 23-4: Remainder of Precinct 2 (except Marine Parade)

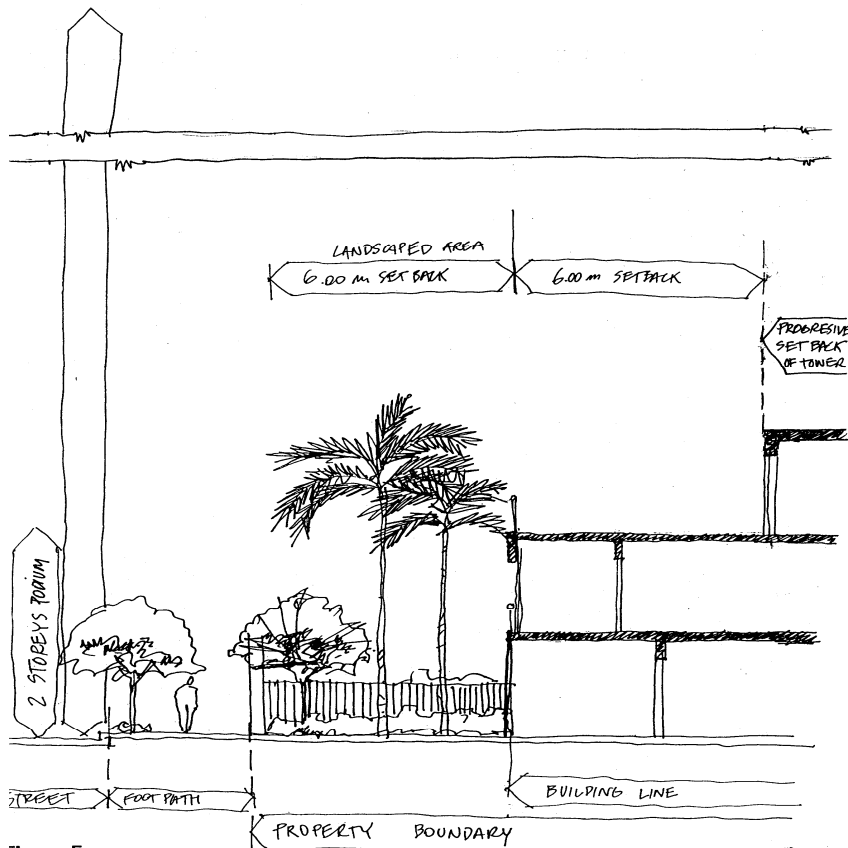


Figure 23-5: Marine Parade – Precincts 1 and 2

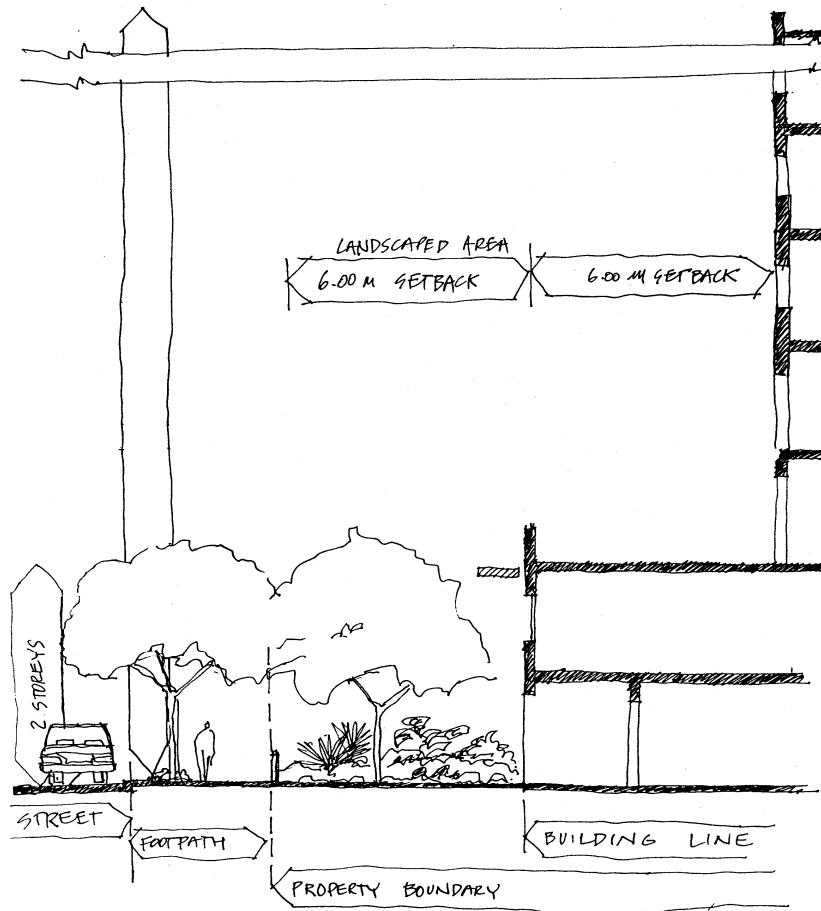


Figure 23-6: Short and Lawson Streets – Precincts 1, 2 and 3

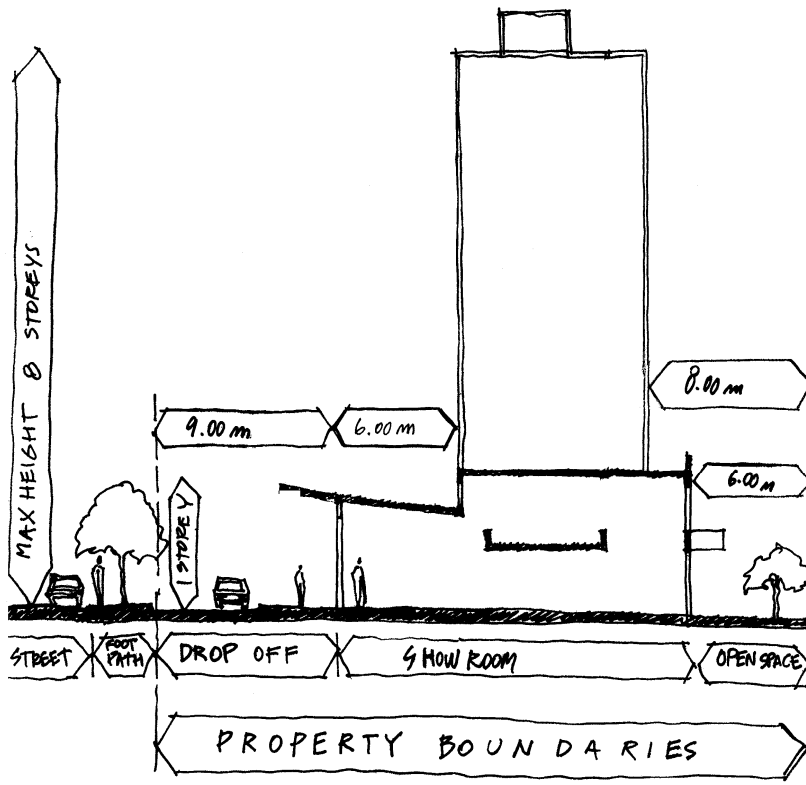


Figure 23-7: Northern Showroom – Precinct 5

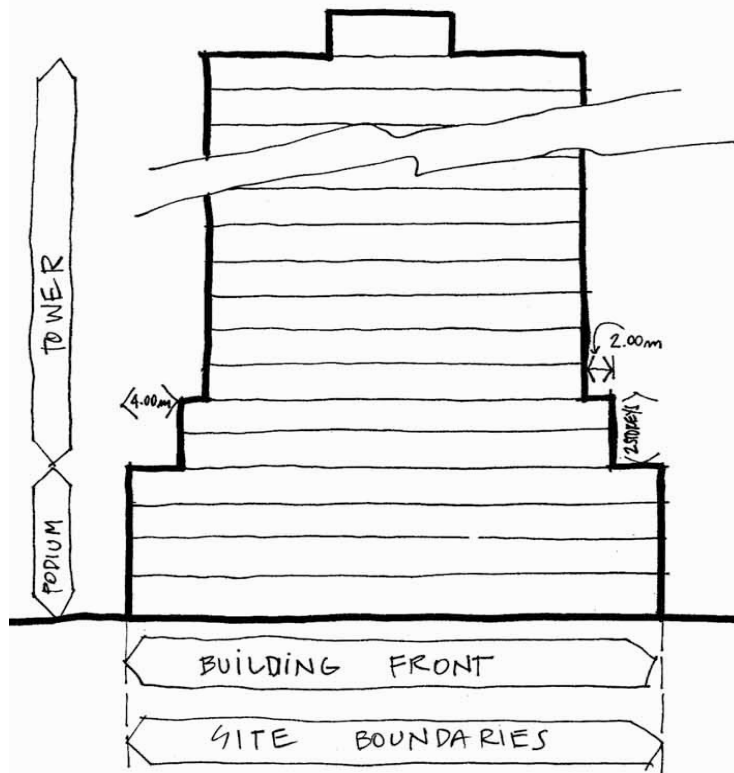


Figure 23-8: Typical setbacks from side boundaries for podium and towers – All precincts

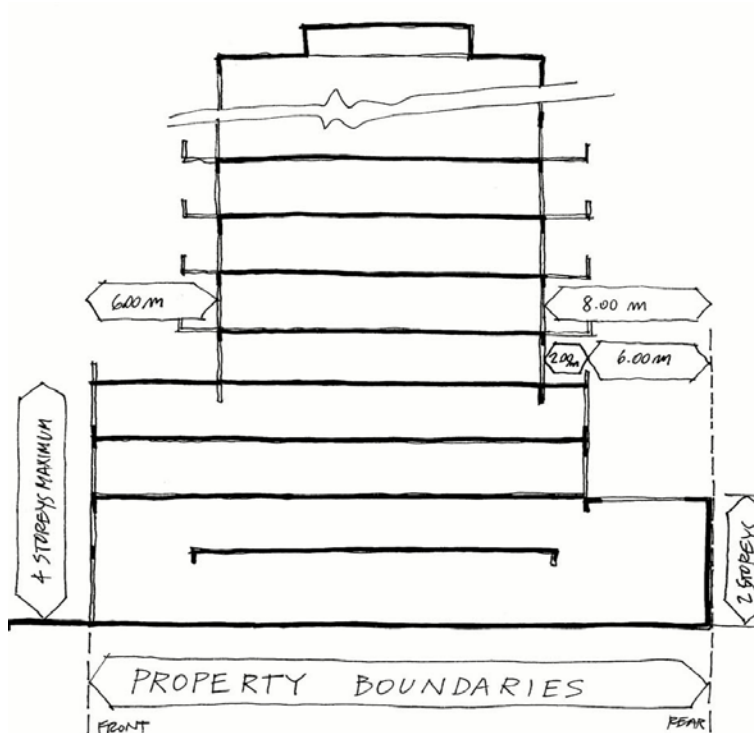


Figure 23-9: Typical setbacks from front and rear boundaries for podium and towers – All precincts



Southport LAP Table 23-1: Summary of Building Heights and Setback Requirements

Figure No.	Relevant Streets	Relevant Precinct	Podium Height	Front Setback Podium (metres)	Front Setback Tower (metres)	Rear Setback Podium (metres)	Rear Setback Tower (metres)	Notes
23-1	Nerang Street (between Marine Parade and Scarborough Street)	1	two storeys	zero	6	zero on ground level and six above two storeys	six from rear boundary	<ul style="list-style-type: none"> a) eaves and balconies can be constructed within the setback b) awnings constructed over approx. full width of footpath with modern posts c) trees planted in parking area of road reserve and planter boxes, etc. on footpath
23-2	Nerang, Scarborough, Davenport, Garden, Suter and Young Streets	1	four storeys	zero	6	zero on ground level and six above two storeys	six from rear boundary	<ul style="list-style-type: none"> a) eaves and balconies can be constructed within the setback b) awnings constructed over approx. full width of footpath - no posts c) trees planted in parking area of road reserve and planter boxes, etc. on footpath, where possible
23-3	Scarborough, Garden, Bay and Rawlins Streets	2	two to four storeys	zero	6	zero on ground level and six above two storeys	six from rear boundary	<ul style="list-style-type: none"> a) eaves and balconies can be constructed within the setback b) awnings constructed over approx. full width of footpath - no posts c) trees planted in parking area of road reserve and planter boxes, etc. on footpath, where possible
23-4	Remainder of Precinct 2 (except Marine Parade)	2	two to four storeys	zero	6	zero on ground level and six above two storeys	six from rear boundary	<ul style="list-style-type: none"> a) eaves and balconies can be constructed within the setback b) no awnings required c) trees planted in parking area of road reserve and planter boxes, etc. on footpath
23-5	Marine Parade	1 and 2	two storeys	6	six progressively stepped back from Marine Parade, for each level above	zero on ground level and six above two storeys	six from rear boundary	<ul style="list-style-type: none"> a) eaves and balconies can be constructed within the setback b) no awnings over footpath c) high quality landscaping located within the setback from the front boundary
23-6	Lawson and Short Streets	1, 2 and 3	two storeys	6	6	zero on ground level and six above two storeys	six from rear boundary	<ul style="list-style-type: none"> a) eaves and balconies can be constructed within the setback b) no awnings over footpath c) high quality landscaping located within the setback from the front boundary
23-7	Showroom Precinct (northern area)	5	one storey, including mezzanine	9	six from the front of the showroom podium level	zero on ground level and six above the podium	six from rear boundary	<ul style="list-style-type: none"> a) eaves and balconies can be constructed within the setback b) provide for pedestrian access across the frontage c) awnings can be provided across the front of the building at the height equivalent to two storeys (one storey and mezzanine)



Southport LAP Table 23-2: Summary of Building Heights and Side and Rear Setback Requirements

Figure No.	Relevant Streets	Relevant Precinct	Podium Height	Side Setback Podium (metres)	Side Setback Tower (metres)	Rear Setback Podium (metres)	Rear Setback Tower (metres)	Notes
23-8	all streets	all	two and two to four storeys	zero	four for first two storeys above podium, then six for all storeys above those first two levels above the podium	n/a	n/a	this figure illustrates side setbacks only
23-9	all streets except Nerang Street between Marine Parade and Scarborough Street	all	four storeys	zero	four for first two storeys above podium, then six for all storeys above those first two levels above the podium	zero on ground level and then six for those storeys above the 2 nd storey	six from rear boundary	eaves and balconies can be constructed within the setback