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Foreword

The Gold Coast is on the eve of a transport transformation, with delivery of the Gold Coast Rapid Transit (GCRT) project just around the corner. Light rail will undoubtedly change the way we move in key areas of our city. But so, too, will it motivate change itself. The project unlocks opportunities to review, redesign and reinvigorate some of the Gold Coast’s major business centres along the light rail corridor. And the evolution of these centres will provide a template for future development as the light rail network grows over time.

It is important that we establish a vision for this next wave of Gold Coast development to ensure that industry and the community share the benefits of this journey. This document will help guide us as our city gets behind, and on board, this exciting phase of Gold Coast history.

Ron Clarke MBE
Mayor, Gold Coast City

With an operating consortium – GoldLinQ – in place and construction of the Gold Coast Rapid Transit (GCRT) infrastructure well underway, the Gold Coast is moving towards a new era of transportation.

Delivery of the GCRT will have a major impact on the way in which people, on the Gold Coast, move around the city, but more importantly, the project will provide a catalyst for significant change in future growth and development.

The project’s initial stage, from the Gold Coast Health and Knowledge Precinct at Southport to Broadbeach, traverses some of the city’s key business and residential centres. This GCRT Corridor Study looks to support and enhance this significant investment in the city’s transport infrastructure, helping to maximise the tremendous opportunities which will be presented to the Gold Coast community and our business sector.

The study recognises that these opportunities for change require a comprehensive and integrated plan - one that:

> Encourages public and private investment;
> guides development and management of public and private space;
> leads provision of effective connections to and from the light rail, including Active Travel, and
> creates a framework for quality design, underpinned by an appropriate mix and form of urban development.

Importantly, this study also aims to encourage optimism that these changes can contribute to a sustainable, liveable and prosperous future for the Gold Coast.

Peter Young
Chair, Sustainable City Future Committee
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Part 1.
Introduction and context
The Gold Coast Rapid Transport (GCRT) project is one of the most significant public transport projects in Australia, and will be the first light rail project in Queensland.

It is a project that will be a catalyst for new investment and development on the Gold Coast, and as such creates a new spectrum of opportunity to manage and direct growth in a manner that will take full advantage of the potential inherent in such a major piece of urban infrastructure.

Stage One of the project includes the priority route from Griffith University to Broadbeach. This 13 kilometre light rail corridor will include 16 light rail stations and bus transfer stations at Southport and Broadbeach. It will service the new Gold Coast University Hospital, Griffith University, Southport medical precinct and the rapidly growing commercial, retail and recreational centres of Southport, Surfers Paradise and Broadbeach.

Potential future stages would extend the route to a total of 40 kilometres, from Helensvale to Coolangatta:

> the corridor north of Stage One from Griffith University to Helensvale
> the corridor south of Stage One from Broadbeach to Burleigh Heads
> the corridor from Burleigh Heads to Coolangatta

Construction works have commenced on Stage One, and passenger services are expected to commence in 2014. The Gold Coast City Council has responded to the challenges and opportunities represented by the introduction of the GCRT by commissioning the GCRT Stage One Corridor Study to produce a proactive framework for guiding and managing growth within the urbanised coastal strip. Through time and circumstance the Gold Coast has evolved as a place with a widely recognised and admired character and lifestyle.

The Gold Coast now faces opportunities that will define its future viability and sustainability. In planning for the future, growth must be harnessed in a manner that builds on, rather than diminishes, the attractiveness and livability of the city and its hinterland.

**Study area**

Gold Coast City is located on the central east coast of Australia. It one of the largest Local Government areas in Australia, with a present population of approximately 500,000.

The study area is the Stage One corridor area for GCRT, which consists of around 2,000 hectares of the most intensively populated and developed areas on the Gold Coast.

It contains the bulk of the city’s iconic coastal strip and Surfers Paradise - the globally recognised postcard of the city.

The study recognises that the evolving shape of this area will define the image of the city into the future. It considers emergent wider thinking about the structure of the city and seeks to recognise the role the corridor needs to play in realising the collective aspirations for the Gold Coast in the future.

**Introduction**

"Gold Coast Rapid Transit will transform the face of the Gold Coast, which will boast the most modern public transport system in the country."

The Hon. Premier Anna Bligh MP

"This project will create a lasting legacy for our city and help address key activity and growth in areas such as Southport, Surfers Paradise and Broadbeach."

Gold Coast Mayor Cr Ron Clarke MBE

"It will be a world class public transport system which will change the way people move around the coast."

The Hon. Anthony Albanese MP

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The 2,000 hectare study area contains much of the city’s iconic coastal strip and Surfers Paradise - the globally recognised ‘postcard’ of the Gold Coast.
An agenda for the future

The Gold Coast Rapid Transit (GCRT) Corridor Study seeks to create a proactive framework to respond to the emerging challenges of growth on the urbanised Gold Coast coastal strip. In particular, it aims to:

> Capitalise on the strategic public investment in GCRT
> Accommodate significant population growth while preserving the natural setting and amenity that defines the Gold Coast
> Provide the development industry with a transparent and proactive statement about where the city wants to focus growth and development activity
> Encourage more diverse, compact and efficient building forms to accommodate growth without increasing heights
> Ensure the risks of climate change are recognised and managed with responsive building regulations and planning controls
> Build a stronger and more competitive economy that can stand alone in a rapidly growing region and withstand volatile global trends in the tourism and construction sectors
> Broaden the appeal of the Gold Coast to attract a more diverse workforce, skill base and businesses
> Enhance housing diversity and affordability to bring families back to the coastal strip
> Provide and support transport options other than the private car to enable access to the city’s discrete employment and activity centres
> Develop key civic infrastructure to match the city’s population base
> Create a greener and more subtropical urban landscape with street trees, shade and shelter to make walking and cycling attractive
> Boost the design quality and execution of urban development to support vibrant, memorable and distinctive places
> Broaden the capacity of Gold Coast development to accommodate the needs of an ageing and demographically diverse community
> Promote development that enhances safety, equitable access, inclusiveness and community well-being

Bold Future - Gold Coast Strategic Plan

During 2007 – 2008 the Gold Coast City Council involved the community in a major consultation process to define a vision for the future of the Gold Coast:

“Defined by our spectacular beaches, hinterland ranges, forests and waterways, the Gold Coast is an outstanding city which celebrates nature and connects distinct communities with the common goal of sustainability, choice and wellbeing for all.”

The process was titled Bold Future, and aimed to create a road map to guide the future of the city over the next 30 years, to be set out in the Council’s Corporate Plan and Land Use Planning Scheme. Phase 1 of the Corridor Study identified the opportunity for aspects of the vision to be realised through the GCRT project and Corridor Study including an integrated approach to planning for land use, transport and the improvement of the public realm.

2009 Corporate Plan

- A city leading by example
- A city loved for its green, gold and blue
- A city with a thriving economy
- A city shaped by clever design
- A City connecting people and places
- A safe city where everyone belongs
- Corporate governance organisational capability and customer contact

2010 Corridor Study Phase 1

Themes
- Experiences
- Environment
- Connectivity
- Economies
- Community
- Placemaking

Principles
- Sense of place and identity
- Environmentally sustainable
- Access and connectivity
- Land use and activities
- Social and community
- Public realm building character and form

2011 Corridor Study Phase 2

1. Realise a bold future for one of Australia’s most distinctive and vibrant cities
2. Reconnect discrete urban communities
3. Re-engage the city with its blue edges and water rich context
4. Provide greater choice for access and mobility
5. Challenge the trend of traffic dominated streets
6. Streets for people and a greener Gold Coast
7. Design buildings to foster ‘street life’
8. Create genuine communities
9. A resilient and sustainable city
Purpose of this study

Gold Coast Rapid Transit Corridor Study - Phase 1

Phase 1 of the GCRT Corridor Study was completed in 2010 by AECOM. It looked at the whole GCRT corridor from Helensvale in the north, to Coolangatta in the south, with particular emphasis on Stage One of the route, where there is a confirmed alignment and station locations. Phase 1 covered:

> Contextual analysis
> Opportunities and constraints
> Vision and principles - established vision and themes for the corridor and precincts through consultation
> Strategic vision in the form of broad urban design principles supporting the vision and themes

The vision was supported with recommendations and outcomes to realise the desired future character aspirations for the corridor and its precincts.

Gold Coast Rapid Transit Corridor Study - Phase 2

This document represents Phase 2 of the GCRT Corridor Study. Phase 2 builds upon the strategic directions established in Phase 1, looking at the Stage One corridor in more detail. To inform this work, economic analysis and an access and mobility study were commissioned.

Phase 2 translates the themes and visions developed in Phase 1 into nine spatially focussed overarching strategies that would guide growth within the GCRT corridor in a manner that responds to the Gold Coast community’s strategic ‘Bold Future’ vision.

Proposed Detailed Urban Design Frameworks have been prepared for each of the five precincts that make up the corridor:

> Southport
> Main Beach
> Surfers Paradise
> Florida Gardens
> Broadbeach

These frameworks articulate the manner in which the strategies would translate into desired urban outcomes in each location, including proposed land uses, streetscape function and arrangement, edge treatment and built form.

Phase 2 Study approach

A seven stage process was adopted for Phase 2, geared around two Enquiry by Design (EbD) workshops at which the input and direction of key technical experts and decision makers was obtained. A collaborative working arrangement with project partners allowed ideas and directions to be developed in parallel across several streams of the project, including:

> Placemaking
> Economics and land use
> Streets and public spaces
> Building form
> Corridor access and mobility
> Implementation recommendations

Following an opportunity scan and ideas generation process, initial work was undertaken to define the typologies to describe the desired future form of streets, buildings and places.

The first EbD workshop was a forum within which emerging directions were tested and participant feedback recorded.

Initial precinct structure options were developed to explore the range of opportunity in each area and test ideas raised in the EbD. Through a process of key stakeholder engagement, the first draft of urban design frameworks for each precinct was prepared.

The second EbD workshop focused on exploring strategic ideas for repositioning the Gold Coast and how this could be achieved at a precinct level. The draft urban design frameworks and corridor access and mobility recommendations were tested by participants and feedback recorded as a basis for further refinement.

Six ‘layers’ of design guidance were prepared, reflecting each of the project streams to support the draft urban design frameworks and articulate the desired future form of each precinct.

Recommendations were framed to outline how the urban design frameworks could be implemented through the planning scheme and other implementation mechanisms to realise the corridor vision.
A number of associated technical studies were completed to provide specialised input to the corridor study. The recommendations of these studies have been reflected in the spatial strategies and proposals of the corridor study. Further technical detail and analysis is contained in each of the supporting studies, which are briefly summarised on this page.

**Corridor Access and Mobility Study (Aurecon)**

The Corridor Access and Mobility Study (CAMS) was prepared by Aurecon. The key recommendations are outlined as part of the urban design framework for each precinct in Part 5 - Better Gold Coast Places.

Following an audit of the existing pedestrian and cycle network, station access and priority action plans were developed for each station. These access plans are used to identify the walkable catchments surrounding each station and identify projects that may improve pedestrian accessibility to the GCRT corridor.

The CAMS component of work links into the corridor study in the following ways:

- Identifies key walking routes in the vicinity of each station, and their ‘walkability’ measured in terms of catchment size adjusted for delays and actual street layout
- Informs the development of a station typology and hierarchy, based around the projected form of public realm elements including footpaths and crossings
- Identifies the current conditions of key routes and the form and priority of upgrade ‘projects’

CAMS focuses on passengers’ whole journey particularly:

- Travel and transport decision-making (choosing sustainable transport modes before travel by private car)
- Safety, convenience and comfort of walk or cycle journeys to and from the stations
- ‘Place making’, transit oriented development and public realm around stations
- Access into the station (infrastructure and way-finding to provide easy access)

**Economic Input Analysis (MacroPlan)**

MacroPlan was commissioned to prepare the Economic and Input Analysis report which provides the economic principles that underpin the precinct planning and urban design for the GCRT corridor. The report comprises four key sections:

- Economic and Regional Overview & Opportunities
- Economic Principles
- Precinct Assessment & Recommendations
- Conclusions & Recommendations

The Economic Principles are outlined in Part 2 - Corridor Vision and Strategies, and the projected growth and land use trends for each precinct are outlined in Part 5 - Better Gold Coast Places.

**Recommendations for planning scheme Review Process (John Gaskell Planning Consultants)**

John Gaskell Planning Consultants was engaged to provide advice and recommendations about the integration of the corridor study outcomes and the broader planning scheme review process. A key focus for the report was to explore how the nine strategic ideas to reposition the city could be effectively reflected in the planning system, with particular regard to the corridor wide ‘typologies’ for built form, street hierarchy and edge treatments.

The purpose of the study was to provide recommended planning scheme review activities and other policy initiatives, reflecting advice provided during previous stages of the GCRT corridor study.
Meeting the challenges of growth

How the challenges of growth are met now will determine the future performance and competitiveness of the city.

The ability of the Gold Coast to realise the benefits of projected growth will depend in part on the delivery of an effective movement network. The diminishing efficiency of the road network highlights the need for additional transport options. On its own, the GCRT system will be insufficient to effectively support projected population and employment growth. A complementary, integrated bus network and significant improvements to the walking and cycle networks, along with better use of the extensive waterways network will also be required.

In addition to addressing the adequacy of the transport network, action is needed to build an integrated land use, economic, social and community development framework to ensure the Gold Coast remains an attractive destination in which to live, visit and do business.

A model for greater transparency and more robust policy

The Corridor Study advocates a shift in the way the Gold Coast City Council (GCCC) and key development stakeholders work together to build the city to which we aspire.

Clarity to the market

The study supports a transparent and proactive stance for GCCC to engage with the development community – providing clear guidance about where the city wants to focus growth and development activity.

Encourage intensification and diversity in coastal strip

The building typologies proposed would support significantly higher plot ratios than those permitted under the current planning framework. This would enable the equivalent yield supported in higher Residential Density (RD) zones to be accommodated in lower rise, more diverse and affordable building forms.

Development entitlements and building height

The framework proposes that existing building height entitlements be preserved, but that the market be encouraged towards more compact and efficient building forms through the incentive of higher plot ratios, subject to meeting typology design standards (form based coding). Assessment thresholds (i.e code versus impact assessment) could be adjusted to support this approach – for example by making plot ratio rather than building height the key trigger for a higher level of assessment.

Design quality bonus

The study recommends a review application of GCCC Policy 18 relating to urban design bonuses, to promote greater clarity for the market about what type of design outcomes are desirable and what level of development is acceptable in an area. The intention is to establish greater transparency and clarity around the criteria and assessment of incentive based bonuses. The review would seek to mandate a baseline level of design quality through codes while preserving scope for exceptional non-complying proposals.

Climate change readiness

Recognise and manage the potential impacts of climate change through Q100 flood levels and technical constraints mapping, and where applicable the application of building regulations and planning controls to minimise risk to an appropriate level.

Community dividend

The Urban Design Frameworks (UDFs) seek to harness market investment and improve the quality of the urban environment in the vicinity of development sites. Improvements proposed vary according to the circumstances of each location, and could include streetscape and footpath upgrades, tree planting, undergrounding overhead power lines, dedicating public access rights on selected canal front properties, supporting mid-block linkages, enabling wider footpaths on station approaches, and supporting tree planting within a 3m ‘green zone’ on selected properties. Improvements in the provision of social infrastructure and affordable housing options are also sought.

Maturity model

The Implementation Strategy should be developed as a ‘maturity model’ that can evolve over time. This allows Council to develop the required internal processes and also have the potential to take Council staff, politicians and the community on a journey and give them ownership and momentum of the process and outcomes. This should be a model that is unique to the Gold Coast and allows the outcomes of the corridor study and other Council programs to be successfully integrated and ultimately achieved.

A forward looking framework
This document is intended to be a ‘road map’ describing the potential form shape of the city, and how growth could be guided to achieve the 20 year corridor vision in the short, medium and long term.

It contains six discrete but interlinked parts which are intended to be read together to gain a full appreciation of the directions and recommendations proposed.

The document is arranged around the central idea that the Gold Coast can capitalise more on its unique character and context to become a more liveable, competitive and sustainable city into the future, with the GCRT as an important catalyst opportunity. It highlights three key areas for action (better streets and spaces, buildings and places), to help achieve the collective aspiration for the Gold Coast as one of Australia’s most vibrant and distinctive coastal cities.

How to read this document

**Introduction and context**

This part provides the preliminary information about the study and its intent. Key contextual drivers are explored to provide the reader with a shared understanding of the issues, opportunities and drivers influencing the recommendations and study directions.

The dynamic Federal, State and local policy frameworks within which development on the Gold Coast operates is summarised, in addition to a short overview of noteworthy parallel studies and projects.

**Corridor vision and strategies**

The overarching vision for the corridor is presented here, including how development can be guided to achieve a Bold Future for the Gold Coast.

The corridor wide Urban Design Framework (UDF) is presented along with nine ideas to reposition the city for a more liveable and competitive future. The ideas are explored at a strategic level and present observations about the corridor and its role in the city.

This part outlines key recommendations for shaping the city for the future and the rationale for directions and recommendations made in parts 3 - 5.
03 Better Gold Coast streets
This part describes the desired future form of streets and urban spaces on the Gold Coast. Principles for improving streets on the Gold Coast are proposed. These are embodied in a range of ten aspirational street typologies, which are applied to specific localities in Part 5 - Better Gold Coast places.

The proposed street types balance transport needs to achieve a higher quality public realm. Guidance is also provided on the type and distribution of new urban spaces.

04 Better Gold Coast buildings
This part of the study describes desired building form outcomes and how they foster better streetscapes and respond to the challenges of climate change. The building typologies presented are applied to specific localities in the precinct Urban Design Frameworks included in Part 5 - Better Gold Coast places.

This part outlines values and principles for new building forms and proposes ten new building typologies as a guide for more desirable and robust building forms.

05 Better Gold Coast places
This part contains the precinct level Urban Design Frameworks (UDFs). These aim to provide clarity about the desired form of the evolving urban environment. Guidance is provided in "layers" to describe the wide range of desired outcomes.

The primary role of the UDFs is to apply the streetscape, built form and street edge typologies of the preceding sections to specific localities, and to articulate future land use patterns and catalyst sites and projects.

06 Implementation
This part describes opportunities for the implementation of the Urban Design Framework, including recommendations about implementation mechanisms, planning scheme amendments and tools to enable better places and development outcomes.

Implementation of proposals will take place over the short (immediate - 5 years), medium (5 - 10 years) and long term (10 years or more).

This part also suggests areas for further action and provides illustrative material to demonstrate how the recommendations of this study could be delivered on the ground.
### The Gold Coast through time

The Gold Coast is a relatively new city. It was originally settled in the late 1800s but the current city form was largely shaped by significantly increased levels of development from the 1940s to 1970s. With continuous development and change over this time “the story of the Gold Coast has ... been one in which change is intrinsic to continuity, where sudden bouts of development have become so familiar that they are essential to the city’s culture and image” (Gold Coast Urban Heritage and Character Study, 2nd Edition, 2000).

#### First wave
- **1932**
  - Pioneer coastal architecture – beach shacks

#### Second wave
- **1940s**
  - Coastal villages and early resorts (coach stops)

#### Third wave
- **1950s**
  - Beginnings of “car” architecture (coastal “six-packs” and roadside motels)
  - 1959 Gold Coast proclaimed a city and first high-rise “Kinkabool” completed

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### A city of villages

While the current form of the Gold Coast is linear, during its formative years in the late 1800s through to the mid 1900s the city was composed of a series of interconnected villages and townships. The growth of the sugar industry in the 1850s resulted in some of these settlements growing to support inland agricultural communities like Beerleigh, Coomera, and Pimpama.

The early development of the Gold Coast as a tourism destination contributed to the growth of townships along the coast, in particular the early coastal communities of Southport and Burleigh Heads and later Surfers Paradise, Main Beach and other coastal and canal estate releases.

Southport was the first seaside resort, established in 1875 and remaining the primary holiday destination for Brisbane residents for fifty years. Surfers Paradise was originally known as Elston and developed after the Jubilee Bridge was opened in 1925.

It is significant to note that early tourism in Broadbeach and Coolangatta to the south, were fed by rail connections to Brisbane. In conjunction with the Gold Coast Rapid Transit Project a significant opportunity exists to reinforce the historic villages and activity centres.

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### A linear beach city

During the 1960s and 1970s further suburban and canal estate development resulted in the Gold Coast becoming a single linear urban settlement. The emphasis of growth around natural assets and transport links reinforced a linear intensive urban corridor with its densest development extending along the coast and Gold Coast Highway.

This area originally evolved as ‘The Strip’ in the 1940s and 1950s and is now densely populated with towers on the beach. This image of the Gold Coast is today globally recognised as an icon of holiday and coastal lifestyle.

The linear structure of the city provides a relatively compact focus for density and activity that can be efficiently served by the GCRT. With such a strong linear focus for density, a key challenge for the Gold Coast is how better connectivity can be achieved between the coastal strip and communities and centres located west of the Nerang River and canal network.
With tourism as a primary driver for growth from the early days, the settlement pattern evolved not only around areas of high amenity, but also in step with major improvements to access in the form of road and historic rail connections.

The improvement of vehicular access through the development of the Pacific Highway in the early 1930s and the cessation of rail services beyond Beenleigh in the late 1950s reinforced growth in Southport, Surfers Paradise and later Broadbeach. Road linkages became the primary form of access and have since been a critical factor in shaping the distribution of economic and employment activity as well as residential density on the Gold Coast.

Through the 1990s and 2000s the emphasis on the private car has grown and congestion has become one of the critical issues influencing the shape of the city, where people live, work and choose to establish businesses.

Emerging planning directions highlight the need for better integration of land use planning and the transport network. The existing structure of the city is well placed to support Transit Orientated Development outcomes, and in particular, explore opportunities for urban intensification along transport corridors linking key centres, communities and the densely populated coastal strip.
The Gold Coast is renowned not only for its spectacular coastline but also its UNESCO world heritage listed hinterland rainforests. In shaping the built and landscape environment in the corridor, preserving and celebrating key views will be important to retaining a strong experience of the range of urban and natural environments the Gold Coast offers.

Key opportunities result from the predominantly east-west street structure to promote views to the Broadwater, ocean, and canal network, as well as longer range views to hinterland valleys, ranges and forests. At regular locations along the coast, opportunities should be created to celebrate long range views along the coastline towards rocky headlands, beaches and distant buildings.

**A globally recognised Australian icon**

In 2005 the Gold Coast was recognised as an icon by the National Trust. The citation identifies a number of iconic elements:

- “Famous for its sun, surf and sand”
- Surfers Paradise a “symbol of fantasy, nightlife and relaxation at poolside bars”
- “The first Gold Coast high rise, Kinkabool, was built in 1959. Soon canal estates also emerged on the Coast as new and contemporary developments. Today, we may add such modern achievements as The Q1—the world’s tallest residential tower, and The Palazzo Versace. These are Australia’s only six star hotels.”

- “The Gold Coast has always been known as a place of indulgence and glamour, a city that is adventurous with new developments and constantly changing.”
- “The high-rise skyline of the Gold Coast is in itself, a Queensland icon.”
- “Beachfront esplanades, shopping precincts, exhilarating theme parks and unusual entertainment venues, like wax museums and laser-light mazes, all contribute to the diverse and colourful attractions on offer.”
- “The Gold Coast is most often viewed as a ‘natural playground’. Blue skies, sun, sparkling oceans and waterways and white sandy beaches draw people in droves to the city.”

**A latent subtropical city**

While the Gold Coast is positioned on latitude 27.7S in the heart of the sub-tropics, the form of development and public realm reflects the city’s coastal setting and high rise character more than its climatic legacy. Opportunities exist for the city to be more climate responsive and celebrate its subtropical context.

The QUT Centre for Subtropical Design and the Department of Local Government and Planning identify a range of design principles for subtropical environments including promoting outdoor living, supporting an open and permeable built environment, encouraging a local vernacular character, and promoting shaded streets and median strips.

Priorities for the Gold Coast include increasing shade and shelter in the public realm and fostering more responsive forms of development that contribute to a local vernacular.
City transect

An analysis of the Gold Coast by Architect Phillip Goad focused on key character bands across the transect of the city from the beach to hinterland ranges. The study identified six predominant character bands that define the city’s overall form and character. Moving from east to west, the following character areas (illustrated at right) were identified:

1. The beach
2. The towers and coastal strip
3. The highway strip
4. The canal estates
5. The suburbs
6. The hinterland

Gold Coast transect - extract from 1994 Gold Coast planning scheme
Surfers Paradise, showing strong connections between the beach and waterway networks.
City structure and centres

Key structuring elements

North south structuring routes
The city is currently focused around major north-south arterial routes which reflect the focus of development along the north-south beachfront.

Major east west connections
A number of major east-west connections provide road access between the hinterland, the highway, residential activity centres, and the coastal core but tend to favour private modes of transportation.

Finer grain connections to the beach
Pockets of finer and higher quality east-west connections to the beach also occur within the city, and provide opportunity for the establishment of key active transport and high quality streets.

Too few links and too far apart
Key links between western residential catchments and the coast occur, but are constrained by natural and built form elements.

The urban ladder
Key east west connections provide a strong foundation for an east west ‘mesh’ of connections facilitating movement and a poly-centric urban form.

Historic coastal centres
The historic coastal centres of the Gold Coast should be emphasised as distinctive areas of activity, providing a diverse mix of uses and contributing to the city’s employment, recreation and residential offers.

Centre growth supported by access
The economic vitality of major centres can be reinforced by strong public and active transport linkages engaging western residential catchments with the coastal core.

Finer grain network of centres
Secondary centres, catalyst sites and public realm intervention opportunities between major centres of activity can be renewed - contributing to the establishment of a finer grain network of centres and assist the Gold Coast in ‘coming of age’.
City wide growth

Over the next 20 years, the Gold Coast is expected to accommodate an additional 246,000 persons which accounts for about 20% of population growth across South East Queensland (SEQ) (246,000 of 1,22 million persons). This equates to an annual growth rate of about 12,300 persons per year with the total population reaching levels of around 788,000 by 2031.

Since 2001 the population of the City of Gold Coast Local Government Area (LGA) has increased by more than 3% per annum. These levels of growth projected will reinforce the Gold Coast as the sixth largest city in Australia and place the city on an equal footing with a number of other globally recognised cities of substance.

Residential growth

Within the GCRT corridor, the current (2011) dwelling mix comprises just 17% single dwellings and this is projected to decrease to about 12.5% by 2031. An additional 33,000 multi-unit dwellings (93%) and about 2,500 single unit dwellings (7%) are expected to be delivered between 2011 and 2031. This equates to about 1,650 multi-dwellings and 125 single dwellings per year.

Unchecked, continuation of these trends will not adequately meet community needs for diverse housing types, social services and facilities that anticipated demographic changes suggest will be required.

Employment growth

The GCRT corridor is expected to accommodate about 22% of future employment growth, including 26% of non-industrial employment growth over the next 20 years from 2011 to 2031. Employment within the GCRT Corridor is expected to increase from 49,970 jobs to about 77,200 jobs by 2031, an increase of about 27,200 jobs. Most of the growth will be within the Community category (47%) which includes health, education and public service jobs.

Assumptions

Population projections across the City of Gold Coast have been based upon projections from the GCCC contained within its Priority Infrastructure Plan (PIP) assumptions (2010). The dwelling and population projections generated by GCCC tracked similarly to the medium series projections of the Queensland Treasury Planning and Information Forecasting Unit (PIFU) at the overall Gold Coast LGA level.

However, the PIP assumptions for residential and employment do not factor in the development of the GCRT; thus the projected growth of some of the Statistical Local Areas (SLAs) around the GCRT corridor may be underestimated.

In analysing the economic impact of the GCRT, MacroPlan applied an adjustment factor to account for the stimulus effect of the GCRT based on previous research measuring the impacts of transport infrastructure on population projections in the growth areas of Melbourne and Perth. The adjustment factor assumes an uplift in the order of 20% of the existing projections, subject to local conditions and drivers.

A rapidly growing city

A significant global city in its own right

The growth projected over the coming 20 years will reaffirm the significance of the Gold Coast at a national level, but also place it on equal footing with some of the most competitive and livable cities on the planet. As a major regional centre just an hour from the state capital, a paradigm shift and ongoing investment in civic infrastructure is needed if the Gold Coast is to reaffirm its role as a significant city in its own right.
Transformative levels of growth

**Employment growth (commercial)**

Commercial, white collar and laboratory based employment on the Gold Coast is projected to nearly double in the planning horizon for the project. Significantly, the GCRT and broader transport network will need to support nearly twice the number of work related trips during peak hour.

Current 2010 commercial jobs = 50,000

Existing Commercial profile

Future 2031 commercial jobs = additional 43,000

Regional plan targets

**Population growth**

The residential population of the Gold Coast is projected to increase by nearly half again in the next 20 years. The quantum of development required to accommodate this growth will involve a significant change in the composition of the corridor and presents a significant opportunity to reshape the form of the city and pursue higher quality, more urbane forms of development. An important challenge for the Gold Coast is the seasonal fluctuation in population as a result of tourism ‘high’ seasons and major events that can attract large numbers of visitors requiring accommodation and services.

Current 2010 population = 500,000

Existing housing profile - average dwelling size 2.5 people

Approximately 200,000 existing dwellings

Future 2031 population = additional 250,000

Regional plan targets 143,000 new dwellings and 97,000 infill dwellings

By 2031 new commercial jobs will increase by 100%

By 2031 the Gold Coast population will grow by 50%
City wide land supply
The Gold Coast accounts for approximately 10% of available SEQ broadhectare land supply, and with a growth target of 20% of the region’s growth it will mean an increasing emphasis on infill forms of development and densification.

The SEQ Regional Plan 2009-2031 identifies Coomera as a significant area for ongoing development, yet this area cannot accommodate all future growth. At the current rate, there is approximately nine years of broadhectare land supply remaining on the Gold Coast.

The scarcity of broadhectare land on the Gold Coast highlights the need for progressive planning frameworks that focus on infill and renewal opportunities to accommodate growth.

Corridor land budget
The study corridor is comprised of 2,000 hectares of the most intensively developed land on the Gold Coast.

The land budget (amount of land given over for different land uses) for the area is fairly typical when compared to other Australian capitals, with the exception of a very high proportion of waterways on the Gold Coast. The amount of green space in the corridor is also slightly higher than average and currently includes the Parklands Trust site and the area of beaches within the study area boundary.

This higher than usual amount of non-developable land components means that only around 40% of the study area is capable of accommodating development, totalling approximately 800 hectares.
Development constraint assessment

**Corridor development constraints**
A sieve analysis was undertaken by the Gold Coast City Council’s spatial information system team to identify areas with lower constraints for future development.

The assessment considered:

- Sites with more than 5 strata title units
- Local, State and Commonwealth heritage layers
- Sites at risk of inundation
- Areas with recent development activity
- Existing buildings over 50m in height

**Areas of opportunity**
The assessment gives rise to a number of key observations:

- Some large areas of traditional (low density, detached) residential development to the west of the corridor are potentially sensitive to change and would be slow to change if renewal was considered to be desirable
- There are key clusters of underdeveloped and government owned sites in and around each of the major centres, and in corridors extending west from Surfers Paradise, Broadbeach and Southport which are key opportunities for renewal. This includes the significant Queen Street corridor that extends to the Gold Coast Health and Knowledge Precinct and will be well served by GCRT.
- There are some major longer term city expansion opportunities west of the coastal strip, such as the Bundall equine precinct and Hooker Boulevard renewal sites. Whilst not a key consideration for this study, they should inform longer term planning.
- Key ‘corridors of opportunity’ exist west of Southport, Surfers Paradise and Broadbeach. These corridors align with major existing access routes to the coastal core and could support rapid public transit routes in the future. Medium term intensification could be supported along these routes advancing concepts for a ‘network city’ underpinned by TOD and public transport.
GCRT project

“This project will create a lasting legacy for our city and help address key activity and growth in areas such as Southport, Surfers Paradise and Broadbeach.” – Mayor Ron Clarke

GCRT project appointment of GoldLinQ consortia

On 6 May 2011, Queensland Premier Anna Bligh announced GoldLinQ as the successful proponent to design, build, operate and maintain Queensland’s first ever light rail system on the Gold Coast. This is a major milestone for the project. It will deliver 13km of light rail, 16 stations, 14 vehicles and more than 6,300 direct and indirect jobs.

GoldLinQ has mobilised resources, established a local office, and commenced the project on 1 June 2011.

The State Government will continue to deliver the early works program currently underway in Southport, Broadbeach and the Gold Coast Health and Knowledge Precinct. All three levels of government have helped to fund the project. The cornerstone of the project is a long term partnership between governments and the private sector for the finance, construction and operation of the system.

Passenger services are expected to start towards the end of 2014.

In its entirety, the GCRT project is comprised of five sections:

- Stage 1: Helensvale to Griffith University (Delivery time frame unconfirmed)
- Stage 2: Griffith University to Southport (Delivery 2011 - 2014)
- Stage 3: Southport to Broadbeach South (Delivery 2011 - 2014)
- Stage 4: Broadbeach South to Burleigh Heads (Delivery time frame unconfirmed)
- Stage 5: Burleigh Heads to Coolangatta (Delivery time frame unconfirmed)

Alignment and timing of future stages is being considered by the Queensland Government. Upon completion, the GCRT alignment will provide a connection between the Helensvale heavy rail station via Southport, linking to the coastal strip via Main Beach, Surfers Paradise, Broadbeach, Burleigh Heads, Palm Beach and Coolangatta.

This study focuses on defining a supportive city form and land use mix for sectors 2 and 3 of GCRT.
Patronage forecasts

Passenger volumes are expected to be concentrated at four of the GCRT stations. The Gold Coast University station and Broadbeach South have particularly high volumes, which take into account transfers to and from the bus network. Southport and Cavill Avenue serve some of the most intensively developed areas on the coast.

The Corridor Access and Mobility Study (CAMS) highlights locations where footpath widening is required to support future passenger numbers, major event traffic and local pedestrian movements.
Thinking beyond the station

Whole of journey experience

The areas beyond the station itself (the streets, spaces and station approaches) form an integral part of the journey experience and are as important as the essential track infrastructure and rolling stock in creating an attractive and well used public transport network.

Urban design, place making and the quality of streets will play a crucial role in enhancing station walk-up and defining the overall experience and attractiveness of the Gold Coast light rail network, as well as providing broader benefits for community well being, local area vitality and prosperity.

A convenient and high quality passenger experience is required to position public transport as an attractive alternative to the private car. A new paradigm is needed that considers the journey from door to door rather than from the station entry to exit alone.

To successfully translate the investment in light rail to greater public transport ridership it will be essential to provide sufficient capacity in the public realm for people to locate, approach and access the network safely and comfortably. Footpaths on the approach to busy stations will need to be sufficiently wide to accommodate peak and event loading. Stations will need to be readily identifiable in the urban fabric so that commuters can locate them and navigate easily. Sufficient space will also be needed for crowd marshalling during events, and on a day-to-day basis for people to wait, meet and check timetabling information and to ‘decompress’ during a journey at key decisions points.

These issues are considered in detail in the Corridor Mobility and Access Study, which has informed the formulation of the precinct urban design frameworks in Part 5.

More footpath capacity is needed to support GCRT

Key areas for action to accommodate GCRT pedestrian movements include busy approaches to stations, signal waiting areas and marshalling zones for major event volumes. Footpath widenings of up to 5m and signal phasing changes are required at some locations to accommodate expected foot traffic.

This illustration shows that the volume of passengers disembarking off a full light rail carriage will put pressure on the pedestrian network. A single person requires a minimum 1m width of footpath to move comfortably. Each 1m width of footpath can therefore accommodate around 40 people walking, per minute. The wider the footpath, the more people can move along it simultaneously. A similar principle applies to areas where groups of people gather, such as at pedestrian crossings.

NOTE: Key Corridor Access and Mobility Study recommendations about footpath widening requirements are outlined in the Better Gold Coast Places chapter of this document.
Case study - lack of pedestrian environment quality

A walk to the station or the beach...
Walk from Slatyer Avenue along Thomas Drive to the beach (2km), highlights a lack of key pedestrian and cycle infrastructure.

Barriers to walking
A lack of basic infrastructure and priority given to motorised traffic makes walking and cycling between the beach and inland areas difficult.
Thomas Drive provides one of the better routes, but still involves risky road crossings, inadequate footpath provision on only one side of the street and lengthy wait times at signals once you reach the coastal strip.

Can we improve the quality of east west routes to connect the coastal core with the rest of the Gold Coast?
Nerang River near Isle of Capri Bridge
Planning for a bold future
National and State Government policy initiatives

Cities, Our Future: a national urban policy for a productive, sustainable and liveable future May 2011

The Australian Government has prepared a long-term blueprint for making the nation's eighteen capital and major regional cities more productive, sustainable and liveable. It highlights the role of these cities as the "engine rooms of growth, innovation and opportunity" underpinning the nation's competitiveness.

The National Urban Policy was developed following extensive consultation with all levels of government, peak industry and professional groups, other non-government organisations, academia and urban researchers, as well as the broader community. The final framework identifies the need to:

> Better connect infrastructure with jobs and where people live to reduce people's dependency on the car
> Develop high quality public transport and infrastructure systems to ease congestion and improve quality of life
> Reduce the carbon footprint of cities and adapt them to the consequences of climate change
> Improve urban planning and design to better reflect Australia's increasingly diverse lifestyles

South East Queensland Regional Plan 2009 – 2031

The defining plan setting out growth targets and strategic policies to manage growth within South East Queensland for the next 20 years is the South East Queensland Regional Plan (SEQRP).

The SEQRP identifies a requirement for an additional 143,000 dwellings to accommodate the Gold Coast’s anticipated regional growth and demographic change, to be provided through a combination of both broadhectare (greenfield) and infill development. It notes that broadhectare land supply is expected to be largely exhausted by 2016.

The SEQRP also identifies a number of activity centres that will be serviced by the GCRT alignment, including the ‘Principal Activity Centre’ at Southport, several ‘Major Activity Centres’ including Broadbeach, Surfers Paradise, and the Gold Coast Health and Knowledge Precinct (GCHKP), which is identified as a ‘Specialist Activity Centre’.

The SEQRP identifies a series of Desired Regional Outcomes. Under the broader theme of “Compact Settlement” is Desired Regional Outcome 8, which can be considered to be of great significance for the Corridor Study.

Desired Regional Outcome 8 states: “A compact urban structure of well-planned communities, supported by a network of accessible and convenient centres and transit corridors linking residential areas to employment locations establishes the context for achieving a consolidated urban settlement pattern”.

Some of the principles to achieve this desired regional outcome that are relevant to the study corridor include:

Principle 8.1 Compact development

Conservate land by making the most efficient use of land allocated for urban development.

Principle 8.2 Containing growth

Locate urban development in the urban footprint within and near existing communities, and existing and planned public transportation infrastructure, to promote liveability and transport efficiency, and reduce car dependence and private vehicle travel.

Principle 8.3 Urban character and design

Design and site development to reflect South East Queensland's subtropical climate, reinforce local character and achieve innovation and design excellence.

Principle 8.4 Urban greenspace

Provide an integrated, high quality, urban community greenspace network to cater for community and environmental needs in development areas and existing communities.

Principle 8.5 Housing choice and affordability

Provide a variety of housing options to meet diverse community needs, and achieve housing choice and affordability.

Principle 8.6 Activity centres and transit corridors

Focus employment, infill housing and community services in well-planned, vibrant and accessible regional activity centres and along high-frequency, priority public transport corridors.

Principle 8.7 Centres that support business

Principal and major activity centres located on existing and planned high-frequency public transport routes should provide for the future growth of a broad range of business uses to support employment growth.

Principle 8.8 Mixed use activity centres

Include a broad mix of land uses in activity centres and structure them as mixed use centres in a predominately main street format to best serve their surrounding communities.

Principle 8.9 Integrated land use and transport planning

Ensure new development utilises existing infrastructure or can be provided with timely transport infrastructure, community services and employment.
Planning for a bold future
State Government policy initiatives

Draft Connecting SEQ 2031
As a companion to the SEQRP, the draft Connecting SEQ 2031 – An Integrated Regional Transport Plan for South East Queensland, once finalised, will be the guiding transport planning and policy document for the region. The plan adopts an integrated approach that considers land use planning and different modes of transport.

In particular, this approach supports the Desired Regional Outcomes of the regional plan through promoting a more compact urban form, identifying ‘hubs’ which “… will form the basis for focusing public transport services on centres with a high potential for development of tertiary education, medical and commercial offices, with intensified high density residential activity to support higher public transport use”, (p.3).

Complementing the hubs, transit corridors are defined as a focus for medium density and mixed use development. Priority transit corridors have also been identified where increases in density can start to occur in the short term, compared to the medium and longer term for other transit corridors.

Other relevant key features of the plan include the extension of the heavy rail line to Coolangatta, extensions of the Gold Coast light rail to Helensvale andCoolangatta, provision of a network of bike paths within five kilometres of Coolangatta, provision of a network Gold Coast light rail to Helensvale and line to Coolangatta, extensions of the heavy rail from Robina to Varsity Lakes (station), Burleigh Heads, Elianora, Gold Coast Airport.

The current GCRT corridor from Gold Coast Health and Knowledge Precinct to Coolangatta is identified as a priority transit corridor, while future transit corridors are the proposed GCRT route between Helensvale and Elianora, and from Robina to Varsity Lakes station.

Transit Oriented Development (TOD)
TOD is the primary land use strategy of the SEQRP. It supports the State Government’s Toward Q2 (green, healthy) aspirations and assists in the delivery of congestion management and climate change initiatives.

The SEQRP establishes a clear policy to intensify transit oriented development around major public transport nodes or corridors to reduce the need for private travel and to protect open space and agricultural land on the urban fringe.

Transit oriented developments have features that concentrate passenger demands and support walking and cycling to access local services.

TODs contribute to a more sustainable transport system by: meeting access and equity needs; reducing the need for private motor vehicles to access employment and services; being more affordable to construct, operate and maintain; offering choice, convenience and supporting economic activity; reducing pollution and waste; and limiting consumption of resources to sustainable levels.

The Transit Oriented Development: Guide for Practitioners in Queensland (TOD Guide) is designed to build an understanding of the TOD concept and good practice in the Queensland context. The guide notes that a successful TOD will respond to local context and opportunities. It is part of a suite of guidelines and planning tools that will influence TOD implementation in Queensland.

Growth Management Queensland
Growth Management Queensland brings together the growth program coordination, planning policy, planning services, building and development, transit oriented development and infrastructure program management functions of the department.

Growth Management Queensland oversees and ensures the delivery of growth management initiatives in the department and across government. Following research and consultation, including through the 2010 Growth Management Summit, the Queensland Government has identified six priority areas for growth management:

- shaping the future
- strengthening regions
- promoting liveable and affordable communities
- delivering infrastructure
- protecting lifestyle and environment
- connecting communities

To deliver on these priorities, growth management initiatives, with supporting actions, have been identified. The Queensland Government has released the Shaping Tomorrow’s Queensland: A Response to the Queensland Growth Management Summit.

Smart growth
The SEQRP embraces smart growth principles such as:

- a more compact urban form
- the need to create quality housing for people of all income levels
- a focus on designing walkable neighbourhoods
- creating distinctive, attractive communities based on a mixture of land uses
- providing for a variety of transportation choices and reduced car dependency
- protecting the region’s natural landscapes
- targeting new development to accessible infill locations
- prioritising use of existing infrastructure.
Planning for a bold future
Gold Coast City Council policy

**Bold Future Planning Scheme (Gold Coast Planning Scheme Review)**
A key component of Gold Coast City Council's Bold Future Vision, the new Planning Scheme will guide land use planning and development for the next decade.

The Bold Future theme of ‘a city connecting people and places’, has been a particular focus for the Phase 2 corridor study, considering:
- Development options within walking distance of activity centres and light rail stations
- Concentrating urban development within the coastal urban area
- Possible future public transport corridors and aligning development outcomes with future intent for these corridors
- Convenient, safe and connected pedestrian and cycle routes across the city
- ‘Green’ bridges in important locations over waterways to address existing gaps in pedestrian and cycle routes

Phase 2 outputs will inform the Planning Scheme Review, with particular input into Council’s local planning process, corridor and city wide built form guidance.

**Our Living City – Gold Coast Planning Scheme 2003**
There are currently four Local plans that provide development guidance within the study corridor.

- Areas of the study corridor not addressed by Local plans (Main Beach, Macintosh Island, Isle of Capri, Florida Gardens, and some portions of Broadbeach South) are addressed at the ‘Domain’ level within the current Gold Coast Planning Scheme 2003, which provides built form guidance.

**Southport Local plan**
The Southport Local plan (LAP) applies to the eastern half of Southport within the Study Corridor. This LAP seeks to implement the designation of Southport as a Key Regional Centre, as outlined within the SEQRP 2009-2031. It seeks to encourage development of the core of Southport as a pedestrian friendly, multi-functional centre with activity focused at street level. Surrounding the core area, residential and showroom uses are to remain.

The LAP also encourages continued engagement with foreshore areas and facilitation of public access to other waterways. The historic built form elements within Southport are also to be protected.

A master plan for Southport has been endorsed by the Council.

**The Spit (Gold Coast Harbour) Local plan**
Southern portions of The Spit (Gold Coast Harbour) LAP adjoin the Main Beach Precinct. This LAP aims to preserve the open space character of The Spit and control recreational usage of park reserves. It is also intended that marine-oriented development and entertainment facilities be consolidated and enhanced. Conservation and maintenance of the environmental quality of the Broadwater and the coastal beaches is also encouraged.

**Surfers Paradise Local plan**
The Surfers Paradise Precinct lies within the Surfers Paradise Local plan. This LAP seeks to promote the economic growth and role of this precinct as the Gold Coast’s major tourist centre. To achieve this, the Surfers Paradise LAP seeks to consolidate commercial, retail, tourist and entertainment activities within the core of Surfers Paradise, and encourages high rise residential and tourist development to enhance the distinctive skyline and urban form.

**Chevron Island Local plan**
Located adjacent to the Surfers Paradise Precinct, the Chevron Island LAP seeks to facilitate an increase in residential density within the island, given its proximity to Surfers Paradise, the Bundall office and showroom precinct, and the Gold Coast City Arts Centre at Evandale. Given the constraints and demand on the existing road network, providing accessibility to high quality pedestrian and cyclist facilities is also a central part of this LAP.

**Broadbeach Local plan**
Contained within Broadbeach Precinct, the Broadbeach LAP seeks to provide a special identity for Broadbeach through distinctive built form and landscape treatment, with residential and accommodation uses predominant throughout. The LAP also aims to enhance connectivity between the four major commercial nodes within the LAP boundary (Gold Coast Convention Centre, Jupiters Casino, Pacific Fair Shopping Centre and Broadbeach Mall). The Broadbeach LAP also seeks to retain and enhance the local parks and open spaces predominant within the area, and encourages the use of the Little Tallebudgera Creek banks for outdoor dining, water based public transport and general public access.
There is a range of local and state initiatives that are important contextual considerations for the Corridor Study. These projects, recently completed or underway, have informed the development of urban design frameworks and precinct planning direction for the study corridor.

### Gold Coast Health and Knowledge Precinct

The Department of Employment, Economic Development and Innovation (DEEDI) is undertaking a master planning exercise for the Gold Coast Health and Knowledge Precinct (GCHKP) located on the existing parklands, showgrounds and other sites along Olsen Avenue, Parklands Drive and Smith Street.

The precinct includes significant land holdings including Griffith University, the new Gold Coast University Hospital and the parklands redevelopment site.

Because of the work already underway, the GCRT Corridor Study has not undertaken detailed study in GCHKP and instead focuses on issues of connectivity and integration of the designated precinct with other areas included in the study area, particularly with other parts of Sections 2 and 3 of the GCRT route.

### EcoVillage

Master planning is proceeding for the parklands redevelopment site, which contains the EcoVillage, an Athletes’ Village forming part of the Gold Coast Commonwealth Games bid, which will be adapted post Games into a vibrant transit oriented community.

The decision regarding the host city for Commonwealth Games will be made in November 2011.

With or without a Games Village and irrespective of the Games decision, full redevelopment of the parklands will occur.

The redevelopment will feature a mix of uses, with the dominant activity being knowledge and health industry activities aligned with the Gold Coast University Hospital and Griffith University. It is expected that up to 2,500 residents will live on the site in a range of medium and high density housing configurations.

Retail activities are proposed, to create a small scale neighbourhood centre for the GCHKP without competing with Southport or other established centres.

### Southport Depot

GCCC’s Southport Depot, located on leased State Government land, will be required to vacate some areas of the site by 30 June 2011 to make way for the light rail depot and workshops. As an interim solution, Council has taken a three year lease on a site in Middleton Street, Southport.

A long-term solution is being investigated.

### Central Southport Master Plan

The Central Southport master plan was endorsed by Council in November 2009 and included urban design guidelines for streets and buildings. The Central Southport master plan is comprised of strategies for the built, natural, heritage, economic, social and infrastructure requirements for Southport. The outcomes of the plan will inform the forthcoming Local plan, Planning Scheme Review, and other Council initiatives.

The GCRT Corridor Study has involved a limited review of the Central Southport master plan for compatibility with the outcomes of the GCRT Corridor Study, and has reported by exception on variations recommended to the Central Southport master plan to inform the intended Local plan process for this area.
View over Surfers Paradise from Q1
Planning for a bold future
Contextual projects

Surfers Paradise projects
Surfers Paradise is one of the key areas of interest along the GCRT route and there is a variety of projects within the area that inform the GCRT Corridor Study. These include the development of a vision for Surfers Paradise and a range of projects identified in the Surfers Paradise Strategic Action Plan 2010-2020 including the Surfers Paradise River Walk project.

The research undertaken for the numerous projects in Surfers Paradise will assist in planning, design and decision making regarding the Surfers Paradise area.

Other major projects in Surfers Paradise include:

Surfers Foreshore Extension
The Gold Coast City Council is close to finishing the last final stage of construction on the southern end of the Surfers Foreshore extension. The area in front of the Soul high-rise is being completed by Juniper and is due to be finished by September 2011.

Cavill Mall Redevelopment
The master plan for the Cavill Mall redevelopment is available on Council’s website as a public plan. The Council is looking at staging works as completion of the bulk of work is dependent on future budget allocation.

Car park site, Cypress Avenue
As part of GCRT land acquisition for the station to be located in front of this site the City Architect has prepared a concept plan for Cypress City Park on the existing car park site.

Surfers Central Riverwalk
Preliminary concept plans have been completed for the Surfers Central Riverwalk, Surfers Central Wharf, Surfers Central Ferry Terminal and the Cavill West green bridges, as a strategy to enhance pedestrian connectivity within Surfers Paradise. The next stage of the project will include an extension of the riverwalk northwards from Appel Park.

Green bridges along the Cavill West Corridor will provide linkages between Cavill Mall and the light rail system westward through Chevron Village, Cultural Parklands, Bundall Business District, to the Racecourse precinct.

The Phase 2 Corridor Study has identified the Surfers Central Riverwalk as a key link in the overall pedestrian movement network.

Station Centre Improvement Projects (SCIP)
In collaboration with its Transport Planning Branch, Council’s Centre Improvement Program is delivering the Station Centre Improvement Project (SCIP). SCIP revitalisation projects are a partnership between Council and owners of commercial property in the project precinct.

The scope of this work, which focuses on key stations along the GCRT route, is to provide concepts and specifications for the treatment of the station’s public realm environments to ensure that place making outcomes will be achieved. SCIP will provide and build on the GCRT Concept Design and Impact Management Plan (CDIMP), particularly Chapter 5, to ensure high quality urban design solutions for each light rail station.

Gold Coast Cultural Precinct (135 Bundall Road)
The outcomes of a consultation program held February - April 2011 show strong community support for development of Gold Coast City Council’s Evandale site as the City’s primary cultural hub and destination. In June 2011 the Council resolved to progress the project to enable formal negotiation of investment partnerships with the State and Commonwealth Governments.

Easy access is important to the community and critical to the precinct’s operational viability. Improving public and active transport connections and providing adequate on-site car parking will be high priorities in site planning. The site plan presented identified a proposed green pedestrian bridge to Chevron Island. Sixty one per cent of survey respondents indicated they would be likely to use the bridge.

Opportunities exist to create connections with regional and local transport planning routes, and to consider planning scheme incentives and infrastructure to promote intensity of use and development and walkability within and to the nearby Bundall business area.

Davenport Street Station Centre Improvement Project
During December 2010 and February 2011 the Davenport Street, Southport (Nerang St to Bay St) project received the required support and Council resolved that the project proceed.

Council is currently in the design and community consultation phase of the project, working with a Project Reference Group (PRG) made up of business owners and operators within the street to develop a revitalisation plan that was put on public display for wider comment in July 2011.

Summary of key milestones for the project include:
> Design - Feb to Aug 2011
> Documentation - Sep to Dec 2011
> Construction - Beginning early 2012

Place Managers (Southport, Surfers Paradise and Broadbeach)
Place managers were appointed for Southport, Surfers Paradise and Broadbeach. The place managers will be responsible for paving the way for the timely and uninterrupted construction of the GCRT project through successful communication with business, stakeholders and the communities of Southport, Surfers Paradise and Broadbeach. They will play a vital role in minimising the impacts from construction.

Charged with creating a sense of ownership and identity for the GCRT project within the community and with key stakeholders, the place managers will coordinate, manage and liaise between the community and the project team about the issues, themes and opportunities identified.
Corridor-wide Urban Design Framework

City building vision

The GCRT project will be a catalyst that generates significant opportunities to reposition the Gold Coast for a more sustainable and competitive future. Action taken to realise these opportunities can contribute to securing the future across a range of scales, from global to local. These include:

> Global: Protecting the planet for future generations
> National: Positioning the Gold Coast as a strong economy in the region and on a national scale
> City and region: Focus transformational growth towards achieving the GCCC Bold Future Vision for the Gold Coast and preserve the lifestyle and natural qualities that make it attractive
> Local places for people: Harness growth to generate positive change in the urban environment and enable a progressive shift towards one of Australia’s most distinctive and vibrant cities

Phase 1 of the GCRT Corridor Study formulated a project vision, as follows:

In 2050 the light rail corridor will contain a diverse and well connected network of sustainable and unique places.

This vision and its complementary set of urban design principles have been used to guide the formulation of strategic ideas for the corridor-wide and precinct urban design frameworks in Phase 2.

Urban Design Principles

> Access and connectivity
> Sense of place and identity
> Public realm
> Land use and activity
> Building character and form
> Social and community

The plan opposite summarises the urban design framework for the Corridor. The framework and suggested application of the key strategies as they apply to each precinct are detailed in Part 5.
High rise areas
These areas are to be the focus for renewal activity and where the tallest buildings and highest order uses are concentrated. Building heights of 15-30 storeys are supported, with some areas of unlimited height.

Medium rise areas
These areas include the frame areas of key city nodes, and the core of lower order centres. High intensity, compact buildings of up to 15 storeys are supported to reduce tower ‘crowding’, shadowing and view impacts.

Low to medium rise areas
These areas aim to accommodate compact lower rise buildings of up to 8 storeys that promote greater building diversity, affordability and better streetscape outcomes.

Low rise and transition areas
These areas support wider renewal and infill and manage the interface between higher density areas. Buildings of up to 3 storeys are supported, with opportunities for fourth floors where appropriate.

Legend
- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- Water rapid - Transit station catchment
- Potential green bridge crossing
- Proposed green bridge crossing
- Primary active edge
- Secondary active edge
- Cross block link
- Key vehicular route
- Key pedestrian route
- Primary ‘gr green spine’
- Secondary ‘gr green spine’
- Public boat parking

Prepared by HASSELL for GCCC
Nine Strategic Ideas to reposition the city

Nine strategic ideas have been devised to reposition the city. The ideas are a translation of the Phase 1 corridor vision and themes into spatially focused strategies that respond to the particular opportunities and circumstances of the Gold Coast and GCRT corridor.

They should be read as an extension of the Phase 1 vision and principles which continue to provide the overarching strategic intent and direction for the future shape of the corridor.

In the following pages, each idea is explained in more detail along with case study information and recommendations for future action.

1. Realise a bold future for one of Australia’s most distinctive and vibrant cities
2. Reconnect discrete urban communities
3. Re-engage the city with its blue edges and water rich context
4. Provide greater choice for access and mobility
5. Challenge the trend of traffic dominated streets
6. Streets for people and a greener Gold Coast
7. Design buildings to foster ‘street life’ and distinct character
8. Create genuine communities
9. A resilient and sustainable city
Surfers Paradise beachside markets
High amenity, lifestyle and natural attractions have driven the growth and development on the Gold Coast. These attractions have resulted in strong urban development and tourism industries, which have long underpinned the Gold Coast economic base.

The GCRT presents the Gold Coast with a once-in-a-generation city building opportunity. A ‘network city’ will allow the building of an economic base through industry and sectoral specialisation. Across the Gold Coast a network city will maximise economic, employment, social and environmental multipliers by encouraging ‘key nodes’ of specialisation in optimal locations.

MacroPlan Australia provided economic input and analysis for this study and recommended that the future development of the Gold Coast around the GCRT corridor be underpinned by a several key economic principles, which are summarised here.

Diversification of the economic base

The Gold Coast economy relies heavily upon the construction and tourism sectors and consumption based activity which has left the city vulnerable to cyclical pressure and global fluctuation. However, as the city continues to diversify its economic and employment base, and put in place initiatives to attract key industries to the region, it has begun to transform into a ‘global city’.

New business and industry activity will generate more of the city’s wealth from productive and knowledge based economic activity. The diversification of the economy is focused on research and development, education and innovation underpinned by skilled labour, investment attraction, export capability and cultural infrastructure.

A key strategic outcome of the City’s Economic Development Strategy is an economy built on a diversified knowledge and strong export base. The GCRT project provides the opportunity to continue to broaden the economic base of the city by reinforcing the city’s activity centres and the development of the Gold Coast Health and Knowledge Precinct through the Council’s Pacific Innovation Corridor and Industry Development programs.

The GCRT will improve accessibility for workers, visitors and residents along the corridor and make the key activity centres more attractive for major tenants. There is potential to leverage upon the Gold Coast Health and Knowledge Precinct as a Specialist Centre to promote knowledge creation and entrepreneurial activity, health and medical, science and technology, green technologies, research and development and other supportive economic activities.

Create a more affordable and liveable city

The Gold Coast City has some of the most expensive housing in the country and the GCRT project has the potential to alleviate some of the housing pressures by establishing a new higher density residential environment with medium-rise and podium/terrace style developments that cost less to build. This will reduce private vehicle reliance and reduce traffic congestion leveraging upon the GCRT network connectivity.

Modal shift

The measure of success for the GCRT related to modal shift from private car usage to public transport will be in achieving sustainability targets through reduced car dependence. The Gold Coast has the highest level of vehicle-ownership in any major Australian city, however, for it to be a future global city it must become a sustainable city. The investment in Light Rail public transport infrastructure in the corridor will invariably increase use of public transport by residents of the Gold Coast. This reflects an increase in resident access to multiple public transport modes as well as greater incentive for modal shift away from private motor vehicle usage in response to intensifying traffic congestion. The benefits of increased public transport usage include time and travel cost savings, traffic decongestion, reduced motor vehicle ownership, noise and air pollution reduction and other transport specific benefits light rail will support increased residential densities. Without such a network the scale of development would be impossible due to severe traffic implications.

Network city

The Gold Coast has evolved as a linear multi-nodal city with its principle activity centres being Southport, Robina and a future centre planned at Coomera. The GCRT will allow the city to become more closely integrated with linkages between Southport and the specialist centres of the Gold Coast Health and Knowledge Precinct, Surfers Paradise and Broadbeach allowing for increased public transport investment in western connections to Robina/Varsity and southern and northern connections. The GCRT will allow the existing polycentric network of the Gold Coast to be harnessed to reinforce specialised clusters of economic activity close to residential communities, reducing the need for car oriented travel. Precincts will be multi-nodal:

- Each centre will provide the standard population consumption services e.g. hairdressers, dry cleaners, and doctors etc. which support the residential and working population.
- Each centre will have a unique competency which complements the other centres and adds value to the economic make up of the city.

The key precincts should provide a comprehensive range of services which contribute to the economic diversity of the city. They should be primarily complementary with core competencies or sectors/industries of comparative advantage with immediate supply chain industries in proximity.

- Residential
- Employment networks
- Services and retail
- Education and training
- Community and cultural facilities
The form of growth will be critical in defining the future character, identity and image of the Gold Coast. Perpetuating the trend of high rise towers dominating the coastal strip would have a lasting and detrimental impact on future urban quality and liveability.

City form scenarios
In the earlier stages of this study, built form scenarios were developed to test the potential implications of growth in the corridor. The three simple 3D models illustrated opposite were prepared to reflect different options for accommodating preliminary assumptions about population and employment growth. (More recent projections for growth are outlined in Part 1.)

Each option aimed to accommodate around 40-50,000 new dwellings and nearly 45,000 new job, with one third of these being knowledge based, within the corridor. The floor area required to support this growth target was estimated to be around 5 million sqm, based on typical floor area allocations for dwellings and typical floor space provision for each worker. To enable an easy comparison by stakeholders, the options sought to illustrate the different city form scenarios with 300 new buildings (equivalent to around 15 new buildings per year throughout the 20 year planning horizon for the study).

A need for greater diversity
The options highlighted the significant extent of growth projected for the corridor, and clearly illustrated that accommodating this growth in high rise buildings alone could lead to overcrowding and destruction of the amenity that presently makes the coastal strip an attractive place to live and visit - such as sunny beaches and ocean views.

Currently, typical Gold Coast development corresponds to one of two extremes - either high rise towers or lower building forms, with very little in between. More diverse building forms would spread the density and help manage the negative impacts evident in the uniform height scenario in particular. More diverse building forms would also offer greater accommodation choice.

Consideration of these scenarios lead to the conclusion that a hybrid of the poly-centric and consolidated options would be preferred. This is illustrated overleaf.

Strategy Idea No. 1
Realise a bold future for one Australia’s most distinctive and vibrant cities

City form directions
The analysis and stakeholder feedback confirmed that a hybrid approach should be developed to achieve the desired form and liveability objectives for the city and corridor. Key directions include:

- Focus density around centres to reinforce a poly-centric approach
- Avoid a ‘forest of towers’ outcome which would impact on views etc.
- Need to diversify range of building forms
- Consider higher densities along key east-west corridors

Unifrom height
Uniform scenario with the arrangement of up to 300 buildings at a consistent height of 25 storeys across corridor and frame

Poly-centric form
Poly-centric scenario delivering 300 buildings at a range of heights focused around existing centres

Consolidated focus
Consolidated centre scenario showing how a range of building heights could be organised to reinforce one of the major centres in the corridor (in this case, Surfers Paradise)
Case study - Broadbeach skyline

Are views forever...?

Jupiters Casino, opened in 1986, was designed to maximise views to the beach and foreshore. Its premium rooms command views from generous terraces to the north east and south east. Today, development in Broadbeach has obscured those views, so that now the casino’s premium rooms, without generous terraces, are those that face west over the canal network, towards the hinterland.

Can we accommodate growth without a ‘forest of towers’ that diminish views, breezes and the character that people love about the Gold Coast?

Jupiters Casino - today’s ocean view room outlook

Jupiters Casino - hinterland view room outlook is now considered ‘premium’

Re realise a bold future for one of Australia’s most distinctive and vibrant cities

GOAL Positively plan for growth and harness opportunities created by GCRT to realise a more vibrant and prosperous future for the Gold Coast

Recommendations

> Reinforce distinctive Gold Coast lifestyle ‘drawcards’ including subtropical climate, access to beaches, waterways, scenic rim and iconic high rise beachfront
> Recognise and harness ‘corridors of opportunity’ that are rich in catalyst sites and offer long term city building and future expansion opportunities
> Strengthen poly-centric form of the city and establish excellent public and green transit linkages to realise aspiration for a ‘network city’
> Capitalise on opportunities created by GCRT for transit orientated development and sustainable infill regeneration to ease pressure on scarce greenfield land
Strategy Idea No. 1
Realise a bold future for one Australia’s most distinctive and vibrant cities

City form

Three key growth nodes are proposed at Broadbeach, Surfers and Southport, complemented by a growth corridor from the Southport CBD to GCHKP. Consolidated growth is consolidated within Main Beach, with a focus on mid-rise infill/renewal within Florida Gardens.

Preferred City structure
Illustration of how a variety of building forms could be accommodated within a hybrid poly-centric/consolidated scenario

Broadbeach South renewal
Realise opportunities for the renewal of canal front industrial sites to provide a strong mixed use ‘front door’ to Pacific Fair

Broadbeach transit and growth corridor
Encourage intensification of residential and commercial uses along Hooker Boulevard to drive housing affordability and TOD outcomes

Low change area
Preserve resident amenity through protection of sensitive areas and enhance through improved street environments and public transport connections

Chevron Island renewal
Explore opportunities for Chevron Island to evolve into a distinctive and exciting mixed-use quarter, linking Cavill Avenue to the Council Administration Centre site and future Gold Coast Arts Centre

Broadbeach Central
Encourage the development of a dynamic residential, employment and entertainment destination focused around high quality green streets

Residential community focus
Reinforce locations for residential infill development to drive housing diversity, affordability and access

Celebrating Surfers Paradise
Surfers Paradise should be celebrated as a local, regional and global tourist destination, contributing a strong retail and tourism offer to the city’s visitors and residents

Preserving sensitive areas
The amenity provided by existing high quality residential neighbourhoods should be recognised, and improved through enhanced active and public transport connections where possible
Existing height controls across the corridor are preserved, with higher quality, compact and urban building forms encouraged through introduction of higher plot ratio entitlements and code provisions.

**Surfers Paradise transit and growth corridor**

- Improve east-west public transport connectivity into the heart of Surfers Paradise, to catalyse growth, improve accessibility and encourage long term city expansion.

**Queen Street East renewal**

- Harness GCRT surplus land sites to catalyse renewal and provide an active focus at the southern end of Scarborough Street.

**Residential community focus**

- Increase community access to natural amenity along the Smith Street and Loder Creek corridors, and encourage the diversification of housing typologies to drive affordability and variety.

**Southport transit and growth corridor**

- Encourage intensification of residential uses along the Queen Street alignment of the light rail route to provide housing diversity and Transit Oriented Development (TOD) objectives and accommodation options for key health and knowledge workers.

**Reconnect the Coastal Core to the city**

- Capitalise on the natural assets of the Coastal Core to reintegrate this isolated open space resource back into the city.

**Engaging the Broadwater**

- Reduce severance caused by Marine Parade and improve integration with Broadwater Parklands as a key public amenity and driver for future growth.

**Reinforcing Southport**

- Reinforce the role and function of Southport as the Principal Activity Centre, business district and transport hub for the Gold Coast.

**Health and Knowledge Precinct**

- Support the ongoing refinement of planning for the health and knowledge precinct, and opportunities associated with the Commonwealth Games athletes’ village.
A disintegrated city

At present, an extensive waterway network with few crossings, coupled with busy car orientated streets, creates barriers and a mosaic of disconnected precincts. Those connections that do exist are indirect, difficult to navigate, and of generally limited quality for any journey other than by private car.

While difficult to achieve with the existing road network and pattern of development, opportunities to create a finer grained mesh of connections supporting more direct and convenient movement must be realised. An increase in the number of east-west connections and improved access from the coastal strip to areas west of the waterway network will be important.

The resultant significantly shorter and more direct walking and cycle trips, combined with more frequent public transport services and better modal integration, will encourage fewer car trips and ease congestion on the limited number of through vehicle routes.

Opportunities should be explored to disperse vehicle movement across the existing east-west connections to ease pressure at key intersections and reduce the severance caused by busy north-south routes.

A mosaic of disconnected precincts

The urban fabric of the Gold Coast is fragmented by busy roads and an extensive network of waterways.

To realise a sustainable future for the Gold Coast, existing streets, public spaces and waterways must be improved and integrated more completely in order to improve the quality of connections between precincts.

GCRT as the backbone for transit

The establishment of the Gold Coast Rapid Transit system will provide a strong "backbone" for the strengthening of existing public transport. Key east-west routes intersecting with the GCRT route will feed into and support rapid public transport.

Upgrade existing non-compliant bridge connections

Early priority is needed to improve the accessibility and safety of existing bridge connections, particularly:

- Nerang River at Southport,
- Chevron Island linking to Thomas Drive and Slatyer Avenue, and
- Isle of Capri at Via Roma.

A dozen new bridges create links

A key manoeuvre in the creation of a truly walkable city will be the establishment of a "green" pedestrian bridge network. Spanning the city, this network will connect the key activity areas and attractors of the coast with residential catchments west of the Nerang River, increasing accessibility and public engagement with the "blue edges" of the Gold Coast.

Boosting economic performance in a Network City

Like national economies, cities rely on building an economic base through industry and sectoral specialisation. Across the Gold Coast a 'network city' will maximise economic, employment, social and environmental multipliers by encouraging key nodes of specialisation in optimal locations.

Optimal performance from a network city relies upon efficient movement of people and labour on timely, efficient and accessible movement networks, and a degree of competitiveness between nodes with a strong level of synergy and cohesion that creates regional, nationally prominent employment hubs combined with liveable residential options.
More east-west connections
Current city-wide movement patterns favour north-south arterial routes. To create a more accessible city, east-west routes must support active (walking and cycling) and public transport corridors to connect residents with key destinations across the city.

Higher quality north-south links
North-south routes provide efficient linkages for private transport users between the north and south of the city, but have an adverse impact on the edges of their corridors. Improving the quality of these north-south linkages by upgrading intersections and crossings, providing public transport, and enhanced street environments, would assist greatly in relinking the disconnected precincts of the Gold Coast.

Priority bus network to support GCRT
The GCRT, a poly-centric city form, business activity and broader economic objectives, would all be supported by provision of fast, direct and frequent bus network links between key activity centres. Priority buses are proposed within the draft “Connecting SEQ” document.

Interchanges for modal integration
The establishment of key locations for modal interchange will provide better transport integration, including end of trip facilities and bicycle parking for cyclists. The possibility also exists to establish tourist and rapid ferry networks, which if realised would further enhance the Gold Coast’s image as a coastal metropolis, and support the diversification of modal choice.

GOAL Reconnect the fragmented mosaic of urban communities

RECOMMENDATIONS
> Create an active transport network where walking and cycle trips can be shorter and more direct than car based trips without diminishing the functionality of the road network
> Investigate the potential for a ‘green bridge’ building programme to release opportunities for a comprehensive network of walking and cycling connections
> Increase the quality and function of east-west pedestrian, cycle and vehicle routes
> Improve quality of north and south routes and manage the “barrier effect” of busy intersections
> Establish rapid district and local bus routes, fed by improved pedestrian and cycle links, to support the role and function of GCRT
A latent canal city?

The Gold Coast’s commanding position on the coastline has driven an ocean orientated built form and lifestyle, and has in part, defined its globally recognised image. In this context, the significant network of canals and natural waterways that permeate the coastal strip have been significantly under-utilised and overlooked as one of the city’s defining elements.

Internationally, canal cities are regarded amongst the world’s most engaging and memorable urban landscapes. Opportunities exist for the Gold Coast to harness this special, water rich landscape to broaden the appeal and depth of the city’s character.

Priority should be given to improving access to the waterway network and boosting the quality and function of waterfront public spaces. With more water edges than Venice and Amsterdam combined and only a fraction of the crossings, the waterway network on the Gold Coast is a barrier to convenient walking and cycle trips. Opportunities should be explored for the delivery of additional water crossings, as well as longer term opportunities for waterfront promenades connecting key city precincts, centres and communities.

A city of under-appreciated waterfronts

Over 60% of the city’s water edges are privatised, and the public edges that do exist are often occupied by busy roads and isolated fragments of the open space network.

The beach front is well loved and readily accessible by The Esplanade and the east-west avenues but the Nerang River and canal network are difficult to access. Where public access exists, the spaces are typically neglected and under-utilised.

Opportunities exist for more waterfront buildings and public spaces to enhance the city’s relationship to its water-rich landscape context. In the medium and longer term, possibilities exist to unlock currently privatised water edges in key locations for publicly accessible walkways and active promenades.

Strategy Idea No. 3

Re-engage the city with its blue edges and water rich context
### Case study - Attributes of selected canal cities

<table>
<thead>
<tr>
<th>City</th>
<th>Population</th>
<th>Area (sq km)</th>
<th>Density</th>
<th>Canals and waterways</th>
<th>Bridges /km²</th>
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<tbody>
<tr>
<td>Gold Coast</td>
<td>505,000</td>
<td>1402</td>
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<td>700 km</td>
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<tr>
<td>Hamburg</td>
<td>1,783,000</td>
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<td>2,362</td>
<td>20 km</td>
<td>20</td>
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<tr>
<td>Copenhagen</td>
<td>780,152</td>
<td>219 (53 sq km of water)</td>
<td></td>
<td>14 km</td>
<td>17</td>
</tr>
<tr>
<td>Amsterdam</td>
<td>780,152</td>
<td>89</td>
<td></td>
<td>14 km</td>
<td>54</td>
</tr>
<tr>
<td>Venice</td>
<td>270,000</td>
<td>414</td>
<td></td>
<td>38 km</td>
<td>90</td>
</tr>
</tbody>
</table>

**Desperate to connect**

While the Gold Coast has the most expansive waterway network of selected world ‘canal cities’, a lack of frequent connections and bridges means that waterways divide the city more than they bring it together.

Key opportunities exist to establish more connections to reintegrate the places and communities of the Gold Coast.
Strategy Idea No. 3
Re-engage the city with its blue edges and water rich context

The beach as a unifying element
The beach is one of the largest and most well-connected open spaces in the corridor, linking with a number of significant centres and other public spaces. The Esplanade is an under-utilised opportunity to boost the range of activities on the beachfront and strengthen the interface between the city and its greatest asset. Where continuous public access along the beach is not possible, east-west streets along the coast are spaced closely enough to provide frequent public access and opportunities to celebrate the beach. Particular opportunities exist to reinforce beach access points from station approach streets, including potential for beach plaza areas with complementary ground floor uses that provide places for people to meet, get a drink, an ice cream or find a place out of the sun to relax.

More crossings are needed
With more water edges than Venice and Amsterdam combined but only a fraction of the crossings, the Gold Coast waterways are a barrier to convenient walking and cycle trips. Only 8 routes connect over the Nerang River and canal network to the coastal strip along the entire 9 km long study corridor. The distance between connections makes walking and cycling indirect and an unattractive alternative to travelling by car.

A strong case exists for more connections, particularly pedestrian and cycle routes that can directly link communities and centres.
Green bridges as community focus
New ‘green bridge’ connections will not only provide new links to support sustainable transport, but will also create opportunities to establish pockets of waterfront open space with potential for boat parking and fine grained local uses like cafes.

However, residents may fear how new bridge connections could affect their privacy or change their part of the city, and in particular may oppose the introduction of new through routes, even if only for pedestrians and cyclists. This will present significant challenges for establishing new connections between communities.

Good community engagement along with detailed investigation of feasibility and community appetite for the connection would be required in each case.

Case study - Iconic structures vs pragmatic connections

A different paradigm could amplify impact...

Does one iconic bridge = twelve smaller bridges?

<table>
<thead>
<tr>
<th>Iconic bridge</th>
<th>Workhorse’ bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>$63 Million</td>
<td>$5 Million</td>
</tr>
</tbody>
</table>

Adjacent buildings designed to present well to public spaces and provide surveillance from upper levels.
A new dimension in the movement network?

Currently, the Gold Coast’s waterways network disintegrates the urban fabric more than it binds it together, but as other global canal cities have demonstrated, the blue network can perform a key function in the city’s movement network. Passenger and tourist ferry services, as well as provision for private boat movements, can provide a wider choice of modes and greater diversity of passenger experience.

The waterway network is one of the Gold Coast’s most distinctive landscape elements and any opportunity to embrace it in the day to day life of the city is worthy of special attention.

An extensive waterway network with potential for ferry network

The Gold Coast’s waterways network is extraordinary in its extent and permeates a significant area of the urbanised coastal strip. While weirs limit access all the way to Robina and Varsity Lakes, the network remains navigable to major centres including Surfers Paradise, Southport, Broadbeach and through the Broadwater to Coomera and the Southern Bay Islands. Opportunities could be explored for the establishment of a limited, potentially rapid, ferry service between select locations subject to investigations regarding allowable speeds for larger craft.

Notional rapid ferry network linking key centres

Strategy Idea No. 3
Re-engage the city with its blue edges and water rich context
Case study - A latent movement corridor

Waterways – barrier or conduit?

With more than one boat registered for every six households on the Gold Coast opportunities may exist to harness the waterway network to enable greater private boat use as an alternative mode of transport. Provision of boat parking at select locations could facilitate a limited movement network particularly well suited to leisure journeys.

There is 1 boat for every 6 households on the Gold Coast

Source: 2006 Census and 2009 QLD Transport Boat Registration Data

Private boat parking

Provision for short term boat parking at selected locations could unlock the potential of the canal and waterway network for private boat owners. Greater use of boats would enhance the vibrancy of the Gold Coast’s waterway network and its broader appeal as a destination.

Emerging proposals for the Isle of Capri centre have made allowance for short term boat parking in redevelopment plans.

Re-engage the city with its blue edges and water rich context

GOAL Embrace the special water-rich landscape as a defining feature and part of daily city life

RECOMMENDATIONS

> Boost the quality of The Esplanade to strengthen its presence and role as an interface between the city and beach
> Strengthen ‘moments of celebration’ where east-west streets terminate on the beach, particularly on streets with direct access to GCRT stations
> Explore opportunities for the delivery of additional water crossings and waterfront promenades connecting key city precincts, centres and communities
> Investigate feasibility of passenger and tourist ferry services to provide a wider choice of transportation modes and greater diversity of passenger experience
> Harness the waterway network to enable more private boat use
Strategy Idea No. 4
Provide greater choice for access and mobility

’Placing a priority on non-car transportation systems and networks, such as public transport and active transport, is an important step in achieving better productivity, sustainability and liveability objectives.’

Our Cities, Our Future, Department of Infrastructure and Transport Commonwealth of Australia 2011

A city of chronic car reliance
Existing travel patterns on the Gold Coast demonstrate a heavy reliance on the private car as the way to move around the city. Alternative modes are available but limited provision for walking and cycling, and lower frequency public transport services, make journeys by car a compelling option.

With road congestion rising, public transport is recognised as a critical driver for sustaining growth and economic performance in the city and region. In this context, the Queensland Government and Gold Coast City Council transport strategies place the GCRT project at the heart of plans for an expanded public transport network. The Gold Coast City Council’s Bold Future Corporate Plan sets a target to achieve 7% of all trips on public transport by 2014.

To realise the aspiration for a more sustainable transit future, public transport must compete with the private car in each of the key areas that influence journey choice – cost, convenience, speed and experience. While light rail offers distinct advantages to offer a real alternative to the private car, it must operate as part of an integrated broader movement network.

Connectivity is the lifeblood of the city
’How efficiently our cities connect people, knowledge, businesses and markets...directly impacts upon the economic performance of our urban and regional areas and their ability to contribute to national productivity growth.’

Our Cities, Our Future Department of Infrastructure and Transport Commonwealth of Australia 2011
A cycle supportive city

Key opportunities exist for the Gold Coast as a cycle city. Already, it is faster and more convenient to cycle through Surfers Paradise than it is to drive. Its low lying and generally flat land form supports easy and comfortable cycling. The linear configuration of the city means the beach and most of the urban areas east of Olsen Avenue and the highway could be reached comfortable in 10-15 minutes. The existing cycle route network is limited, but a comprehensive programme of upgrades and new connections is underway to remedy poor quality routes and the numerous missing links.

Access for all

Ensure universal access to the public realm, including public buildings, open space and transport connections.

A pedestrian friendly city

All journeys are a “door to door” experience. In addition, to the provision of more opportunities for walking, how pleasant, accessible, interesting, convenient, safe and comfortable the walk to the shop, station or bus stop is, will be a factor in a person’s decision to walk instead of drive, or use public transport over private. This means that beyond the design and quality of the stations and rolling stock, the way people get to and from stations is one of the most important elements in the travel experience.

It is critical that approaches to stations are shady and provide weather protection for comfort in the subtropical climate. Station entries should be positioned in locations where a variety of other appropriate uses and activities promote casual surveillance and a safer journey.

Opportunities exist to develop stations to collocate and integrate with day to day amenities and services (such as convenience shopping) to reduce the need for ongoing trips. In this context, urban design and place making play a crucial role in enhancing station walk-up and improving the overall attractiveness of the public transport system.

Case study - Speed of travel compared

Driving vs walking...

One person took a journey through Surfers Paradise from Main Beach to Remembrance Drive, using three different travel modes. Here are the results. Distance 1800 m.

Walking 25 mins. Average 4.3 km/hr.

Cycling 7 mins 8 secs. Average 15.1 km/hr.

Driving 5 mins 49 secs + Parking and walk to destination 5 mins. (Inter peak). Average 9.8 km/hr (18 km/hr drive time only).

The car is not always the fastest or most enjoyable modal choice

A short trip advantage in the urban spine

The car may be the mode of choice for getting to the urban spine, but it soon loses its advantage and appeal. Cyclists can outpace cars, and for short trips walking is a competitive option.
Strategy Idea No. 4
Provide greater choice for access and mobility

Harnessing east-west routes
The current transport function of the eight east-west routes has evolved to reflect the particular physical constraints and strategic network connections unique to each.

Opportunities exist to recognise the attributes of these routes and designate specialised roles in a future integrated transport network. Four of the east-west routes - Hooker Boulevard, Via Roma, Queen Street and Smith Street - naturally perform a more significant role in the vehicle network. Due to lack of wider connectivity and limitations of current and future infrastructure constraints, the remaining routes perform a much lower function in the network. These routes are Nerang Street, Thomas Drive, Monaco Street, and T.E. Peters Drive.

Opportunities exist to improve the function of the overall network through the development of an integrated transport strategy, with particular emphasis on the role and function of key east-west routes as 'key route - all modes' or 'active transit priority'.

Specialised roles for east-west links
While preserving existing network capacity, recognise the inherent opportunities and constraints of each east-west link and designate a specialised future role in the network to encourage more sustainable travel choices.
Limited modal choice

Within the study corridor there is a limited range of modes available to support journey choice. This lack of options forces more travel by car.

A public transport city

The closer integration of employment, residential and other uses in a polycentric city model helps reduce travel demand, but overall economic performance and social cohesion of the city will rely on there being excellent connections between key centres and the communities they serve. Frequent, convenient and speedy connections are critical to maintaining access between specialist activity areas and providing a comparable level of synergy and agglomeration to city centre environments where physical proximity is inherent.

For the Gold Coast to become ‘a city connecting people and places’, with strengthened economic growth and a broader economic base, high quality and frequent public transport connections must be realised.

Opportunities exist for the establishment of rapid district and local bus routes, fed by improved active transport links, to support the role and function of GCRT and better link activity centres. Particular opportunities include Southport – Nerang Road, Via Roma and Salerno Drive and Hooker Boulevard.

It will be critical for the future bus network to integrate seamlessly with GCRT to enable efficient interchange and the development of a truly networked public transport system. Opportunities exist to create key interchanges at major centres including the GCHKP, Southport central area, Surfers Paradise and Broadbeach. Attention should be given to opportunities that limits the impact of the future bus network on the capacity of currently busy roads and congested intersections within the coastal core.

Transport choice has real benefits

If the future transport network can make a second car per household a luxury and not a necessity, the average Gold Coast family could save more than half its weekly rent in avoided costs.

Provide greater choice for access and mobility

GOAL A city with a truly integrated movement system that provides choice

RECOMMENDATIONS

> Reinforce GCRT as the backbone of a new accessibility paradigm
> Establish integrated city wide public transport network including new east-west rapid bus corridors and key intermodal interchange points to support convenient access between inland centres and communities and the coastal strip
> Improve existing walking connections and provide new links to support direct and convenient access to activity centres and in particular GCRT stations and public transport nodes
> Improve quality of existing streets and spaces to improve journey experience and attractiveness of the public transport system
> Remedy key missing links and expand the cycle network to foster the Gold Coast as a leading cycle city
Strategy Idea No. 5
Challenge the trend of traffic dominated streets

**Balanced intervention is needed to boost pedestrian priority**

As a city where the private car is the mode of choice, and significant change is likely to occur over a period of time, opportunities to achieve greater pedestrian priority should be balanced and seek to maintain the function and capacity of the road network.

Over time, more radical measures can be implemented as travel behaviour changes.

Initial attention should be directed towards a balanced suite of measures to realise the latent pedestrian priority in the network.

> **Shorter signal phases** – opportunities to change signal phasing to enable more frequent pedestrian crossing and reduce the likelihood of risky crossing behaviour should be explored.

> **Kerb build-outs** – at busy intersections potential build-outs to shorten crossing distance should be investigated. In conjunction with shorter signal phases, to allow more frequent crossing, opportunities exist to increase the capacity of pedestrian crossings without compromising the ‘green time’ allocated to cars.

> **Medians and refuge islands to make crossing busy roads safer** – on busier routes and streets with multiple lanes in each direction, explore opportunities to establish medians to support safer opportunistic crossing.

> **Slower vehicle speeds in urban core** – within the urban core, where typical vehicle speeds are low, investigate opportunities to reduce the speed environment to improve safety for pedestrians and cyclists. Lower speeds can also support less restrictive road design standards, enabling street tree planting and lane width reductions.

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**Delays at signals...**
Signals favour vehicle movement

Signals on the Gold Coast Highway have 120 second cycle times and an average wait of **> 60 seconds**

<table>
<thead>
<tr>
<th>Delay Range</th>
<th>Likelihood of risk taking</th>
</tr>
</thead>
<tbody>
<tr>
<td>≤ 10</td>
<td>Low</td>
</tr>
<tr>
<td>10 &lt; delay ≤ 20</td>
<td>Moderate</td>
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<tr>
<td>20 &lt; delay ≤ 30</td>
<td>High</td>
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<tr>
<td>30 &lt; delay ≤ 40</td>
<td>Very high</td>
</tr>
<tr>
<td>40 &lt; delay ≤ 60</td>
<td></td>
</tr>
<tr>
<td>60 &lt; delay</td>
<td></td>
</tr>
</tbody>
</table>

**Excessive wait times increase risk taking**

Gold Coast
Excessive waiting
A walk down Elkhorn Ave, heading west from Chevron Island to the beach reveals that pedestrians spend around 40% of their time waiting for a green light.

Very short pedestrian green time at crossings makes it almost impossible to meet a green light when approaching on foot, resulting in constant interruptions to the walk.

Total journey time 7 minutes 14 seconds
Walking time 4 minutes 25 seconds
Time waiting at traffic lights 2 minutes 49 seconds

Each of the traffic lights were red during this journey

Vehicle priority is a barrier to pedestrian movement
Car dominated intersections with lengthy wait times interrupt walking trips and encourage risky behaviour.

Gold Coast Highway or Gold Coast Boulevard?
The Gold Coast Highway provides an opportunity for a great ‘people street’, fringed with active uses and a lively public realm. The name of the street could be changed to Gold Coast Boulevard, to clearly indicate a shift in the function and importance of this street in the city.
Strategy Idea No. 5
Challenge the trend of traffic dominated streets

Match footpath capacity to growing demand

Throughout the GCRT corridor, extremes of footpath provision can be observed. In some streets generous footpaths are provided, while other areas, particularly outside the coastal strip, have limited or no provision.

The Corridor Access and Mobility Study (CAMS) provides a comprehensive review of existing footpath provision and future demand associated with the day-to-day life of the city and GCRT related pedestrian movements. In addition to necessary upgrades to address existing deficiencies, it recommends significant footpath widening in numerous locations, particularly focused around key station approaches and in the traditional street based centres including Broadbeach, Surfers Paradise and Southport.

The GCRT project will generate increased pedestrian movement to and from stations. Walking connections must be capable of supporting the volume of pedestrian trips projected, and be activated, safe, shaded and well sheltered.

Challenge the trend of traffic dominated streets

GOAL A city where it is a pleasure to walk and linger

RECOMMENDATIONS

> Improve pedestrian safety and comfort by preserving clear walk zones in bustling centres and planted buffers on busy roads
> Encourage surveillance and activation, particularly around GCRT stations
> Commence a city wide greener street programme aiming to deliver 10,000 trees in ten years
> Develop new models for the delivery of public space and facilitate the delivery of new compact spaces in association with the renewal of major publicly owned sites
> Foster a rich and engaging urban environment reinforcing existing and emerging quarters and a coordinated approach to public art, lighting and finishes

Surf Parade, Broadbeach - pedestrian pinch points created by restaurant seating areas
Strategy Idea No. 6
Streets and spaces for people and a greener Gold Coast

New models for public space in an intensifying corridor
While the corridor as a whole is well provided with green spaces, there is relatively limited provision of space of an appropriate quality and function in the intensive coastal strip, including Chevron Island, Surfers Paradise and parts of Broadbeach.

With significant growth planned for the corridor, additional provision will be needed to cater for growing needs. The scarcity of land within the coastal core challenges the traditional model of pro-rata green space provision and places emphasis on the quality and function of new public spaces rather than size. New and innovative ways are needed to provide the amenity and relief, appropriate to a busy urban environment.

Existing under-utilised open spaces, particularly those associated with the waterway network, could perform a more significant role in the open space network, a role that could be significantly amplified through the creation of new public waterfront walkways.

Significant sites, particularly those in public ownership, provide important opportunities for the creation of new public spaces and focal points for the community. These spaces should aim to foster public life, community interaction and well-being, and forms of recreation that can flourish in a compact urban context. This could include playgrounds for ‘urban’ families and distinctive placemaking elements such as water play areas and interactive artworks.

‘Urban’ public spaces
Within the intensively developed coastal core, the emphasis for public space provision should be on quality, function and connectedness, rather than size.

With increasing densities of workers and residents, there is an imperative for greater investment in public spaces and their maintenance.

Innovative models for private space
Key opportunities exist within new developments to support more expansive and usable spaces in, around and on top of new buildings. Greener buildings advance the aspiration for more subtropical development forms on the Gold Coast.

Residential tower in Singapore with communal ‘green’ balconies and usable rooftops (By WOHA)
Transform roads into public spaces

The single most significant opportunity to enlarge and improve the quality of public realm in the corridor exists in the road network. There are significant latent opportunities to transform roads into well loved, vital and vibrant spaces. Part 3 of this study - Better Gold Coast Streets and Places - outlines a suite of practical actions to improve the quality and accessibility of streets, and facilitate a transition from ‘roads’ to ‘streets’.

Priority actions for the Gold Coast to create the right conditions to foster street life include the need for street tree planting, footpath improvements and greater investment in the quality and distinctiveness of furniture, public art and materials.
Revegetating Gold Coast streets

In a context where a quantifiable and compelling case can justify space to accommodate the ‘hard infrastructure’, trees and vegetation have disappeared from many Gold Coast streets. There are significant challenges to providing street trees throughout the corridor.

Pressure on the road network to accommodate growing capacity demands, and a wider range of movement functions is increasing. Many streets will be required to support greater vehicle capacity and more vehicle lanes, dedicated cycle routes, wider footpaths to serve the GCRT, and upgrades to underground utilities and services. As a finite resource, the limited area of land in the city’s road reserves will be insufficient to meet every need.

With this spectrum of competing demands, it will be necessary to define priorities for the road network to achieve city-wide movement and livability objectives.

As outlined in Strategy Idea 4, the quality of the urban environment is a key influence on journey experience. To achieve the aspiration of a significant shift in travel behaviour, improving the quality and attractiveness of the Gold Coast’s streets is a key priority.

Street trees are an important ingredient in a quality public realm, and in a subtropical climate they are critical to achieving appropriate levels of shade and shelter. In 2011 Gold Coast City Council surveyed temperatures on a hot Gold Coast summer day and determined that the air temperature in streets with good tree cover can be more than 10°C cooler than streets without tree cover, and more than 5°C cooler than streets with awnings and structured shade.

Attention is required to balance the competing interests for space in the road reserve and release opportunities for street tree planting. Detailed strategies for investigation are outlined in Part 4 - Better Gold Coast Streets and Spaces.

Planting the private realm for greener streets

Sometimes, planting street trees within the road reserve may be impossible due to underground and overhead utilities and carriageway setback requirements.

However, opportunities may exist for trees to be established in the front setback of redevelopment sites to provide shade on footpaths and a greener streetscape.
Safer streets for people

Successful places are responsive to the needs of people. A wide range of needs must be considered in establishing movement routes and in devising a public realm that supports universal and equitable access. These spaces must be safe and secure, with a mix of activities and building forms to encourage surveillance and discourage anti-social behaviour.

Within centres, existing pavements are frequently crowded with cafe tables and planter boxes which leave limited space for pedestrian thoroughfare, and some streets are already suffering from over crowding in busy periods. The provision of minimum clear walking zones on footpaths, particularly on station approach streets, will require attention. Design guidance that encourages the orientation and configuration of upper level layouts of buildings to provide surveillance over streets and public spaces is required. Buildings and spaces should be designed to promote definition between public and private space, create legibility, clear sight lines and minimise creation of unsafe spaces. The principles of Crime Prevention Through Environmental Design (CPTED) are also applicable to the design of streets and public spaces. Provision of good lighting and the potentially CCTV where appropriate should be considered in public areas.

Urban richness and quarters

Distinctive and memorable places are defined by rich, multi-layered and authentic experiences. Strategies could be developed to foster the distinctiveness of established and emerging city precincts through a co-ordinated approach to lighting, furniture and place detailing. Although some progress is being made, the Gold Coast is still developing a strong cultural overlay that links to city quarters, such as a China Town or Little Italy.

In conjunction with broader city-wide economic development strategies, potential exists for local place management activities to foster creative industry opportunities and develop more diverse and distinctive precinct characters and city offering.

Streets and spaces for people and a greener Gold Coast

GOAL Walking and cycling are safe and convenient

RECOMMENDATIONS

> Increase footpath widths to match patronage requirements for GCRT and to support increasing street life and walking
> Enhance pedestrian priority at busy intersections with changes to signalling arrangements and kerb alignments
> Review speed limits in the urban core and opportunities for medians on busy routes to support safer and more convenient pedestrian crossing

Buffer planting on busy roads to improve comfort and safety

Opportunities exist on busy roads to establish modestly scaled kerbside planting zones to provide a sense of separation and relief for pedestrians. Where safety standards and underground services permit, these zones should support tree planting to provide shade, shelter and ‘green’ the street.
A need for greater diversity

The existing built form on the Gold Coast is polarised at each extent of the height and density spectrum. The typical forms of development are either high rise towers or detached and low rise walk-up residential. The development scenario explorations (see Strategy Idea No. 1) highlighted that a continued emphasis on the tower form as the primary vehicle to accommodate growth, will have adverse impacts on amenity, views, overshadowing, and breezes.

There is a need for greater diversity in the range of building forms on the coastal core, not only to preserve amenity, but also to provide more choice for residents, businesses and visitors. New medium rise building forms could accommodate a more significant proportion of projected growth, especially affordable housing.

Impediments exist for a shift in the predominant form of development:
> Views are perceived as a driver for real estate sales
> Land is expensive and difficult to assemble
> Community mistrust of ‘density’ and subsequent lack of political appetite to drive this change
> Regulations don’t support cost effective mid-rise
> The development and construction industries on the Gold Coast are not geared for delivering efficient mid-rise development

Key benefits that can accrue from a more diverse approach include:
> Ability to accommodate significant proportion of growth development avoiding further expansion of the city’s footprint
> With scarce fringe land to be exhausted within a decade, encouraging a transition to new multi-unit forms of construction is needed to secure the future of 40% of Gold Coast jobs which are directly related to the development and construction industry
> Avoiding a ‘forest of towers’ outcome that would diminish liveability
> Enable more affordable forms of housing within well serviced urban areas to help reduce the cost of living
> Provide a wider choice of housing types to meet the diverse needs of the community

Existing forms contribute little to urban quality at street level

The form of many buildings in the coastal strip has been driven by a desire to capture views or maximise site yield. Many buildings fail to address the street, or to create a positive interface that defines public and private space.

The resulting streetscapes are often devoid of activation and surveillance. They are dominated by pleasant but uninteresting landscaping and private recreation facilities, or by half basement parking structures and privacy screens.

Action is needed to achieve more responsive forms of development that build, rather than diminish urban quality and street life. Part 4 - Better Gold Coast Buildings - provides guidance on new building typologies that could be developed.

**Strategy Idea No. 7**

*Design buildings to foster ‘street life’ and a distinct Gold Coast character*

Existing forms are polarised

Medium rise forms are missing

Typical low rise development

Typical high rise development

New mid-rise

New tower

New mid-rise forms might be sleeved around typical high rise development to provide better street presence and enclosure

A potential new typology for a subtropical tower, sleeved with development that addresses, defines and activates the street
Street ‘enclosure’ to boost legibility

‘Enclosure’ is the proportion of a street’s perceived width to the height of the built fabric (buildings, fences and walls) that defines its edges. Perceived width is influenced by the width of the road reserve and the distance that buildings are set back.

The degree of enclosure in a built environment can communicate clear messages to people moving through it; for example dense, highly enclosed streets communicate ‘city’ or ‘urban’, whereas more open streets speak ‘suburb’. These visual cues are intuitively understood, and help people to orient themselves or ‘read’ their environment (also referred to as ‘legibility’). Buildings should reinforce these traditional cues and promote levels of enclosure relative to intensity of activity and location in the city.

Positive public interface

Development can create a positive interface between public and private spaces. In residential buildings, protecting privacy for residences can be achieved while encouraging casual surveillance of the street and communal spaces to enhance safety.

In centres, uses can be established that transition between private units or commercial, and the public realm at ground. The number and frequency of building entries and tenancy frontages in these areas will affect the level and mix of activity in the adjoining street or public realm. It is important for the activation of centres to achieve an appropriate amount of active building frontage to the public realm.

Example of how a variety of uses can be combined in a single building, providing activation and casual surveillance of the street, privacy for residents and screening of utilitarian areas (in this case car parking).
An agenda for quality

A set of values has been defined in Part 4 - Better Gold Coast Buildings - to underpin higher quality development that reinforces streetscape and city shaping outcomes. The values seek to encourage more responsive building design for people, places, buildings, transport, and sustainability.

Key areas for action include:

- Support the creation of well defined and consistent street edges so that ‘build-to’ lines, where appropriate, bring development closer to the street frontage
- Embrace the coast’s subtropical climate and encourage indoor/outdoor living, celebrating vegetation and green spaces in, over and around buildings
- Encourage buildings to provide enclosure to lanes and public spaces appropriate to local levels of activity
- Design to manage wind, provide shade and shelter, and ensure spaces are comfortable and climate responsive
- Promote more energy efficient buildings and actively encourage natural ventilation for all appropriate building forms
- Encourage sensitive orientation, sitting and arrangement of buildings to preserve the privacy of non-public spaces, particularly residential uses.
- Encourage the orientation of buildings and configuration of upper level layouts to provide surveillance over streets and public spaces.

Resilient and adaptable buildings

Fluctuations in market trends and current street based retail vacancy rates in the coastal core highlight the need for building forms that can support a range of uses at ground level.

The influence of climate change and sea level rise must also be factored into planning and design. Guidance should ensure floor levels and car parking respond to the risks of climate change, storm surge and flooding.

Strategy Idea No. 7

Design buildings to foster ‘street life’ and a distinct Gold Coast character
Case study - Affordability on the Gold Coast

A city in affordability crisis

The Gold Coast was recently identified as the twelfth least affordable place to live on the planet in an international survey of seven western countries.

Existing residential towers are well located relative to services and employment, but they are expensive to buy into. Conversely detached dwellings on the urban fringe may be cheaper to buy or rent, but they can require higher expenditure on transport and other outgoings (such as water for garden maintenance), that make them expensive to live in. This difference between ‘affordable housing’ (the cost of housing) and ‘affordable living’ (the combined cost of housing and other living expenses) is often overlooked in discussions about housing.

According to MacroPlan, only 10% of the market can now afford to live in the typical high density apartment.

Urgent attention is needed to address housing and lifestyle affordability. Diverse building forms could be part of the answer.

Building diversity is a solution…

Medium rise forms are missing

High (10+ storeys)

- Build costs = $3,000 / sqm
- Avg 110 sqm unit = $330,000 (plus land costs - typically near beach, with a significant premium)
- Sale price = $10 – $15,000 / sqm

**Entry Point = $700,000**

Source: MacroPlan Australia August 2011

Medium (4-9 storeys)

- Build costs = $2,400 / sqm
- Avg 80 sqm unit = $190,000 (plus land costs)
- Sale price = $4 – $6,000 / sqm

**Entry Point = $400/450,000**

Source: MacroPlan Australia August 2011

Gold Coast Rapid Transit | Corridor Study

Prepared by HASSELL for GCCC
Urban expansion vs consolidation

Ongoing growth combined with a diminishing greenfield land supply create a turning point for the Gold Coast. Historically, low density urban expansion has been the typical response to these pressures given the market’s ability to deliver housing in this form efficiently and a lower up front capital cost for households.

The planning framework supports a growth pattern with a strong emphasis on higher density infill development - an approach that recognises that sprawl results in higher living costs, and a greater environmental impact.

A greater diversity of building forms will be critical to accommodate growth within the urban footprint without diminishing amenity and liveability.

Development entitlements and building height

Preserving existing building height entitlements will be a priority while also encouraging the market towards more compact and efficient building forms with higher plot ratios. The building typologies provide a framework to achieve these outcomes.

Design quality bonus

A review of GCCC’s Policy 18 relating to the awarding of bonuses, and its application, is required in order to promote greater clarity for the market about what type of design outcomes are desirable and what level of development is acceptable in an area.

Greater transparency and clarity around the criteria and assessment of incentive based bonuses would be beneficial.

Consideration should be given to mandating a baseline level of design quality through codes, while preserving scope for to support exceptional noncomplying proposals.

Improving established strata-title development

Many existing strata titled high rise developments follow the traditional approach of a tower in a landscape setting. These developments often fail to provide a quality public realm interface or optimise the use of scarce urban land. Opportunities should be explored to support modest development opportunities associated with existing strata-titled high rise developments, potentially enabling low-scale, infill at the street edge.
The current Gold Coast planning framework has generous height allowances for development throughout the corridor, but relatively modest floor area entitlements. Opportunities exist to accommodate higher levels of growth within the existing building height control envelope, and potentially encourage lower forms as part of a diverse range of building types and sizes to preserve views, minimise shadowing and help reinforce the poly-centric city form of the Gold Coast in its skyline.

**GOAL** A city with more responsive and distinctive Gold Coast architecture

**RECOMMENDATIONS**
- Encourage more distinctive and climatically responsive design
- Promote a greater diversity of building forms to accommodate growth
- Manage future building form to preserve views, breezes and minimise shadowing impacts
- Encourage buildings that contribute to a quality urban environment and foster street life
- Support variety of housing types to boost affordability and bring families back to the coastal core

*Design buildings to foster ‘street life’ and a distinct Gold Coast character*
Strategy Idea No. 8
Create genuine communities

Build the permanent residential population

Holiday and short term accommodation has progressively become the dominant form of housing in the highly urbanised coastal zone of the Gold Coast.

Key opportunities exist to boost housing choice and affordability in the corridor to provide alternatives to the current trend for families and permanent residents at the fringe with limited access to services. Attracting a permanent residential base back to the urban core of the coast would help to realise a range of key benefits, including:
> Greater sense of community and social capital providing greater support and services for a range of disadvantaged groups
> Greater opportunities for casual surveillance and “ownership” of public and private spaces leading to reduced likelihood of antisocial behaviour
> Higher levels of pedestrian movement and activity in the public realm supporting more viable local and street based retail
> Increased opportunities for local social and community events (such as festivals and markets)

Attracting a permanent residential base back to the urban core will also increase the existing demand for social and community services in this area, and require a corresponding increase in provision.

A stronger and more inclusive community

The creation of a strong community is not only driven by the built components of an urban environment, but is grounded in the establishment of soft infrastructure. A community development strategy should be implemented to facilitate community capacity building and to help the re-emerging community strengthen local connections and identity. This in conjunction with a comprehensive community engagement strategy will help inform the community during the process of establishment and change. The strategy should cater for the inclusion and wellbeing of specific demographics such as the ageing population, people with disabilities, young people and families and how these target groups will have a heavier reliance on access to:
> Public transport
> Affordable housing
> Community and social services, facilities and networks
> Pedestrian-friendly environments
> Employment, education and training

Active and healthy lifestyles

Research highlights the benefits of mixed use urban neighbourhoods and good public transport in promoting more active and healthy lifestyles. The corridor presents significant opportunities to improve the pedestrian and active transport environment and make walking and cycling more attractive. The GCRT project, combined with broader improvements to the public transport system can also encourage incidental activity in association with public transport trips. Key areas for action could include:
> The completion of “missing” pedestrian and bikeway linkages including the riverwalk, oceanway, greenbridges and other connections between residential communities, the beach and activity centres. Linkages need to be safe, comfortable and shaded to encourage use
> Increased activation of parks and open spaces to promote active recreation and to accommodate an increased range of user demands
> Mixed use development locating places to live, work and play within close proximity
> Direct and convenient access to public transport stations

Strengthen Gold Coast places

Placemaking is a collaborative approach to creating interesting, safe and vibrant places for people. While predominately focused on the public realm it involves developers, the private sector and the community.

The successful evolution of the Gold Coast from a loose cluster of historic villages towards a dynamic polycentric city will rely in part on the successful differentiation of each centre in the network. A key outcome will be to foster the attributes that make one place distinct from another and provide it’s unique role and identity in the city.

A key opportunity exists to develop place-making strategies to shape the various cultural, community and city life overlays defining the identity of key centres in the corridor.

Place making is concerned with how people use spaces, and shaping the range of emotive and instinctive drivers behind what makes a place great. Place making assists in communicating how a space is intended to be used. Areas for action could include:
> Explore governance and institutional arrangements that could support place management, marketing and branding activities
> Explore opportunities for integration and coordination of activities across a range of local authority and state responsibilities, including capital works, community development and facilities, policing, cleanliness, management and maintenance, planning and development
> Support regular interaction between key local area stakeholders including business owners, police, emergency services, lifesavers, elected representatives, council officers and residents
> Develop local event strategies to support regular community events such as markets and festivals
> Explore opportunities for a “place based” approach to public art provision as part of the public art , potentially considering a consolidated fund and a curatorial “competition” based approach rather than ad hoc delivery associated with discrete developments
Housing affordability

As a city with one of the highest costs of living in Australia, the Gold Coast’s affordability pressures are most pronounced in the high amenity coastal corridor which contains some of the most sought after real estate in the country. While the predominant form of development has changed over time, existing housing options remain relatively limited and choice is polarised between high rise apartment buildings or detached and low rise walk up residential.

Ocean views, access to local amenities and development entitlements have reduced the affordability of established low rise housing, and new development is predominantly high rise and targeted at the premium end of the market. High levels of short term and holiday rental accommodation limit the supply of housing for private lease or long term rental, which further limits housing choice. Key opportunities exist to encourage a greater diversity of building forms and housing types in the corridor, to boost the range of housing options available and provide for various levels of affordability. Infill housing offers particular opportunities to reduce the overall cost of living and car reliance associated with traditional greenfield and urban fringe housing options, providing advantages for lower income households, the elderly and people with mobility constraints.

Particular emphasis is needed to ensure the planning framework encourages more efficient forms of development that are more affordable to build and make better use of available land.

Future development within the corridor can make a significant contribution to broadening housing choice and responding to the city’s housing needs as outlined in the housing needs assessment and policy review. Key areas for action include the promotion of diverse housing choices, more smaller dwellings and affordable housing options, and in particular the development of a policy platform that encourages the delivery of affordable housing in the corridor.

Building form and affordability

Taller development forms are subject to more stringent building code requirements which have construction cost implications. Opportunities exist to encourage more intensive forms of development that do not exceed critical height and construction cost thresholds to boost affordability. This could include the promotion of lower rise buildings that do not require lifts and medium rise buildings that do not require sophisticated sprinkler systems.

Market misalignment with need for greater affordability

Research highlights concerns for the declining provision of affordable housing options in the private rental market across Australia’s major cities. The analysis reveals particular concern in a number of cities, including the Gold Coast, where the number of low income households significantly outstrips the number of dwellings available in the rental market which are considered to be affordable (Wulff et al 2009).
Strategy Idea No. 8
Create genuine communities

Oil and mortgage vulnerability

The VAMPIRE (Vulnerability Assessment for Mortgage, Petroleum and Inflation Risks and Expenses) index, developed by Griffith University’s Urban Research Programme, compares the relative financial pressure on households associated with housing debt and oil reliance across urban and fringe locations of selected Australian cities. The study highlights the trend for households in the outer suburban mortgage belts to experience greater pressure than inner city households as a result of deficits in urban infrastructure and services, higher car dependence and longer journeys.

The GCRT project in combination with corridor wide planning strategies can play a strategic role in reducing mortgage and oil vulnerability, through promoting infill development, a wider range of housing affordability in central locations and supporting improved public transport accessibility to other areas of the Gold Coast.

Community safety

A vibrant city relies on the ability for its residents and visitors to live without the fear of antisocial or criminal behaviour that could compromise personal safety or security. Significant opportunities exist to shape the urban environment to reduce real and perceived risk through incorporating Crime Prevention Through Environmental Design principles.

Planning and design mechanisms should contribute to enhancing public safety outcomes throughout the corridor. Elements to be considered include the potential for promoting casual surveillance by residential and other uses, appropriate lighting, clear sight lines, clarity of public/private realm definition, management of after hours access, and the use of security measures, including electronic surveillance.

Clear definition is needed between public and private spaces to enhance the quality and safety of both the public and the private realm, and to engender clear areas of ‘ownership’. Where possible, movement corridors should be clearly public in nature, allowing safe access during the day, and if intended for night time use supported by measures such as lighting and casual surveillance.

Promoting adaptability

The widespread adoption of multi-unit, body corporate and strata title tenure arrangements can impede the future adaptability, improvement or renewal of building stock. Opportunities could be explored to support greater adaptability and the potential for improvements or additions to building stock in the future, including new buildings that could occupy the redundant street edges of existing tower blocks. New buildings could be designed to be adaptable, as well as support housing for people with disabilities and the ageing population. Opportunities should be explored to support a minimum provision of new housing designed to be adaptable in accordance with AS4299- Adaptable Housing (1995). It is recommended that AS4299 is considered in conjunction with the Liveable Housing Design Guidelines especially the platinum level of these Guidelines. Provision could be made for the development of specific housing developments for older people, with buildings designed with attention to the provision of high amenity residential environments, capable of being adaptable and accommodating on-site care.

Building design should support casual surveillance of streets and public spaces, and wherever possible, frequent ground floor entries to promote street life and activity.

Activation and community safety

A mix of uses should be provided to encourage activity and casual surveillance throughout the day and night. The following matrix illustrates the way different uses can overlap to provide an appropriate level of activity that also provides casual surveillance for safety and security – essential in any urban area. Uses should be located and integrated to ensure potential conflicts are minimised, for example; sensitive receiving environments such as residential uses are not collocated with noisy night time uses.
Social infrastructure

Well planned and coordinated social infrastructure is fundamental to the economic and social well being of a community. The study area represents a key infill growth corridor for the city, and demand for existing services is already high. New infrastructure will be needed to maintain the quality and accessibility of services to support planned growth, and a growing demand for State and Commonwealth funded services is anticipated. Opportunities to encourage investment in service delivery, both by public and private investors, need to be explored. The future community profile in the corridor is likely to differ substantially to the typical greenfield communities that many of the accepted standards have been prepared to guide.

In this context community infrastructure planning will need to respond to the existing levels of provision in the study corridor as well as the likely future community profile and their specific needs.

With the limited availability of land, opportunities exist for an ‘urban’ model of community and social service and facility provision, which may focus more on accommodating specific community uses and activities within existing and new buildings rather than an approach focused on land which is more typical to new community planning. Historic development trends along the urbanised coastal zone has led to an increase in land value and forced some service providers to seek alternative locations. Attracting service providers and facilities to this area will be dependant on adopting alternative ‘urban’ delivery models which are attractive and affordable.

Accessibility for all

A wide range of needs must be considered in establishing movement routes and in devising a public realm that supports universal and equitable access. Spaces and streets must provide for the needs of the whole community and cater for people of all ages and abilities, as well as prams and mobility aids. Cyclists and other street users must be given adequate priority to ensure places are safe, walkable and accessible by all modes of transport.

The Corridor Access and Mobility Study (CAMS) identifies key upgrades to pedestrian and cycle connections throughout the corridor. Key actions and recommendations of the CAMS study are included in the Better Gold Coast Places section, which in conjunction with the corridor wide access and public realm strategies, support a clear hierarchy of routes and in devising a public realm that supports universal and equitable access.

Accessibility for all needs and recognising that one solution to help balance everyone’s needs and recognising that one solution may not work for all.

Integrated ‘urban’ models of social infrastructure

As our cities intensify and land becomes more scarce, creative ways are needed to accommodate social and community services and facilities. The Coin Street development in London provides a mixed use precinct and exemplar for community infrastructure integration within a high density, ‘urban’ setting. It includes community parklands and riverside walkways, a neighbourhood centre, community and sports centre, affordable housing and design studios.

GOAL Create socially sustainable communities, drawing families back to the urbanised coastal zone by providing an attractive alternative to low density living

RECOMMENDATIONS

> Develop a community development strategy to facilitate community capacity building and help the re-emerging community strengthen local connections and identity
> Develop a community engagement strategy to inform the community during the process of establishment and change
> Develop an overarching place making strategy, which recognises and supports local identity and incorporates a range of actions including public space development and provision of public art
> Establish a policy platform to encourage diverse and affordable housing, with delivery supported by a housing diversity guide
> Explore incentives to encourage provision of adaptable and accessible housing.
> Implement the CAMS study and universal design frameworks to ensure universal access to the public realm, including public buildings, open space and transport connections
Transit Orientated Development

Many cities around the world focus commercial and employment activities in a central CBD and organise transport networks in a “hub and spoke” pattern to move workers to and from the CBD each day. The Gold Coast has evolved to pose a rare and distinctive urban structure which combines a polycentric centre hierarchy with a strong linear concentration of population and activities along the coast line. This atypical form, offers particular opportunities for the development of a highly effective public transport network, linking existing and emerging centres and releases key opportunities to pursue Transit Orientated Development and local containment objectives.

Transit Oriented Developments (TODs) are described as “mixed use residential and commercial areas designated to maximise the efficient use of land through high levels of access to public transport. The main objective of a TOD is to ensure more efficient land use and increased patronage is achieved in association with investment in public transport infrastructure”.

TOD is a planning approach that promotes using both urban land and infrastructure efficiently to maximise community benefit, by clustering specific activities (including commercial, residential, retail or other uses) around public transport nodes and improving residential access to the transport facility. TODs are widely viewed as an effective tool for curbing urban sprawl and car dependency, creating more walkable, mixed use centres with good transit connectivity. Both the South East Queensland Regional Plan (SEQRP) and the Gold Coast City Council Economic Development Strategy 2020 encourage the adoption of TOD principles in land use planning.

Car parking

A key principle of the TOD Guide is to, “Locate, design, provide and manage car parking in TOD precincts to support walking, cycling and public transport accessibility.” (p.29). It is good practice that “traffic and parking is managed to ensure it does not compromise pedestrian movement and local amenity” (p.29). The TOD Guide provides indicative and aspirational maximum parking standards and states that, “Parking rates in TOD precincts should be no more generous than the base maximum. However, planners are encouraged to adopt the preferred maximum where possible” (p.29).

Some key objectives of the Corridor Study include integrating land use and transport, reducing dependence on the private motor vehicle and promoting walking and cycling. In order to achieve this and create more attractive streets and places, carefully managed car parking is required. This may mean reducing the amount of car parking in certain key transit areas to increase pedestrian access and reduce off-street car parking in areas that are well serviced by the light rail. Street parking can also be reduced on key east/west linkages into the light rail corridor to allow more efficient movement systems and to promote the use of public transport, walking and cycling.

Other ways of managing car parking that can be explored for the corridor include:
> Shared car parking between different land uses in key transit locations;
> Car share schemes
> Hire car share schemes, particularly for tourists
> Car parking provided in secondary centres (outside of light rail corridor) rather than those in the corridor (so people travel into the corridor on public transport)

Council is currently working on its new Transport Strategy, due for delivery in mid 2012, which will further address the management of car parking in detail.

Green travel behaviour

In order to promote a modal shift in travel behaviour and reduce citywide reliance on fossil fuels, green travel behaviour should be fostered across the city. A key opportunity for the establishment of this green travel behaviour can be provided in journeys between the home and the workplace, in particular, green travel plans for new (and existing) workplaces could be established, accompanied by management and governance arrangements to make precinct wide sustainability initiatives a possibility. A framework of proactive programmes should be developed to:
> Encourage voluntary rather than directed change
> Focus on modes other than the private car
> Clearly demonstrate health, environment, social and economic outcomes
> Provide amenity and facilities to support change.
Strategy Idea No. 9
A resilient and sustainable city
Economic diversity and vitality

Harness GCRT value capture opportunities

Stage 1 of the GCRT project is to be undertaken in one of the most highly urbanised corridors in Australia. While the projects’ overarching objective is to improve transport connections between key coastal precincts, the construction requirements have also presented an opportunity to revitalise these suburbs and provide improved urban amenity.

To facilitate the construction of the GCRT project, the acquisition of a substantial number of properties acquisitions has been undertaken in the Gold Coasts most significant coastal suburbs.

With early works construction now underway, the process has commenced to analyse and plan strategies for individual residual surplus parcels of land. As an extension of this process, the Property team is examining the future use potential of the more significant of these residual parcels of land for use as mixed use, medium/ high density commercial, residential and community non-residential purposes.

The GCRT project will seek to incorporate into a commercial usage plan any opportunities these residual parcels may present to create improved local facilities for the community. Several other sites near or adjacent to the acquired parcels of land will also be included in research into potential sites as “value ads”. The State Government now has the opportunity to provide a leadership role in meeting these priorities through effective use of the land acquired for the project.

Shaping a sustainable regional economy

The GCRT presents the Gold Coast with a once-in-a-generation city building opportunity. A network city will allow the building of an economic base through industry and sectoral specialisation. Across the Gold Coast a network city will maximise economic, employment, social and environmental multipliers by encouraging “key nodes” of specialisation in optimal locations. Extracting optimal performance from a ‘network city’ relies upon efficient movement of people and labour linked by timely, efficient and accessible movement networks, a degree in intracompetitiveness amongst nodes but a strong level of synergy and cohesion that creates regional, nationally prominent employment hubs combined with liveable and affordable residential options. The GCRT will provide the impetus for significant change across the Gold Coast. Some of the key opportunities that the GCRT will present are as follows:

World class health and knowledge precinct

The Gold Coast Health and Knowledge Precinct is a Specialist Centre that supports educational and health and medical activities including a public and private hospital and university. The precinct provides for uses that promote knowledge creation and entrepreneurial activity in science and technology, research and development and other supportive economic activities, surrounded by integrated mixed use residential. It is a relatively large undeveloped location which can be shaped into exemplar precinct, including retail, services and accommodation (e.g. mini-economy).

Nationally competitive CBD

Southport to become key Principal Activity Centre (PAC) within the corridor and reinvent itself through intensification and diversification. The GCRT provides a key opportunity for Southport to become an exemplar origin and destination TOD and/or urban environment.

Business tourism mecca

Broadbeach will be a thriving tourism centre that provides one of the city’s principal cultural and entertainment focuses. The GCRT will provide the opportunity to reintegrate the city’s key entertainment destination into the urban fabric and links with business tourism.

Linkages with QLD growth industries

(e.g. Mining, energy, ICT)

Identify ways to capitalise upon the ‘future’ growth industries (shift to green/renewable, climate change impacts, communications – National Broadband Network (NBN)).

Capitlise upon NBN

In early stages ensure that development coincides with this ‘soft’ infrastructure delivery. It is the Gold Coast’s pathway to the world.

Retention of domestic and international students

Study – play – work – live. Retaining students to reinvest their knowledge and create economic contributions.

Create key centres of activity

Cities and urban centres will continue to attract population growth due to diversity of lifestyle, education, employment and accommodation options. GCRT will assist in creating a fully-functional city, in providing the opportunity to create key centres of activity e.g. GCHKP, Southport, Surfers Paradise and Broadbeach, through critical mass in the short to medium term and leverage them before dispersing activity to other areas.

Commonwealth Games

Key leverage opportunity of successful bid for the Commonwealth Games, as it will ensure investment in public infrastructure, public transport, business investment, branding and city image and result in long term employment opportunities and legacy outcomes.

Accessibility and utilization of public open spaces:

Key opportunities include Gold Coast Cultural Precinct at Evandale; Broadwater Parklands; Cascade Gardens; reengaging with water based recreation (canals, waterways, beaches).
Strategy Idea No. 9
A resilient and sustainable city
Environment and climate change

Climate change strategy
Recognising the risks of climate change the Gold Coast City Council have adopted a Climate Change Strategy (2009-14) which sets out a mitigation and adaptation activities. The strategy focuses on long term mitigation of climate change through reducing greenhouse gas emissions and shorter term adaptation measures to increase the city’s ability to cope with projected climate change impacts.

As part of the strategy, the Gold Coast City Council has set targets for its operations to be carbon neutral by the year 2020 through emission reduction and offset strategies. The strategy is structured around four focus areas:

> Council mitigation – reduction of greenhouse gas emissions from Council's day-to-day operations, fleet and buildings
> Community mitigation – reduction of greenhouse gas emissions from the Gold Coast community including residential properties, businesses and transport.

Risk aware planning for corridor growth
Planning for growth in the corridor should adopt a ‘risk aware’ stance in relation to the potential impacts of climate change. It will be important to recognise and manage impacts without suspending growth.

A balanced suite of measures should be pursued to ensure appropriate levels of protection from potential flooding and storm surge events in new development. Building controls should be reviewed to ensure immunity in new development for habitable rooms as well as plant, car parking and essential infrastructure.

Existing urban areas that are at potential risk should be recognised and adaptability, emergency measures prepared to manage impacts.

Reduce energy needs and city carbon footprint
Traditional aspirations for building design and efficiency can be challenged to realise significant reductions in energy consumption. Along with more sustainable transport behaviour, the adoption of greener building standards presents the single biggest opportunity to reduce the city’s energy consumption and carbon footprint.

Opportunities exist to encourage more sustainable buildings on the Gold Coast through a range of potential sustainability initiatives including:

> Mandatory building rating targets established via planning scheme, covenant or other mechanism
> Green energy management practices for large buildings or precincts such as chilled water plant or central energy plant
> High efficiency lamps and lighting
> Climate responsive building design standards supporting cross ventilation, minimum overhangs and shading as well as
A framework of recommendations summarises the key activities to progress the nine strategic ideas to reposition the city. The recommendations are further refined and expanded as part of the implementation framework for the corridor study included in Part 6.

1. Realise a bold future for one of Australia’s most distinctive and vibrant cities
   GOAL Positively plan for growth and harness opportunities created by GCRT to realise a more vibrant and prosperous future for the Gold Coast
   RECOMMENDATIONS
   > Reinforce distinctive Gold Coast lifestyle ‘drawcards’ including subtropical climate, access to beaches, waterways, scenic rim and iconic high rise beachfront
   > Recognise and harness ‘corridors of opportunity’ that are rich in catalyst sites and offer long term city building and future expansion opportunities
   > Strengthen poly-centric form of the city and establish excellent public and green transit linkages to realise aspiration for a ‘network city’
   > Capitalise on opportunities created by GCRT for transit orientated development and sustainable infill regeneration to ease pressure on scarce greenfield land

4. Provide greater choice for access and mobility
   GOAL A city with a truly integrated movement system that provides choice
   RECOMMENDATIONS
   > Reinforce GCRT as the backbone of a new accessibility paradigm
   > Establish integrated city wide public transport network including new east-west rapid bus corridors and key intermodal interchange points to support convenient access between inland centres and communities and the coastal strip
   > Improve existing walking connections and provide new links to support direct and convenient access to activity centres and in particular GCRT stations and public transport nodes
   > Improve quality of existing streets and spaces to improve journey experience and attractiveness of the public transport system
   > Remedy key missing links and expand the cycle network to foster the Gold Coast as a leading cycle city

7. Design buildings to foster ‘street life’ and a distinct Gold Coast character
   GOAL A city with more responsive and distinctive Gold Coast architecture
   RECOMMENDATIONS
   > Encourage more distinctive and climatically responsive design
   > Promote a greater diversity of building forms to accommodate growth
   > Manage future building form to preserve views, breezes and minimise shadowing impacts
   > Encourage buildings that contribute to a quality urban environment and foster street life
   > Support variety of housing types to boost affordability and bring families back to the coastal core
## 2. Reconnect discrete urban communities

**GOAL** Reconnect the fragmented mosaic of urban communities

**RECOMMENDATIONS**

- Create an active transport network where walking and cycle trips can be shorter and more direct than car-based trips without diminishing the functionality of the road network.
- Investigate the potential for a ‘green bridge’ building programme to release opportunities for a comprehensive network of walking and cycling connections.
- Increase the quality and function of east-west pedestrian, cycle and vehicle routes.
- Improve quality of north and south routes and manage the ‘barrier effect’ of busy intersections.
- Establish rapid district and local bus routes, fed by improved pedestrian and cycle links, to support the role and function of GCRT.

## 3. Re-engage the city with its blue edges and water rich context

**GOAL** Embrace the special water-rich landscape as a defining feature and part of daily city life

**RECOMMENDATIONS**

- Boost the quality of The Esplanade to strengthen its presence and role as an interface between the city and beach.
- Strengthen ‘moments of celebration’ where east-west streets terminate on the beach, particularly on streets with direct access to GCRT stations.
- Explore opportunities for the delivery of additional water crossings and waterfront promenades connecting key city precincts, centres and communities.
- Investigate feasibility of passenger and tourist ferry services to provide a wider choice of transportation modes and greater diversity of passenger experience.
- Harness the waterway network to enable more private boat use.

## 5. Challenge the trend of traffic dominated streets

**GOAL** A city where it is a pleasure to walk and linger

**RECOMMENDATIONS**

- Improve pedestrian safety and comfort by preserving clear walk zones in bustling centres and planted buffers on busy roads.
- Encourage surveillance and activation, particularly around GCRT stations.
- Commence a city wide greener street programme aiming to deliver 10,000 trees in ten years.
- Develop new models for the delivery of public space and facilitate the delivery of new compact spaces in association with the renewal of major publicly owned sites.
- Foster a rich and engaging urban environment reinforcing existing and emerging quarters and a coordinated approach to public art, lighting and finishes.

## 6. Streets and places for people and a greener Gold Coast

**GOAL** Walking and cycling are safe and convenient

**RECOMMENDATIONS**

- Increase footpath widths to match patronage requirements for GCRT and to support increasing street life and walking.
- Enhance pedestrian priority at busy intersections with changes to signalling arrangements and kerb alignments.
- Review speed limits in the urban core and opportunities for medians on busy routes to support safer and more convenient pedestrian crossing.

## 8. Create genuine communities

**GOAL** Create socially sustainable communities within the corridor, and challenge the trend of ‘families on the fringe’

**RECOMMENDATIONS**

- Develop a community development strategy to facilitate community capacity building and help the re-emerging community strengthen local connections and identity.
- Develop a community engagement strategy to inform the community during the process of establishment and change.
- Develop an overarching place making strategy, which recognises and supports local identity and incorporates a range of actions including public space development and provision of public art.
- Establish a policy platform to encourage diverse and affordable housing, with delivery supported by a housing diversity guide.
- Explore incentives to encourage provision of adaptable and accessible housing.
- Implement the CAMS study and universal design frameworks to ensure universal access to the public realm, including public buildings, open space and transport connections.

## 9. A resilient and sustainable city

**GOAL** A sustainable and resilient city capable of addressing the complex environmental challenges of the future

**RECOMMENDATIONS**

- Initiate water sensitive urban design (WSUD) measures within streetscapes and public spaces to enhance waterway quality and overall environmental health.
- Explore opportunities for the establishment of energy rating targets, and minimum sustainability requirements for new buildings and building retro-fits.
- Investigate opportunities for renewable energy including wind, solar and tidal power generation.
- Pursue a coordinated tree planting strategy in both public and private spaces to help offset the city wide carbon footprint.
- Foster sustainable travel behaviour with the potential introduction of ‘green travel plans’ as part of the development assessment process.
Part 3.
Better Gold Coast streets and spaces
The Gold Coat Rapid Transit (GCRT) project provides a unique opportunity to rethink and reshape the streets and spaces of the Gold Coast, reclaiming them for people and revegetating them to provide a sustainable and subtropical public realm.

Streets are the arteries of our cities, allowing people, goods and vehicles to move from place to place. As a city shaped by the freedom provided by private car travel, roads and streets have always shaped the public realm of the Gold Coast. In recent decades the competing demands for a finite amount of road corridor space has resulted in a shift in balance that favours the private vehicle, usually at the expense of cyclists, pedestrians and streetscape elements such as trees.

The Gold Coast City Council open space and greening strategy identifies ‘the green’ (bushland), ‘the gold’ (beaches) and ‘the blue’ (the waterways) as quintessential features that define the Gold Coast, its character, and its desirability as a place to live and visit. Projected growth for the region presents a challenge for the long-term management of civic infrastructure, open space and public realm. To ensure a sustainable, liveable and functional city, these facilities must be well-maintained, adaptable to changes in lifestyle and technology, and capable of supporting the health and well-being of the community.

With the approaching integration of the light rail system into many of the city’s key networks, more demands will be made on its public realm. Interrogation of public realm spaces and linkages throughout the corridor has revealed critical inadequacies in provisions for pedestrians, cyclists and public transit users. These include undesirable and inadequate paths of travel for pedestrians in a subtropical climate, poorly considered interfaces between streets and buildings, fragmented networks resulting from the lack of safe and accessible crossings (many of which are severed by private development), and fragmented provision for both commuter and recreational cyclists.

This section proposes strategies for achieving enhanced public realm outcomes throughout the GCRT corridor, allowing the Gold Coast to build on its existing assets, and fully realise the opportunities provided by this city-making project.

Note: Detailed advice in this section does not take account of GoldLinQ proposals for the dedicated GCRT corridor. Emphasis is focussed on surrounding streets and integration. There is no commentary on those streets directly associated with the GCRT infrastructure, as public realm works in these relevant streets are being delivered under a separate contract.

Revegetating streets
Increasing the number and quality of trees on Gold Coast roads and streets provides the best opportunity to significantly enhance the city’s public realm. Revegetating Gold Coast streets reclaims them for people, providing a sustainable and subtropical public realm, and strengthening ‘the green’ of the Gold Coast so it can fully complement ‘the blue’ and ‘the gold’ components of the city’s character and open space.
Public realm – the space used by everybody

What is public realm and why is it important?
Public realm is used by everybody. As people move between their homes, schools, and places of leisure or employment, they do so in the public realm.
The Gold Coast public realm is made up of a wide variety of places and spaces, including:
> Roads and streets
> Beaches
> Waterway corridors
> Parks and plazas

What does high quality public realm provide?
High quality public realm contributes to successful, thriving cities in many ways:

Diversity
> There is a variety of different places, spaces and experience, ranging from formal, city-scale spaces to small and intimate spaces
> The widest possible variety of uses is provided for

Richness
> There is detail and interest for all senses: scent, colour, texture
> There is a place for acknowledging cultural heritage
> There is a place for art

Vitality
> There is movement and a sense of 'life on the street'
> There is commercial trade and activity
> There is a place for spectacle, events and celebration

Safety
> All people feel safe whilst carrying out their activities: shoppers, pedestrians, cyclists, delivery staff, motorists, public transport travellers, children, and all adults, including the elderly or those with special access requirements
> The space feels safe to use by day and night

Comfort
> The space is thermally comfortable: cool and shaded in summer, warm in winter, protected from strong wind and rain
> There are places to rest along a journey
> Levels and gradients are easy to traverse

Functionality
> The space works for the purpose it was designed for: trees have room to grow, delivery vans and buses have room to manoeuvre, cyclists have space to pass, footpaths can accommodate pedestrians, there is room for outdoor dining
> It is easy to carry out maintenance activities
> All levels of mobility are provided for

Connectivity
> It is easy to get from one space to another
> Spaces are legible, and easy to understand; if signage is provided, it is simple and clear

Prepared by HASSELL for GCCC
Existing public realm and open space on the Gold Coast

Public open space opportunities on the Gold Coast are diverse with a good distribution of active and passive recreation spaces spread throughout the corridor.

A range of experiences caters to many - from the hinterland rainforests to the popular entertainment districts through to the lengthy stretch of sandy beaches. Visitors and residents alike have much to choose from.

The list of public assets continues to grow with the recently refurbished and expanded parklands at Southport Broadwater, Surfers Paradise foreshore revitalisation, proposals for a ‘river walk’ corridor between Sundale and Pacific Fair, and funding approved for additional sections to the Oceanway.

The following table assesses the existing general provisions of public realm and open space on the Gold Coast against four criteria: quantum, quality, connectedness and function.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Key observations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quantum</td>
<td>&gt; Good allowance of open space provided across the Gold Coast</td>
</tr>
<tr>
<td></td>
<td>&gt; Parks and green space occupy 410 hectares or 20% of the corridor land area</td>
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<tr>
<td></td>
<td>&gt; Roads and infrastructure occupy 395 hectares or 40%</td>
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<tr>
<td></td>
<td>&gt; Waterways and canals occupy 270 hectares or 14%</td>
</tr>
<tr>
<td></td>
<td>&gt; Beaches occupy 50 hectares or 2 %</td>
</tr>
<tr>
<td>Quality</td>
<td>&gt; Quality varies</td>
</tr>
<tr>
<td></td>
<td>&gt; High quality parks and green space include Surfers Paradise foreshore and Southport Broadwater Parklands</td>
</tr>
<tr>
<td></td>
<td>&gt; High quality streets include Orchid Avenue, Surfers Paradise and Short Street, Southport. These streets are vibrant, pedestrian and cycle-friendly, comfortable and functional</td>
</tr>
<tr>
<td></td>
<td>&gt; Low quality streets include major traffic arteries such as the Gold Coast Highway and local streets such as Surf Parade, Broadbeach and Queen Street, Southport. These streets are car-dominated, unfriendly to pedestrians and cyclists, visually unattractive and uncomfortable</td>
</tr>
<tr>
<td>Connectedness</td>
<td>&gt; Level of connectivity varies but is generally poor</td>
</tr>
<tr>
<td></td>
<td>&gt; The Oceanway provides the highest level of north-south connectivity</td>
</tr>
<tr>
<td></td>
<td>&gt; East-west connections are poor</td>
</tr>
<tr>
<td></td>
<td>&gt; Open space parcels are generally discrete and not linked to other open spaces</td>
</tr>
<tr>
<td></td>
<td>&gt; There is minimal opportunity to move between open spaces along canal and waterway edges</td>
</tr>
<tr>
<td>Function</td>
<td>&gt; Level of functionality varies</td>
</tr>
<tr>
<td></td>
<td>&gt; Many streets display an imbalance in functionality weighted towards vehicular movement, at the expense of pedestrians, cyclists and other public realm contributions</td>
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</tbody>
</table>

Existing public realm network denoting a 400 metre walking catchment for each open space.

The corridor has good coverage, but the open space is fragmented, the result of major roads dissecting green spaces, voids in provisions within developed areas such as Surfers Paradise and Southport, and a lack of east-west ‘green’ connections restricting movements from the wider region.
There are four significant opportunities to create a better Gold Coast public realm:

1. Improve the existing provisions
2. Create new linkages
3. Investigate land in public ownership for catalyst opportunities
4. Explore alternative models for creating new public space

Improving existing public realm provisions

Occupying some 20% of the total corridor area, rethinking roads and infrastructure provides an opportunity to make a substantial contribution to an improved Gold Coast public realm. Transforming roads to ‘streets for people’ will be examined in greater depth in the following pages, leading to proposals for new street typologies for the Gold Coast.

Linkages

Despite the relatively high proportion of open space within the corridor, there is a shortfall in the quality of linkages between the spaces, and a number of precincts that are entirely devoid of large open space parcels. A strong series of connections between these spaces would deliver a more integrated green network for the region, and transforming latent, under utilised spaces into shady share paths, contemporary playscapes and enticing interactive trails would improve opportunities within urban areas. Two key opportunities to deliver this strategy are the enhancement of suitable areas adjacent to canals into built out ‘river walks’, transforming privatised edges into publicly accessible links, and reinforcing the Oceanway into a continuous oceanfront promenade. Both strategies return waterways to the public realm for all to enjoy. This network could be further complemented by strategically located green bridge links to prioritise pedestrian and cyclist flows.

Land in public ownership

Additional public realm opportunities exist with Council owned properties currently reserved for future development, or forming part of the residual land strategy of GCRT works. These land parcels present valuable opportunities for transformation into functional public space within the core urban areas. Realising the potential of these spaces within an intensive urban area can benefit the recreational needs of many ‘urban’ family residents, as well as visitors, by providing safe, well-survelled parks and trails for water and interactive play, jogging tracks, and places to meet in distinctive community places.

New public realm provisions

Projected population growth and pressures on existing public open space provides Council with an exciting opportunity to investigate changes in the provision of open space and how alternative methods of integration can be implemented. Alternatives that could be further investigated include:

- Review of the quantity and timing of new provisions to achieve ongoing increases
- Design improvements to achieve best practice outcomes
- Council and stakeholder reviews to adapt policy enabling new opportunities to provide open space within both public and private spaces, such as:
  - Gardens in the sky
  - Green roofs and walls
  - Rooftop gardens
  - Publicly accessible/privately operated spaces
  - Vertical landscapes
  - Super trees
  - Community gardens
  - Edible landscapes
  - Podium landscapes
  - Mid-block linkages
  - Relaxation of streetscape requirements (e.g. clear zones, path widths, tree callipers, service locations, etc)
  - Review of street verge landscaping treatments to reduce council expenditure on maintaining turf strips in preference of low maintenance planted garden beds
  - Temporary installations

Prepared by HASSELL for GCCC
Implication of GCRT

It is unquestionable that the introduction of the GCRT will alter the urban fabric of the Gold Coast. It will provide the public with greater options for how they choose to travel between home and other destinations. With time, education and promotion of public transport use, how people move through the corridor will adjust and adapt: the goal is for fewer cars on the roads and increased foot and cycle traffic. To encourage this change it is not enough for the GCRT journey itself to be efficient, the journey from home to a transit station must be attractive, comfortable, easy to use, and safe. Delivering connected street networks capable of dealing with station patronage demands will successfully integrate the infrastructure within its wider neighbourhood context.

Potential changes to the existing public realm resulting from the GCRT project include:

> Increased pedestrian and cycle traffic on streets directly linked to stations
> Increased urban development around stations creating ‘hubs’
> Increased urban development on streets directly linked to, and within close proximity of, stations
> Increased need for collocation of public transit, such as bus and rail interchanges

The implications of these changes on existing streets include:

> Increased foot traffic conflicting with inadequate footpath widths and unappealing streetscapes
> Existing provision of street furniture, lighting, cycle infrastructure is inadequate to need
> Increased safety issues due to inadequate intersection thresholds, subsequently increasing jay walking and risky pedestrian/cyclist movements
> Increased numbers of cyclists attempting to share roads with vehicles
> Traffic impacts in proximity to other public transport stops due to increased patronage (e.g. bus stops within proximity to stations that provide onward journey connections)

A public realm improvement strategy for better Gold Coast streets and places

1
Walkable city – greenways and blueways project

10
Great streets project covering all eight east-west connections and two unifying subtropical streets

100
Urban places project aimed at realising urban public realm on the coast

10 000
Small scale interventions, unifying placemaking elements (such as wayfinding signage, street furniture and light palette, a public art strategy (eg. GCRT/ traffic substation art) and, at a city building scale, network interventions such as bike path improvements, city cycle scheme, end of trip bike stations, boat parking spaces, and a public ferry service on waterways

10 000
New trees strategy, combined with a mature tree nursery and public-private street tree planting program

GCRT – A catalyst for public realm improvement

The GCRT project provides the Gold Coast with a unique opportunity to catalyse a broad public realm improvement strategy that delivers a more attractive, sustainable and efficient city, from the macro to the micro scale.

A focus on converting roads to streets, and to revegetating Gold Coast streets will enable Council to deliver public realm enhancements from the city scale down.
Existing streetscape typologies

Streets are the main arteries of our cities, transporting people through everyday life. Every trip is important and begins and ends as a pedestrian, whether it is driving from home to work, catching a bus to the beach or riding a bike to school. Most street networks, however, do not cater equally for each of its user groups, typically prioritising private vehicular movements over pedestrians, cyclists and public transit.

Throughout the Gold Coast street network, consideration and provision for pedestrians and cyclists has suffered in comparison with vehicular transport. The focus on multi-lane, car dominated environments has resulted in typical street conditions that exhibit:

- Lack of street trees and greenery, predominantly low-maintenance turf verges
- Hostile microclimates (e.g. hot due to a lack of shade and breezes, expansive pavements creating high glare, poor consideration for effects of orientation)
- Extensive on-street parking
- Narrow footpath widths
- Intermittent footpaths
- Inconsistent provision of equitable access and Disability Discrimination Act (DDA) requirements
- Visual clutter (e.g. transmission lines, light posts, building signage and outdoor furniture)
- Constrained public utility allocations restricting streetscape opportunities
- Abrupt interfaces between developments and public domain
- Pedestrian, cyclist and vehicle points of conflict, particularly at crossings
- Infrequent pedestrian crossing opportunities on major roads
- Restrictions to access due to land ownership structures

Street quality

The quality of the street, its character, and the level of pedestrian comfort are important factors that either encourage activity or hinder use. Tree lined streets, such as Short Street and Elkhorn Avenue, exemplify the traits of a quality streetscape – they are more pleasant, the temperature is cooler, and pedestrian patronage is high. A well-organised street must provide a quality environment that successfully accommodates space for a diversity of users, including solitary walkers, families with strollers, commuter cyclists and everyday traffic.

There is a strong and direct relationship between form, function and use of public realm and legibility, connectivity and diversity. Enhancing the sustainability of public realm streets and spaces requires consideration of the following criteria:

- Is it responsive to recreation needs in that location and projected use of the space (i.e. active, passive, transitional, temporary, etc.)?
- What changes in recreational trends and technologies have occurred?
- Is the proposal considerate of, and appropriate for, the context?
- Does the space enable both day and night use?
- Is it easily maintained?
- Is it responsive to current and changing climatic conditions (e.g. long-term droughts, higher rainfalls in winter or long hot summers)?
- Is it adaptable to change, such as fluctuations in climate or seasons (high rainfall, strong winds, drought, sea air, etc.)?
- Does it increase recreational opportunities that strengthen the character and attractiveness of the city?
Key issues and opportunities

<table>
<thead>
<tr>
<th>Issue</th>
<th>Key challenges and opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of shade</td>
<td>Comfort / subtropical Microclimate and local cooling Minimise Urban Heat Island Effect (UHI) Street canyons Citywide carbon offset strategy Utility relocation Utilise recycled water Water sensitive urban design Trees, super trees, green edges provide shade relief, lower temperature and humidity of the street and improve pedestrian comfort</td>
</tr>
</tbody>
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<th>Key challenges and opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Battling car dominance</td>
<td>Reclaim streets for people Balance pedestrian, cycle and vehicle priority Encourage walking Increase effective walkable catchment of GCRT to surrounding neighbourhoods Reduce speed Widen road surface pavements Safety Relief - planting and improved street amenity Convert car park zone to space for street tree planting</td>
</tr>
</tbody>
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<table>
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<tr>
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<th>Key challenges and opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clear space for walking and cycling</td>
<td>Pedestrian priority Cycle network Path provision Signage Green bridge links Blueways (river walk) End of trip provision Safety Vistas</td>
</tr>
</tbody>
</table>
## Issue: Cycle city

### Key challenges and opportunities
- Network
- Path provision
- Signage
- Green bridge links
- Adequate end of trip provision
- Comfort

Shaded cycle path, The Oceanway, Burleigh Heads

## Issue: Well defined and legible

### Key challenges and opportunities
- Flexible setback within private domain for street tree planting
- Public - private domain definition
- Cognition, wayfinding and views
- Minimise visual clutter
- Rationalise layout of footpath
- Direct, convenient, connectivity
- Nodes

A well-organised streetscape in Southport demonstrating the benefits of minimal visual and overhead clutter, enabling subtropical landscaping, street furniture and wide footpaths

## Issue: Distinctive richness – interest and of its place

### Key challenges and opportunities
- Views and vistas
- Planting themes
- Materials
- Subtropical or tropical or locally appropriate
- Interest and urban ‘events’ to make walking and cycling a pleasure
- Investigate notion of ‘blobs and slivers’ to reclaim street for large canopy trees
- Intersections and nodes
- Public art strategy
- Signage, lighting, street furniture
- Vital streets, a pleasant place to be

Subtropical, Orchid Avenue, Surfers Paradise
Transforming and reconfiguring streets

Currently, Gold Coast streets predominantly service vehicles and parking. Significant public realm and active transport improvements can be achieved through the reconfiguration of existing streets and road reserves, enabling a move to new streetscape typologies.

A diverse variety of streetscape transformations can be created using a simple toolkit:

- Decreasing on-street parking
- Reducing the width and/or quantity of traffic lanes
- Increasing footpath widths
- Increasing shade provision
- Improving cycle facilities

Within this toolkit the detailed consideration of surface treatments, street furniture, structures, and tree and plant species will further respond to and embed the Gold Coast streets within the subtropical and coastal context. The images below demonstrate the type of public realm achievable through a staged reconfiguration of a street.

Functional streets

As many streets vary in width and edge treatments, each street will need to be reviewed and redesigned in detail on a case by case basis. A suite of street typologies establish a precedent for typical street types on the Gold Coast that can be manipulated in structure to best fit the confines of individual road reserves.

To maximise the transformational benefits of reconfiguring streets, Council should seek to review current road engineering standards with the Department of Transport and Main Roads and other stakeholders. Working in partnership it may be possible to relax some of the current performance requirements and standards.

Key issues relating to the reconfiguration of streets include:

- Clear zone and setback requirements constrict street tree placements within the road corridor
- Small frangibility tree calipers limit the palette of potential street tree species
- Use of verges is constrained, due to uncoordinated distribution of underground services and public utility plant easements
- Transmission wires and associated infrastructure cluttering overhead space and limiting tree canopies and intermittently disrupting awnings
- Conflicting opinions on cycling standards and the lack of unified council strategy limit the integration of active transport initiatives

Healthy cities

Contributing to the urgency for public realm improvements is the increased promotion of active transport by many Australian capital cities. The federal government recently committed to a national guide for capital cities to work towards implementing international best practices for active transport, with the goal of a sustainable and healthy future Australia. The benefits of integrating active transport initiatives within future infrastructure works include a range of social, economic and environmental benefits:

- Improved mobility, which is critical for successful cities and community-building
- Higher ratings of ‘liveability’, typically quantified by the many subjective elements that contribute to ‘quality of life’, such as safe environments with low crime rates, functional infrastructure, opportunities for education and recreation, close connectivity between home and work, and interaction with nature
- Incidental health benefits from physical activity, potentially saving the Australian healthcare system up to $1.5 billion a year
Research indicates that there is a strong connection between the health of the population and the designed structure of cities. Well-designed and thoughtfully considered cities can ultimately deliver sustainable communities, as healthier populations result from increased physical activity. Walking and cycling can also generate substantial social, economic and environmental benefits, including:

> Lower vehicle usage resulting in less congested roads thereby reducing emissions and improving air quality
> Improved physical well-being with lower cases of lifestyle related diseases, which thereby generates a stronger workforce with the potential to work beyond current retirement age
> Improved social well-being with greater pride and sense of community, which thereby creates safer, more active and attractive public spaces

Active places

Transforming streets to better accommodate pedestrians and cyclists will generate increased "foot" traffic. Typically, this helps stimulate economic activity for retail and commercial developments and can provide a catalyst for economic redevelopment. New building typologies on the coast aim to support street activation through mixed use designations and improved street interfaces. Historically, private development patterns had an internalised and exclusionary approach to green space provision and street frontages. The proposed new built form typologies will integrate with the public realm by engaging street frontages with transparent boundaries between private and public spaces. The addition of flexible setback zones to property boundaries will allow for a diversity of elements, such as outdoor dining, wider footpaths and increased landscaping areas, enhancing the perceived expanse of a streetscape and public realm. Flexible setbacks have been highly successful in cities such as Vancouver, resulting in street frontages that are visually rich, greener, and well-maintained, with costs borne by private developers.

Active streets and places need to feel and be safe. Crime Prevention through Environmental Design (CPTED) principles should be applied, including strategies for:

> 24-hour surveillance and activity reinforced by mixed use developments
> Built form and landscape that enables casual surveillance, clear sightlines to streets, and exterior elements that avoid entrapment
> Adequate lighting provisions
> Legible designs that enable easy wayfinding

Augmenting public realm

Revitalised streets are essential components of the public realm renewal strategy, providing improved connectivity to plazas, parks, canals and oceanfront, as well as encouraging active transport. Progressive public space provisions will further transform the public realm. Potential opportunities have been identified and are recommended for further exploration, including:

> Revitalisation of existing parklands, such as Broadwater Parklands, Carey Park and Queens Park
> Reintroduction of the community to its city waterway edges through a series of public ‘walks’, including reconnecting missing sections of the Oceanway
> Redevelopment opportunities of large publicly owned land parcels, such as Main Beach Caravan Park or Macintosh Island
> Improved east-west movement corridors with the introduction of a suite of ‘green bridges’ that would unlock the canal system for improved connectivity and increased public access to the coast’s open space network
> Reinvigoration of under utilised spaces, such as degraded footpaths and laneways, expansive car parking areas or street ends, into new, shared open spaces and urban plazas
> Exploration of innovative technologies and strategies to deliver greater open space provision with new developments, such as flexible setbacks to property boundaries, rooftop and rain gardens, green edges and walls, and engaging canal edges on publically owned land
> Engagement with interested stakeholders to identify new public realm opportunities within neighbourhoods suffering from a low ratio of open space to population

Exemplar landscape treatments and edge transition from street to private development, Roma Street Parklands, Brisbane

Activation of the river edge with public access and recreation space in South Brisbane
The following defines the visions and objectives for improving the streetscapes and public spaces on the Gold Coast. Eight key design principles and three design drivers underpin a design rationale for achieving better streets and places.

**Envisioning typologies**

**Eight key design principles for good streets and places**

The design of the streetscape and public realm aims to achieve a level of richness and texture to the variety of people places in the city. The design of streets and places evolve from a series of guiding principles that establish intrinsic qualities within the landscape of the city and unfolds a narrative within it.

**Thresholds**
- Active and passive
- Occupiable
- Flexible zone
- Green edges
- Deep shade and filtered light
- Arbour, screens, structures

**Journey**
- Movement
- Clear space for walking and cycling
- Playful
- Wayfinding
- Legible linkages
- Terminating vistas

**Sustainability**
- Innovative
- Future generation
- Test bed
- Urban Heat Island effect (UHI)
- Modify microclimate

**Water**
- Ocean to canal (gold to the blue)
- Cooling/comfort
- Nourishment
- Misting
- Still/moving/sparkling/playful

**Colour**
- Subtropical
- Patterns
- Emotive
- Suggestive
- Characterful
- Soothing or Invigorating

**Sense**
- Interest
- Awareness
- Responsiveness
- Triggers
- Delight
- Energising

**Texture**
- Patterns
- Shadows
- Rhythm
- Linking elements
- Grain
- Art and sculpture

**Vitality**
- Living streets
- Green streets
- Pedestrian and cyclist priority
- Places for people
- Dynamic places
- Comfort and legibility
Three key design drivers for good streets and places

1. Public realm

The century of cities

Public places are important to the function of a growing city. The Gold Coast is unique in that its geographical context between ocean and hinterland, as well as substantial canal network, has provided much of the corridor with expanses of “borrowed” landscape. As the urban density of the region grows, shortcomings in the quality of and access to public realm are revealed. Comparative to other major cities, the Gold Coast is ranking highly in its efforts to rectify key issues and perform as well as, or better than, its counterparts. Public realm interventions should aim to deliver a sustainable, distinct and diverse range of public spaces that unify the city. Public domain must be robust, accessible, functional, flexible, safe, sustainable, attractive and memorable places for people.

World’s most liveable city

Every individual has both material and psychological needs. It should be the aspiration of every city to cater to these needs and assess success through measurable means. Liveability is one of these measures, demonstrated by a number of critical life factors including access to food, shelter, and water, personal safety, medical assistance, and opportunities for employment and recreation. High ratings of liveability often reflect the health of a city and its natural environment, as well as stimulate popularity for tourism and global recognition as an exemplar city.

A range of annual international surveys assess cities against numerous ‘liveability’ factors that include healthcare, culture, environment, education and personal safety. Vancouver, Canada has been the top ranking city of this survey for five consecutive years (2007 – 2011) followed by four Australian capital cities within the top ten (Melbourne, Sydney, Perth and Adelaide).

“Mid-sized cities in developed countries with relatively low population densities tend to score well by having all the cultural and infrastructural benefits on offer with fewer problems related to crime or congestion.” (Reuters Life, 2011)

Attributes of liveability

These top ranking cities set a precedent for the Gold Coast, exemplifying outcomes which aspire to deliver outstanding city living, sustainable environments, and stimulated social and economic activity, generating a highly-valued, liveable city.

Attributes of a successful, liveable city must include:

> Resilient food, water and waste systems, clean air
> Affordable and diverse housing
> Good health, including mental health
> Personal and public safety
> Economic and education opportunities
> Accessible and reliable transport
> Good quality telecommunications
> Social capital
> Community well-being
> Health of the broader environment
> Beautiful places
> Diversity of population and neighbourhoods
> Inclusive and adaptable decision-making

(source: GRATTAN Institute, 2010)
2. Movement and connectivity

Streets and places for people

Well-designed streets enrich people’s lives, promote activity and interaction, and provide opportunities for incidental meeting and interaction within comfortable and safe environments. Spaces that encourage this behaviour and invoke a sense of freedom come from rich landscapes alive with ambience and an atmosphere equitable to people of all abilities. This can be achieved through many streetscaping components that include lush landscaping, integrated street furniture, adequate signage and wayfinding, good lighting, adaptable structures, suitable materials, calming colour schemes, and an abundance of public art.

Continuity and enclosure

Successful place-making relies heavily on maintaining a sense of ownership and safety through distinguishable boundaries between public and private. Clear and legible spaces allow free-flowing movement and define acceptable uses without reliance on overt physical barriers. The strength of a safe and respectful community can come from entrusting a sense of ownership and stewardship of the public domain.

Ease of movement and connectivity

Public streets are critical components of public realm. Movement corridors that prioritise people above vehicles become popular urban spaces, which can be further heightened by offering a diversity of travel options, extensive shade, and being well-connected within the wider network. Successful connections must include:

- Continuous, legible networks
- Vibrant and safe links
- Comfortable footpath widths
- Clearly defined uses of space
- Consistent at-grade crossing opportunities – the shortest route is always preferable wherever safety is not compromised
- Shortened waiting times at intersections and crossings
- Adequate waiting space at street corner thresholds
- Public access and connection to natural assets, such as waterways, river edges, and ocean fronts
- Regular opportunities to stop and rest (rest points must adequately provide furniture)

Well-integrated streetscape components

Private garden frontages greening city streets

Providing signage and distinctive pavements to define use of space

Envisioning typologies
3. Diversity and robustness

We were all created equal

Outstanding design must meet the demands of a diversity of users and offer unique experiences.

Equitable access for people of all abilities is a necessary legislative component of the design of new places, ensuring that all places are accessible and functional for all potential users.

All new development should aim to sensitively integrate built form within the existing landform to minimise drastic grade changes and ensure paths can seamlessly transition from the street to building entries. Scenarios that require daunting and overwhelming stairs and ramps should be avoided.

Contextually appropriate

Successful public realm considers the inherent character of place through inspiration derived from the existing landscape. Responsive design leads to better functioning and more comfortable spaces that will also contribute to local distinctiveness. Designing streets and places with in-built flexibility leaves a legacy that can adapt to changes in both climate and land use, and deliver value for money as manageable assets for Council and the private sector.

These street typologies are a component of a holistic and multi-faceted city-building framework that all together prioritises the actions for creating legible streets, active places, sense of place, and distinctive spaces for a successful and sustainable subtropical city.

A diverse and robust city can be attributed to:

> Design that is appropriate to its context, integral for contributing to character and places of high amenity
> Active building frontages and multifunctional spaces
> Transparency between private and public realm, where suitable
> Considerate design, responsive to climatic conditions
> Planning for modal shift
> Provision of a diversity of experiences that promote recreation, relaxation, education and inspiration

Actions for a greener Gold Coast

The following actions are recommended to enable revitalisation of streets and public places:

> Benchmark best practices for people streets and cycling
> Review existing street sections to improve the layouts of road reserves
> Record existing shade provision
> Review existing underground service for discussion on potential collocation of services or relaxation of clearance requirements
> Review footpath qualities and quantities for citywide consistency and to ensure infrastructure is adequately delivered to meet population projections
> Identify streets and linkages with pedestrian and cycle priority
> Review edge treatments and development policies to enhance street interfaces with developments
> Develop strategies for subtropical design and microclimate responsiveness
> Develop strategies to improve pedestrian amenity
> Rationalise existing street typologies, layout, character etc for the delivery of better ‘green’ streets by 2031

Prepared by HASSELL for GCCC
Envisioning typologies

**Design priorities for new typologies**

**Street layouts**

Propose a new general arrangement for street layouts that balances core values with best practice design, which ultimately achieves the following outcomes:

> Creates a legible hierarchy of roads
> Returns the street to prioritising pedestrian and cyclist movements
> Enhances the experience through improved amenity and better structure
> Integrates movement corridors and enhanced connectivity to the GCRT system directly from home to station to work/school/play
> Creates distinctive, functional streets respectful of context and climate
> Adaptable and durable streets that are low maintenance and robust
> Flexible in nature for transitions in land use, lifestyle, technologies and community interests over time
> Consistent with the strategic city building aspirations of the Gold Coast

**Retrofitting**

Explore opportunities to prioritise and retrofit existing streets within the study corridor to enable the following outcomes:

> Create greener streets for improved amenity and shade provision
> Prioritise pedestrian movements by widening footpaths to accommodate projected foot traffic volumes
> Create multifunctional verge space that is flexible to:
  > A diversity of travel options
  > Incorporating street furniture
  > Integrating bus shelters, arbours or retail kiosks
  > Locating signage
  > Providing street lighting
  > Maximising street tree and understorey plantings
  > Flexible parking zones for loading or disabled access
> Ensure surface treatments, planting palettes, and furniture elements are consistent for a cohesive look, distinctive character and ease of maintenance
> Provide dedicated cycle paths wherever possible
> Provide dedicated bus lanes on major roads
> Improve microclimate through various streetscape treatments including large canopy street trees, arbours, awnings, and/or other potential design initiatives developed through detailed design
> Identify opportunities for public realm interventions

**Cycle network**

Provide a well-connected cycle network with appropriate provisions to achieve the following outcomes:

> Consideration of all types of cyclists (commuters, recreational and local access users)
> Provide different types of paths appropriate to street hierarchy and needs (e.g. dedicated on-road cycle lanes, segregated cycle lanes, share paths, off-road cycle tracks/veloways)
> Cater to the range of road speeds and environmental factors
> Wherever possible, provide consistent, hazard-free pavements

- A distinctive, functional subtropical streetscape
- Large canopy trees proportional to carriageway
- Successful subtropical understorey plantings
- Wide pavements encourage shared uses
Demonstration typologies

Overview

This section of the report proposes typologies for rejuvenating key streets within the corridor study area.

It reviews existing carriageway and verge configurations and recommends improvements in layout, space dedications and streetscape regimes. The designs proposed offer either interim and/or ultimate solutions with a listing of desirable final outcomes. These are described as key points and accompanied by typical streetscape plans and sections. The desired landscape character, amenity and quality of the streets are also described and supported by exemplar imagery.

The street typology changes proposed were derived from an assessment of the existing road types, their function in the road, pedestrian and cycle network, their contextual location, proximity to retail centres, and their relationship to the proposed GCRT alignment. Further detailed studies are recommended on a case by case basis to survey existing landscape, services and built form constraints. Streets pertaining to the GCRT alignment, its edges and related public realm works are not discussed within this report as these elements will continue to be developed by GoldLinQ under a separate contract.

The design rationale proposed for the typologies provides a strategic vision for improving the function and amenity of streets. Current road standards, including clear zones, setbacks, road speeds, cycle provisions and utilities, have been considered, however are not subject to commentary within this report. These are engineering items that require further review and discussion with relevant parties. It is also recommended that detailed design work be undertaken with engineering services, urban planners, and traffic planners to develop comprehensive local area master plans for key locations. This should coincide with a review of existing streetscape guidelines with a view to further developing comprehensive “Streetscape Design Guidelines” for the corridor study area and each of the precincts (i.e. Southport, Main Beach, Surfers Paradise, Florida Gardens and Broadbeach).

The diagrams below illustrate the design rationale for streetscape transformation, showing both the challenges to be found in current typical public realm and streetscape scenarios, and the benefits and improvements to be gained.

Existing: overhead powerlines restricting trees and poor visual amenity

Proposed: greener streets with regular tree provision, shaded verge and active paths

Existing streetscapes are uncomfortable microclimates that are hot, high glare, and lack breezes

Streets will become greener and provide more shade suitable for a subtropical climate, becoming inviting spaces for people.
Demonstration typologies

Key actions to create better streets on the Gold Coast

> Benchmark best practices for people streets and cycling
> Review existing street sections to improve the layouts of road reserves
> Record existing shade provision
> Review existing underground service for discussion on potential collocation of services or relaxation of clearance requirements
> Review footpath qualities and quantities for citywide consistency and to ensure infrastructure is adequately delivered to meet population projections
> Identify streets and linkages with pedestrian and cycle priority
> Review edge treatments and development policies to enhance street interfaces with developments
> Develop strategies for subtropical design and microclimate responsiveness
> Integrate Water Sensitive Urban Design (WSUD) initiatives for best practice drainage solutions that achieve natural irrigation of streetscaping and optimal water management outcomes
> Develop strategies to improve pedestrian amenity
> Rationalise existing street typologies, layout, character etc for the delivery of better ‘green’ streets by 2031

Common design elements

Demonstration street typologies were created using combinations of the following design components, to achieve reconfiguration of street layouts:

> Reduced speed limits
> Relaxation of setback requirements for street trees
> Narrowed traffic lanes
> Removal of median or reduction in width
> On and/or off-road cycle provisions
> Footpath and share path provisions
> Consistent shade provision through street trees and/or shade structures
> Alternate types of shade to modify microclimate
> Flexible zones along verges for optional treatments, such as parking bays, loading zones, disability parking/loading, structures, kiosks, planting
> Flexible setback zones along shared property and reserve boundaries

Benchmarking: investigation of new cycle infrastructure, such as recent installations of segregated lanes on Bourke Street, Sydney

Benchmarking: popular local, national and international streets were reviewed to understand footpath widths, methods of shading, and integration of street furniture. This example is in the Canberra CBD
Items for investigation

The following items are recommended for further investigation:

> Transition strategies between GCRT and non-GCRT sections of the boulevard
> Design alterations needed for variations in road reserve width
> Appropriateness of central right and left turn ‘slot’ lanes in urban environment
> Intersection, pedestrian crossing and driveway crossing integrations
> Review of DTMR and Council regulations for potential relaxations to road engineering requirements
> Specific locations of disabled parking bays and set-down areas within streetscapes (should be considered on a case-by-case basis)
> Definitive locations for accessible on-street parking bays and passenger set-down areas for people with disabilities (typically collocated within proximity to hospitals, medical centres, other medical service providers, and shopping centres)
> Definitive locations for commercial loading zones on streets with no parking
Design intent

The principal arterial north-south connector for the city is to be renamed ‘Gold Coast Boulevard’ reflecting its revitalised, active transport-oriented streetscape. Subtropical boulevard treatments exhibit prominent street trees with lush understorey plantings and wide, high-quality footpaths lining the edges. Clearly distinguished zones allow safe and balanced passage of pedestrians, cyclists, buses and motorists alike.
Ultimate function

- Primary movement corridor/north-south connector route
- Four traffic lanes with a dedicated public transport route integrated within an urban environment
- Intermittently integrates with GCRT
- Caters to commuter cyclists
- Active frontages are encouraged by:
  - Increased pedestrian movements via wider footpaths
  - Efficient public transport with dedicated bus lanes
  - Safe crossings to GCRT stations
  - Attractive and comfortable streetscape treatments
  - Slower moving traffic
  - Limited on-street parking opportunities to discourage vehicle short, local trips

Design features

Interim
No interim design proposed.

Ultimate
The following changes are proposed for ultimate delivery of this typology:

- Underground power and collocate services within verge, wherever possible
- Consider traffic speed reduction to encourage slower vehicular movements
- Narrow traffic lanes to better accommodate new streetscape elements and carriageway configuration
- Provide dedicated on-road cycle lanes
- Provide dedicated bus lanes where necessary
- Upgrade street lighting
- Relax street tree setbacks
- Introduce flexible setback zones to road reserve/property boundaries
- Introduce subtropical, feature street tree plantings to reinforce the city gateway and boulevard function of this corridor

Gold Coast Highway – Ultimate. Scale 1:200

Prepared by HASSELL for GCCC
Citywide Connector

Design intent

These connector roads deliver primary east-west active transport movements from the outer regions of the city to the coastal core. Dedicated public transport and cycle lanes directly link communities with the GCRT system, business/retail hubs, recreation spaces, and the coast. These are attractive ‘green spines’ that exemplify how high-levels of amenity, legibility and safety can encourage active transit movements.
Ultimate function

> Primary east-west movement corridor
> Four traffic lanes with a dedicated public transport route transitioning between residential and urban environments
> Connects to GCRT stations
> Caters to commuter and recreational cyclists
> Encourages active transport by providing:
  > Wide off-road share paths
  > Efficient public transport with dedicated bus lanes
  > Dedicated cycle lanes
  > An attractive and comfortable streetscape environment
  > Limited on-street parking opportunities to discourage short, local vehicle trips

Design features

Interim
The following changes are proposed for the interim design of this typology:

> Consider traffic speed reduction to encourage slower vehicular movements
> Retain overhead transmission lines and current service allocations
> Relax street tree setbacks
> Narrow traffic lanes to better accommodate new streetscape elements and carriageway configuration
> Reduce the current central median width and plant with tall, feature marker trees and low maintenance understorey plantings
> Provide dedicated on-road cycle lanes
> Provide dedicated bus lanes
> Provide upgraded footpaths

Ultimate
The following changes are proposed for ultimate delivery of this typology:

> Underground power and collocate services within verge, wherever possible
> Upgrade street lighting
> Introduce subtropical, feature street tree plantings to reinforce the ‘green’ spine and support the active transport function of this corridor
> Introduce flexible setback zones to road reserve/property boundaries
**Design intent**

These ‘green’ connectors act as a secondary east-west movement corridors linking edges of the city to the coastal core. This typology differs from the ‘citywide connector’ by having no dedicated public transport lanes. The focus is on providing maximum comfort for pedestrians and cyclists on direct links to the GCRT system, business/retail hubs, and recreation spaces. These are attractive ‘green spines’ that aim to encourage active transport.
Ultimate function

> Secondary east-west movement corridor
> Two traffic lanes with pedestrian and cyclist priority transitioning between residential and urban environments
> Caters to commuter and recreational cyclist movements
> Encourages pedestrians and cyclists by providing:
  > Wide, off-road share paths
  > Dedicated on-road cycle lanes
  > An attractive and comfortable streetscape environment
  > Regular on-street parking opportunities to encourage economic development along these routes and improve access to open space

Design features

Interim
No interim design proposed.

Ultimate
The following changes are proposed for the ultimate design upgrade of this street typology:

> Underground power and collocate services within verge, wherever possible
> Upgrade street lighting
> Introduce subtropical, feature street tree plantings to reinforce the ‘green’ spine and support the active transport function of this corridor
> Introduce flexible setback zones to road reserve/property boundaries

Green Connector – Existing. Scale 1:200

Green Connector – Ultimate. Scale 1:200
A distinctive street for people attracts a diversity of users in an appealing environment that provides lush subtropical vegetation and undulating arbours, optimising shade, reducing the temperature of urban environments, and reinforcing a rich, local character unique to each precinct. The carriageway configuration aims to slow vehicular movements, encourage cyclists and provide parking for retail and commercial frontages.
**Ultimate function**

> An active and bustling subtropical corridor within local retail hubs
> Two traffic lanes with pedestrian and cyclist priority integrated within retail and commercial hubs in each precinct
> Caters to recreational cyclist movements
> Encourages pedestrians and cyclists by providing:
  > Wide, off-road share paths
  > Dedicated on-road cycle lanes
  > An attractive and comfortable streetscape environment
  > Regular on-street parking opportunities to encourage economic activity

**Design features**

**Interim**

There is no interim design option for this typology.

**Ultimate**

The following changes are proposed for the ultimate design upgrade of this street typology:

> Underground power and collocate services within verge, wherever possible
> Consider traffic speed reduction to encourage slower vehicular movements
> Relax street tree setbacks
> Narrow traffic lanes to better accommodate new streetscape elements and carriageway configuration
> Provide dedicated on-road cycle lanes
> Provide upgraded footpaths
> Provide on-street parking bays
> Integrate an arbour structure to deflect western sun
> Introduce appropriate street tree and understorey plantings to reinforce 'subtropicality'
> Upgrade street lighting
> Introduce flexible setback zones to road reserve/property boundaries

**Variations and recommendations for consideration**

> Consider integrating misting devices and solar panels within arbour structure

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**Subtropical Street – Existing. Scale 1:200**

**Subtropical Street – Ultimate. Scale 1:200**

Prepared by HASSELL for GCCC
The heart of the community – this busy and active street encourages slow movements through shared use of space. Treatments are high quality and detailed to subtly denote use of space and encourage a dynamic retail hub. Cyclists, pedestrians and vehicles share the corridor which is shaded and rich with lush landscaping, outdoor street dining, diverse retail kiosks, shade structures and public art.

- Feature pavements to encourage slower traffic speeds and share use
- Flexible zone for parking/loading/drop off
- Arbor shade structure / kiosk demonstrating integrated PV panels
- Mid-block pedestrian crossings, where necessary
- Wide footpath for share use (pedestrians & cyclists)
- Two-way traffic flow

**The Market Street**

Existing condition (Davenport Village precinct)  
Share space on Albert Street, Brisbane  
Share space identified through surface treatments in Perth
**Ultimate function**

- A mixed traffic street where pedestrians and cyclists have priority use over vehicles in this shared space.
- Two traffic lanes and ample off-road pedestrian and cyclist space within retail/commercial hubs.
- Encourages slow traffic movements.
- Encourages pedestrians and cyclists by providing:
  - Wide, shady footpaths.
  - High amenity pavements.
  - An attractive and comfortable streetscape environment.
  - Reduced on-street parking opportunities to encourage active transport methods through this destination.

**Design features**

**Interim**

There is no interim design option for this typology.

**Ultimate**

The following changes are proposed for the ultimate design upgrade of this street typology:

- Underground power and collocate services within verge, wherever possible.
- Consider traffic speed reduction to encourage slower vehicular movements.
- Relax street tree setbacks.
- Narrow traffic lanes to better accommodate new streetscape elements and carriageway configuration.
- Flexible zones to allow for off-road loading zone/parking/drop-off.
- Provide upgraded footpaths.
- Integrate an arbour structure or retail kiosks along verge.
- Introduce appropriate street tree and understorey plantings to reinforce 'subtropicality'.
- Upgrade street lighting.
- Introduce flexible setback zones to road reserve/property boundaries.

**Variations and recommendations for consideration**

- Consider flush kerbs to reinforce share zone and allow for flexible loading/parking zone within footpath.

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Prepared by HASSELL for GCCC
Transit Station Approaches

Design intent

These avenues channel high pedestrian numbers to and from light rail stations. These must be legible and functional streets catering to the demand of a diversity of transit users. Wide share paths are comfortably shaded and balanced with street furniture, shade structures and active edges. On-street parking and/or loading zones are optional features that can be integrated within the flexible zone of the verge.

Transit Station Approaches – Key plan. (Not to scale)

- Flexible zone for parking/loading/drop-off
- Share path (pedestrians & cyclists)
- Two-way traffic flow
- Arbour shade structure demonstrating PV panels
Ultimate function

> A busy ‘people’ street with wider footpaths and narrower carriageways to accommodate peak flows of users accessing and egressing transit stations
> Two traffic lanes with wide share paths for pedestrians and cyclists within suburban roads connecting to transit
> Encourages pedestrians and cyclists by providing:
  > Wide shady footpaths
  > Shade arbours
  > Sower traffic movements to allow shared use of the road pavement with cyclists
  > An attractive and comfortable streetscape environment
> Limited on-street parking to prioritise active transport methods to transit stations

Design features

Interim

There is no interim design option for this typology.

Ultimate

The following changes are proposed for the ultimate design upgrade of this street typology:

> Underground power and collocate services within verge, wherever possible
> Consider traffic speed reduction to encourage slower vehicular movements
> Relax street tree setbacks
> Narrow traffic lanes to better accommodate new streetscape elements and carriageway configuration
> Flexible zones to allow for off-road loading zone/parking/drop-off
> Provide upgraded footpaths
> Integrate an arbour structure
> Introduce appropriate street tree and understorey plantings to reinforce ‘subtropicality’
> Upgrade street lighting
> Introduce flexible setback zones to road reserve/property boundaries

Variations and recommendations for consideration

> Consider mountable kerbs to accommodate flexible loading/parking zone within footpath

Prepared by HASSELL for GCCC
Design intent

The Avenues are local connectors, typically the main linkages in residential areas. These are generally quieter traffic streets with significant on-street parking provisions for residents and visitors. Active use of the corridor is encouraged along the well-shaded share paths and attractively landscaped verges.
**Ultimate function**

> A major local street connection with close proximity to major centres, transit stations, and recreation areas
> Two traffic lanes with wide share paths for pedestrians and cyclists within suburban areas
> Encourages pedestrians and cyclists by providing:
> > Wide shady share paths
> > Slower traffic movements to allow shared use of the road pavement with cyclists
> > An attractive and comfortable streetscape environment
> > Ample on-street parking for residents and visitors

**Design features**

**Interim**

The following changes are proposed for the interim design of this typology:

> Kerb build outs to formalise on-street parking bays
> Consider traffic speed reduction to encourage slower vehicular movements for shared use of road with cyclists

**Ultimate**

The following changes are proposed for the ultimate design upgrade of this street typology:

> Underground power and collocate services within verge, wherever possible
> Relax street tree setbacks
> Introduce appropriate avenue style street tree and understorey plantings to reinforce ‘subtropicality’
> Upgrade street lighting
> Introduce flexible setback zones to road reserve/property boundaries to enable clear space for a diversity of experiences (e.g. alfresco dining, gathering space, small tree plantings for improved shade and amenity)
Local Residents Streets

**Design intent**

Local streets are the primary components to the street network and typically start and end all journeys in the city. These are quieter roads which can therefore accommodate shared use between cyclists, motorists and on-street parking. Regular street tree plantings shade the footpath/s within a turf verge, reflecting a traditional neighbourhood streetscape character.

**Shaded local street in New Farm, Brisbane**

**Local street treatment in New Farm, Brisbane**

**Local Residential Street - Typical plan, Scale 1:200**

- Share path (pedestrians & cyclists)
- Dual use lane (shaded on-street parking and informal cycle lane)
- Two-way traffic flow

**NOTE**: Local residential streets are extensive throughout the corridor. Subject to Council designation.
Ultimate function

> Local residential streets to provide an improved connection into the wider street network
> Two traffic lanes with a footpath to one or both sides of the road, and on-street parking/cycling within residential areas
> Encourages pedestrians and cyclists by providing:
  > Wide shaded footpaths
  > Slower traffic movements to allow shared use of the road pavement with cyclists
  > An attractive and comfortable streetscape environment
  > Ample on-street parking for residents and visitors

Design features

Interim

The following change is proposed for the interim design of this typology:

> Provide footpath wherever missing from existing streetscape

Ultimate

The following changes are proposed for the ultimate design upgrade of this street typology:

> Underground power and collocate services within verge, wherever possible
> Move kerb to widen carriageway to accommodate on-street parking and cyclist movements
> Relax street tree setbacks
> Introduce appropriate native street trees and turf verge to reinforce local neighbourhood character
> Upgrade street lighting
**Beach Esplanade**

**Design intent**

The iconic north-south main street connecting people with the beach strip. A relaxed environment encourages slower movements through this corridor and allows cyclists to share the road with motorists or opt to utilise the adjacent Oceanway. Significant on-street parking caters to the high patronage of this corridor.

**Ultimate function**

> A relaxed oceanfront corridor along a recreational, retail and residential edge
> Two traffic lanes with on-street parking provisions
> Adjacent Oceanway paths accommodate cyclists or unmarked on-road travel along the Esplanade
> Encourages pedestrians and cyclists by providing:
  > Connection with the Oceanway
  > An attractive and comfortable streetscape environment
  > Regular on-street parking opportunities to encourage economic and recreation activity

**Design features**

**Interim**

There is no interim design option for this typology.

**Ultimate**

The following changes are proposed for the ultimate design upgrade of this street typology:

> Relax street tree setbacks
> Narrow traffic lanes to better accommodate new streetscape elements and wider footpath on western side of road
> Provide on-street car parking bays perpendicular to kerb and/or angled parking sections to beach side
> Utilise historic landmark planting, such as Araucaria heterophylla (Norfolk Island Pine) with salt tolerant understory planting

**Variations and recommendations for consideration**

> Public realm interventions at key nodes intersecting with the Oceanway
The Oceanway

Design intent

The jewel of the coast – an active boulevard where people can walk and cycle along the length of the ocean in a safe, car free environment. Ultimately, this coastal path aims to consistently connect the Gold Coast Seaway at the northern end of the Spit with Point Danger Lighthouse on the New South Wales border.

Design features

There are varying conditions, based on location and access, in identifying an Oceanway typology. Two options are proposed to infill missing links:

Urban event
> Wide share path
> Provide flexible places for gathering (plazas, parklands, picnic shelters & events at citywide connector and transit station approach junctions)
> Use consistent palette of materials, structures, lighting and signage
> Ensure public realm interventions are well-resolved and key character areas distinguishable with planting schemes (urban, local, coastal, etc)
> Avenue planting of Araucaria heterophylla (Norfolk Island Pines) or similar, and enhance dunes with new native Pandanus sp., Casuarina sp. and Cupaniopsis sp. plantings dispersed with other native coastal species for stabilisation

Path through dune
> Shared paths installed east of the existing A-Wall in a 20-30 m zone
> Maintain beach access from private properties with timber stair connection
> Manage dunes with adequate stabilisation and revegetation works
> Provide clear space for informal gatherings and relaxing off the beach

Variations and recommendations for consideration
> Negotiate with state government and other stakeholders to review beachfront parameters
> Form a working group to identify ways to generate additional funding to accelerate and manage delivery of a continuous Oceanway

Prepared by HASSELL for GCCC
The River Walk

**Design intent**

The river walk reintroduces the community to its extensive waterway system through a dedicated pedestrian walkway integrated into the canal edges as a variety opportunities to interact with the canals.

**Ultimate function**

- A public corridor on the eastern edge of the waterway, connecting the Gold Coast Highway bridge crossing of the Nerang River at Southport to Pacific Fair, Broadbeach

**Existing design**

- The river walk has been initially delivered, in part, for a section between Budds Beach through to the Surfers Paradise called “Surfers Central Riverwalk” which connects the Transit Centre with a waterfront boardwalk and underpass to the Eastern Chevron Island Bridge.
- Current design standard is a boardwalk, on land, and cantilevered where over the waterway
- Delivery methods to date have been by means of urban renewal and developer contributions

**Proposed design features**

- Review existing design to ensure provision of wide boardwalk with clear space for walking, gathering, recreation, urban events, and access to boat mooring
- Develop a river walk design that is based on best practice exemplars
- Establish a delivery method that accelerates the provision of this key north-south blueway network

**Variations and recommendations for consideration**

- Boardwalk options - on land, cantilevered, over water, etc
- Bridge underpasses
- Other green bridge locations
- Private boat mooring locations

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Cross sections of canal edge showing options for integration of river walk

Existing view looking north from Q1 over the waterways and canal development

Transitions to the rivers edge in South Brisbane

Edge treatment and gathering space along Sandgate foreshore

Existing canal edge condition (Broadbeach)
Green Bridges

Design intent

The integration of a suite of green transport bridges will feed into a wider open space network creating fine grain pedestrian and cyclist connections enhanced by direct river and canal crossings. The community will be better linked to open spaces, employment, and retail hubs across the region via a strong, legible and well-considered active transport network.

Ultimate function

> A series of functional green transport bridges across waterways that link the open space network

Existing design

> Several green bridges have been delivered on the Gold Coast, including
  > Macintosh Island bridge
  > Griffith University bridge
  > Future “Cavill West” corridor includes two new green mode bridges:
    > Cavill Avenue linking west to Chevron Island (cost $18M)
    > Chevron Island linking to Evandale ($23M) with a new underpass to Bundall Road

Proposed design features

> Deliver multiple, short and functional green bridges in favour of fewer iconic bridge statements
> Deliver best practice, carbon neutral sustainable designs
> Ensure the designs are cohesive, simple and uncluttered to allow for:
  > Walking and cycling with rest and view points
  > Well-resolved design of bridge landings to provide opportunities for plazas, open space, kiosks, urban events, fishing platforms
> Adequate clearance for waterway traffic

Variations and recommendations for consideration

> Underpasses, landings and pontoons
> Review completed green bridges for their appropriateness, use, whole of life cost, and maintenance regimes
> Council to investigate alternate methods of partnership with state and federal authorities to realise the provision of ten green bridges within the corridor by 2031
Final recommendations

In addition to the comments and suggestions already proposed, the following recommendations are critical for the successful transformation of street typologies and the public domain on the Gold Coast.

**Streetscape implementation**

1. **Relocation of services**
   > Further investigate financing the relocation of existing overhead and underground services to enable retrofitting of existing streets. Locations of utilities and associated easements are currently the primary restrictions to delivering greener streets. Recommendations are to underground the currently restrictive overhead power lines that exist on most streets in favour of improved street tree plantings to road sides.

2. **‘Greening the City’ program**
   > Introduce a ‘greening the city’ program with dedicated street tree planting events. In 2009-10, 8,039 trees were planted in residential areas as part of the Citywide Greening Program across the whole of Gold Coast area. If 10,000 trees are planted each year along streets within the corridor area, nearly 200,000 new trees will exist by 2031.

3. **Cultural and coastal planting**
   > Wherever possible, retain and reinforce cultural and coastal plantings, including Araucaria sp. (Norfolk Island pines), Pandanus sp. (Screw pines), Casuarina sp. (Coastal She oak) and Cupaniopsis sp. (Tuckeroo) in the coastal core, public spaces and streetscape.

4. **Streetscape guidelines**
   > Develop a streetscape guidelines document similar to the Brisbane Streetscape Design Guidelines that prescribes street requirements for typical road types, local precinct improvement areas, planting, surface finishes and furniture palettes, and standard technical requirements, ultimately ensuring quality and consistency is achieved on Gold Coast streets.

**Public realm and open space**

1. **Public realm guidelines**
   > Establish public realm guidelines to provide a framework for high quality landscapes, urban design, and amenity that is integral with city-building and responsive to a subtropical climate.

2. **‘Greening the City’ program**
   > Establish a ‘greening the city’ program to transform under utilised spaces (such as asphalt surfaces, outdoor sports courts, car courts, dead end streets) into usable green space, improving the ‘lungs of the city’ as breakout “breathing spaces”.

3. **Design standards**
   > Strive for improved design standards that are well-structured and integrated within the wider context by:
     > Recognising all available land (i.e. neighbouring parks, plazas or vacant land parcels)
     > Consolidating with reclaimable land, such as unutilised street verge “blobs and slithers”, street corners, building edges, laneways and mid-block links
     > Exposing canal edges

4. **Public realm audit**
   > Carry out an audit of existing public realm sites within the city to review conditions and prioritise revitalisation works through a co-ordinated program of works. Particular attention to existing high-use pedestrian malls, such as Cavill Avenue and at Southport and Broadbeach, is recommended.

5. **Alternate space acquisition**
   > Acquire additional public realm space through changes to road layout, private development proposals, and contribution schemes for infrastructure works.
   > Research exemplar developer contribution schemes used in other cities to establish funding policies for public realm enhancement. (The City of Seattle for example, requires all new developments within the CBD to contribute 2% from the construction budget towards public art, delivered either as the building facade, a commissioned structure on-site, or provided elsewhere within the city).
6. Community and productive gardens
> Develop a network of community gardens intermixed within developed areas
> Develop productive garden education programs within schools and community centres to encourage community use of these spaces and improve holistic ‘green’ thinking and knowledge base

7. Urban events program
> Develop a program of urban events, such as temporary art installations, festivals, and projects that uniquely “take over” public spaces. Temporary events such as these are well-received and generate wide interest from members of the community as they come together to see an everyday space transform. Many cities around the world are discovering the benefits of these short-term events, such as:
> Sydney’s annual “Breakfast on the Bridge” across the harbour bridge
> Brisbane’s annual Caxton Street Seafood Festival
> “The Big Lunch” organised by the Eden Project in the United Kingdom
> Gad Weil’s “Nature Capitale” tribute to biodiversity day in 2010 where the Champs Elysee was liberated by local farmers, transforming the busy traffic corridor into a field of trees and plants for over two million visitors

8. Natural environments
> Promote and enhance natural environments through sustainable landscaping regimes considerate of biodiversity, encouragement of habitat creation, integration of low-impact connections and interaction opportunities, and education programs within schools and for the community
> Enhance the coastal edge with foreshore improvement programs and on-going community revegetation schemes where locals can help stabilise and protect the fragile dunes with local endemic species

Government policy
1. Program review
> A full review of the Gold Coast City Council open space program to audit existing local and regional open space networks and re-strategise public space priorities, the timing of upgrades, and techniques for a more efficient maintenance scheme, aimed at reducing long-term costs and achieving a more sustainable action plan for open space

2. Partnership
> Develop policy to enable street tree planting in partnership with private owners

3. Healthy city
> Promote a healthy city by making adequate provision for open space that is responsive to the passive and active recreational needs of various user groups and encourages community-building

4. Research
> Research future paradigms for better streets and places through cooperative work with research bodies such as CSIRO, QUT Sustainability Centre or Bond University to identify key sites within each precinct with the potential to study existing patterns and/or test new technologies. Research areas could include appropriate elements for subtropical coastal environments, city street microclimates, and health benefits from improved place-making. Research and data collected will help to support policy changes to existing planning and development guidelines and the prioritising of city precincts for future enhancement.
Part 4.
Better Gold Coast buildings
Implication of GCRT

The Gold Coast is well known in Australia and abroad as a tourist destination featuring a line of high-rise apartment buildings along its famous beachfront.

A more recent addition to the Australian group of cities, the rapid growth of the Gold Coast has been concentrated along a narrow sand bar between the beach and the lesser known Nerang River, bisected north-south by the Gold Coast highway. This spine of high-rise buildings, combined with the extensive canal network dredged from the Nerang River to the west, gives the Gold Coast its trademark character distinct from any other Australian city.

The arrival of the Gold Coast Rapid Transport (GCRT) system reflects the Gold Coast and South East Queensland’s status as one of Australia’s highest growth regions. With the population expected to grow by some 250,000 over twenty years to 2031, the GCRT is timely and represents a turning point for the city from a tourist and retiree destination to a mature cosmopolitan city enjoying the benefits associated with an efficient public transport system.

It is within this context that a renewed focus on the built form of the Gold Coast is being undertaken. In this section a considered approach to guide the transformation of the built form in the study corridor to realise the Gold Coast’s 2031 vision is structured as follows.

Firstly, an overview of the city’s existing urban framework identifying key drivers is provided, including a snapshot of typical Gold Coast building typologies within the framework to highlight issues and deficiencies. Secondly, the transformation of existing building typologies is considered to address identified urban deficiencies, accommodate projected growth and provide a mechanism for urban intensification within the remit of enabling better Gold Coast streets and spaces. Thirdly, the new building typologies are repositioned to accord with a clearly defined set of core values that apply to a range of built form scales, spaces and proposed street typologies also detailed in this report. The core values are defined in terms of a series of detailed attributes that are intended to underpin future development within this subtropical environment. Finally, a sample of demonstration projects is included to show application in support of the overall city framework vision.

History on current urban framework

The development history of the Gold Coast can be broadly grouped into six periods to background the current urban framework. The first period represents the foundations of the Gold Coast’s street layout dating back to the original settlement of pioneering beach shacks scattered along the dirt tracks behind the beach dunes of early last century.

Early signs of the street ladder pattern between the track where the Gold Coast highway now exists and the beachfront became more pronounced in the second period in the 1930s and 1940s when coastal villages and early resorts were established. The area was informally referred to as the Gold Coast in this period.

The third period, in the 1950s, heralded a car-based street character where the typical individual detached residential dwellings on ¼ acre lots were amalgamated into lots with coastal ‘six packs’ and roadside motels. Canals were also first built in the 1950s which departed from the beachside street grid. The local government areas of Coolangatta and Southport were officially named Gold Coast in 1958.

In the fourth period, from the 1960s, the first high-rise buildings appeared which were typically set in resort styled landscaped grounds rather than directly addressing streets. At this time, Main Beach and Surfers Paradise were connected by a dual carriageway to Southport resulting in a larger scaled major highway bisecting the city.

In the fifth period, in the 1970s and 1980s, real-estate developers gained a significant role in local politics and highrise rapidly became the dominant building typology in Surfers Paradise. During this period the canal network continued to expand into an extensive alternative urban typology of privatised residential waterfront land which today extends the full western flank of the study corridor.

In the current sixth period, from the mid 1990s, has seen the arrival of major integrated high-rise developments taking up entire city blocks including Chevron and Q1 as examples. Emerging tower forms typically depart from the street grid pattern into individual expression with site specific geometries of laneways and public spaces occurring.
Existing urban patterns

The key driver behind the development of the Gold Coast urban framework is the historic connection to the water’s edge, either as beachfront or canal frontage. Water access and water views have driven built form through each successive period. As population and building scale has increased in the corridor, water access and views have continued to drive the city’s dominant building typologies to serve market forces, often to the detriment of the quality of the urban street environment. These urban conditions are diagrammed in the first 2 sketches including the measures required to improve the urban amenity for the future development of the city. They include promoting urban intensification along the primary east-west road links between the corridor and the western areas with a general program of providing public access to the waterfront.

Democratising the waterfront will be an important part of achieving the desired future city framework for the Gold Coast. The illustration below demonstrates that removing private waterfront property and providing public access to a larger proportion of properties in proximity to the waterfront may result in the redistribution of economic value to a wider area.
Existing building typologies

A snapshot of the Gold Coast’s typical building typologies has been captured in the study corridor which represents a broader range of typologies in the city. The range covers earlier forms of low-rise development to the more recent high-rise integrated developments.

Two to three storey walk up terrace, “six pack” and clustered townhouse brick and tile developments proliferated in the 1960s and 1970s located in deep lots with narrow street frontages. Most residences are accessed along landscaped pathways in the side setback of the site. This typology typified the economic imperatives of low build cost and maximum yield to meet market demand at the time. They offer little activation to the street frontage or useful common outdoor space for residents.

Mid-rise apartment blocks began to replace the walk-ups, initially along the beachfront. The first generation towers are stand-alone in landscaped site compounds arranged with resort facilities including pool(s), tennis courts, gym facilities and strata common areas. Building forms tended to be significantly set back from street edges with landscaped wall elements on site boundaries.

Mid to high-rise apartment block typologies increased in size as economic building technology improved, with tower forms commonly located on podium blocks of several storeys aligned to the street edge. Towers were orientated to the ocean view independent from the street alignment. Recreational facilities and landscape were located on the podiums with internal residents’ facilities within the podium. These typologies partially addressed the street interface however often presented inactive frontages along secondary street boundaries.

More recently, high-rise development typologies on larger amalgamated lots have been appearing in the corridor. Examples of this typology range from single or multiple towers up to and exceeding 40 storeys integrated to a multi-level base containing street frontage retail tenancies. These typologies are located closer to the central areas of Southport, Surfers Paradise and Broadbeach and they represent a step forward as master planned developments responding to the street environment with publicly accessible retail arcades and cross-site links improving the environment for pedestrians.

The corridor currently comprises a full range of building typology scales and types where high-rise occurs adjacent to the earlier forms of low-rise. Market forces have tended to drive development outcomes on a lot-by-lot basis where water views remain the focus. There are more recent examples of typologies responding to improve the quality the street environment, however the Gold Coast study corridor remains a patchwork of starkly contrasting building typologies with compromised streetscapes.
The next phase of growth in the Gold Coast will require a new approach to achieving the inevitable demand for more buildings within and around the corridor. Existing building typologies that primarily serve the private sector market will need to be transformed into new typologies to support urban intensification with high quality public amenity in the city.

The main transformation will be from individual buildings to a community based city emphasis. Buildings will form part of a renewed focus on streets, lanes, parks, pedestrian and cycle links, a publicly accessible canal network, the urban edge to the beachfront and a suite of more intimate public spaces threaded through the city. An urban contextual approach will require buildings to address and activate the street, facilitate better subtropical landscaped streets and offer alternatives to the high-rise typology promoting a healthy social culture in the city.

The following figure demonstrates the transformation anticipated from a massing point of view. For a given site, singular building forms resulting from the maximum available development volume will respond to urban parameters in a number of ways without compromise to the available site yield to deliver better public outcomes. This may include compression and fracture of individual forms to enable laneway or public space diversification, as some more recent integrated developments in the corridor reflect. Building forms may also consolidate into perimeter configurations to achieve planned densification to support a consistent street edge condition where envisioned in the broader urban framework.
Further detail on the issues relating to the transformation of typologies is provided in the following figure. Two examples are outlined for the mid-rise tower on a fragmented base typology.

In the first example, towers are orientated where possible to the street frontage and set back from the street edge in conjunction with providing variation in building massing and a uniform scale to street edges. The orientation and shaping of tower forms can balance view imperatives with desirable urban massing.

An approach to fracturing the central core base plan in such a way that promotes through ventilation and views from multiple sides of resultant apartment layouts may assist in this strategy. The example provides a basis for effective street edges with the possibility of mixed use occurring within the low-rise built forms to stimulate an active and diverse street context.

The second example advocates the tower form moving to the street edge as part of a perimeter variation in street edge scale. Low building forms would be positioned to the north of the site to allow solar access to intra site open spaces and views over. It is important to recognise that diversity of street massing is appropriate provided comfort conditions on the street are maintained. Pragmatic environmental issues such as wind down wash from taller structures need to be resolved in built form edge treatment.
Alternative density

With an increase in density from low to high-rise, a quantum shift in scale has typically occurred from the 3, 5 and 8 storey typologies in terms of car parking and lifts. Early 3 storey walk-ups did not include lift access, consistent with the target market and lift technology available at the time. Car parks were generally on grade including undercroft parking examples. With advances in cost effective lift technologies, buildings from around 5 storeys incorporated lifts to reflect buyers’ requirements and changing demographic to aged occupants. Car parks had greater cost impact as they reverted to basements. To about eight storeys, the 25m height limit for a non fire sprinklered building per the Building Code of Australia caused a building height threshold in terms of relative building cost to introduce fire services. From 8 storeys the financial model for developers instigated a jump in height to higher Mid-rise (12-15 storeys) and beyond.

The influence of climate change and sea level rise must be factored into setting the levels of occupied ground planes and potentially car parking for future typologies. A section through the perimeter base typology shows above ground parking buried within the fabric of the development mass in recognition of the potentially prohibitive costs of basement carpark construction with sea level rise. Critical to the success of this typology is ensuring viable, usable floor space around the car park to address streets. A mixture of low rise block forms combined with high rise in a single development, provides opportunity for diversity in outdoor space between the blocks over the carpark deck. Alternatively, a veneered or sleeved approach around a car park consolidated into the base of the high-rise typology can be used, which unlocks opportunity to create ground plane external space between the high-rise and Mid-rise blocks linked to the street. This typology is suitable for a mixed use model.

Three options have been considered to enrich the existing typology of residential beyond a single retail edged base condition. Option 1 shows 2 levels at the building base addressing the street. The ground level would be a combination of retail and small commercial in viable locations with the second level available for commercial or components of the second level reduced to provide double height volumes. Options 2 and 3 incorporate opportunities for a range of commercial scale from small to medium sized businesses. Mixed use requires a particular specialised approach in the development business model however it is supported for two reasons: 1) consolidation of workplace and residential to reduce commuter load, and 2) to increase street activity throughout the day-night cycle.
Podium activation

High density mid rise residential typologies should support an enhanced level of street level activation within parts of identified precincts in the study corridor. A building typology considered useful to achieving this outcome is the high density fractured model with a two level multipurpose podium. This typology splits the residential block into multiple forms to extend access to the perimeter for apartment layouts, facilitating cross ventilation and daylight deep into the block forms and enable the inclusion of communal outdoor roof terrace space between the residential blocks.

The residential block elements are then articulated to the podium to provide opportunity for a varied street based language suitable for retail use, such as cafes and small commercial in unison with extended pedestrian pavement zones captured in the street typologies section in this report.

The building typology is enhanced by composing a range of varied material treatments to select parts of the overall form. In addition to modulating scale, material and form diversity may relate more specifically to the identity of building occupants.

Attention should be given to including street canopies to provide shade and protection for designated kerbside occupation such as cafe seating, retail and market display which in turn adds to the vitality and interest in the city’s streets.
Tower transformation

The transformation of the stand alone tower typology in the corridor is considered to be an integral part of the intensification of the Gold Coast. It’s acknowledged that market forces will prevail to deliver this typology for more compact sites not suitable for the larger integrated or variable mass typologies.

Taking the existing stand alone tower on a landscaped site as a base, the typology should be transformed to incorporate the following components.

Firstly, an articulated low-rise base to frame and activate street faces is an important distinction from the current scenario. The base may accommodate either residential or mixed use alternatives which will guide the degree of articulation, variable setbacks, entrance locations and a sense of perforation and depth to the facade elements. Part of the base set back from the street frontage may be required for multi-level car parking.

Secondly, tower forms should be configured to relate to the street frontage in balance with optimal orientation for microclimatic conditions and to consider shade impacts on surrounding spaces and residents. Apartment towers should respond holistically to the subtropical climate, providing cross ventilation and versatile outdoor living spaces to apartments. Opportunities for screened landscaped spaces within the tower for common access would promote a sense of community within the sky.

Thirdly, roof terraces should be integrated into the outdoor living and landscape strategy including street interfaces. Variation in materials, surfaces and shade elements can all combine for a diverse built form response.
Repositioning typologies in response to redefined values

Key values

A core set of values has been defined to underpin a positive growth path for the Gold Coast. Each value represents an important constituent part of the urban condition within which building typologies are to be repositioned. The intent is to broaden the awareness of the interdependency between the urban realm and built form typologies using these key values as a mechanism for positive change: People, Places, Buildings, Transport, and Sustainability.

People should be at the centre of all building typologies and the communities to which they are engaged. A socially active, equitable and safe built environment in the private and public realms will significantly add to the quality of the urban experience and provide a foundation for a better city structure.

Places encompass all aspects of the space between and within buildings, streets, beach, waterways and landscaped areas. High quality spaces provide the glue in the urban framework from intimate to city scale. The Gold Coast should pursue a range of appropriately scaled places to encourage positive community interaction, convenience, comfort and civic pride.

Buildings are integral to the composition of the broader city form and perform a pivotal role in framing city streets and places. The Gold Coast of the future should support a diverse range of building typologies to meet functional and economic demands whilst balancing the inevitable tension between private and public interests. The interface of buildings to the urban context requires careful consideration to ensure the success of the urban framework.
Transport is, and will be more so into the future, a core component of a functional and accessible Gold Coast. The transfer from car reliance to public transport will unlock valuable opportunities and challenges throughout the corridor and above all connect communities in a way not previously experienced on the coast.

Sustainability has permeated modern life to a degree that requires innovative approaches to the development of the city into the future. More than any other coastal Australian city the need for adaption of building typologies to meet changing circumstances on the coast is pressing.

**Built realms**

The physical scope of the built environment has been captured in built realms: Buildings, Interface, Streetscape and City form. Key attributes for each built realm are listed to highlight the detailed issues that contribute to the formation of building typologies. They reinforce the reality that buildings will respond to a detailed local set of circumstances, with consideration given to a broader scaled imperative to work within and reinforce the Gold Coast city structure.

<table>
<thead>
<tr>
<th><strong>Built realms</strong></th>
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<tr>
<td><strong>Buildings</strong></td>
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Subtropicality

The Gold Coast is a subtropical city with a unique sense of place. The region experiences a humid subtropical climate (Koppen Climate Classification) with average annual temperatures ranging between 17 to 25 deg C. The city lies between a 57km stretch of coast and the Gold Coast hinterland which includes a 206sqkm section of volcanic World Heritage listed rainforest on the Great Dividing Range to the west. The city’s climate, beaches, hinterland and 700km of canal are intrinsic to the Gold Coast’s subtropical character.

Within this context, the elements of subtropical character can be used to guide the growth of the Gold Coast; to inform patterns of development and building typologies that contribute to the subtropical lifestyle important to the city’s inhabitants.

Elements that make up the subtropical city include climate, lifestyle, built environment, hard and soft landscape, streets and public places. The elements are universal to informing how intensification of the Gold Coast should be approached and it is anticipated they will act as a catalyst to fundamentally differentiate the future of this city from any other.

The Gold Coast of the future should look and feel subtropical; embracing a new and innovative approach to subtropical buildings and landscape which offer a sustainable way of life. Within this paradigm shift, there is no reason why the Gold Coast cannot become an exemplar of urban design that has holistically reunited people to place, a subtropical garden city on the water.
Community and place making

The corridor would benefit from the creation of community centred places incorporating a richer diversity of use supported by variations in the building typology mix. These are places to augment the existing street framework and provide enhanced pedestrian access and amenity in league with the circulation network required for the GCRT stations. Such spaces should encourage greater community participation within the structure of the city.

The example of a more intimately scaled public square accessed by a series of activated landscaped laneways is shown. In this scenario, residential development of varying scale has multiple access points; to a street, laneway and public square to promote cross circulation through these spaces. High-rise with an associated larger population would relate well to public space provisioning with lobbies that provide dual access to the street and alternate lanes and square. A community based building such as a library, community centre or gallery with complementary small scale retail may be appropriate to enliven the square and support more depth in community activities. Commercial opportunities should also be explored to further the development mix.

The consolidated and fractured building typology provides a suitable connection from the street to intra site links and public space. Buildings should encourage movement to public spaces and provide passive surveillance by configuring residential layouts to be multi-directional in terms of view lines and placement of outdoor rooms, balconies and active spaces.
Integrated landscape

Consistent with the city wide subtropical character elements described earlier, the integration of landscape to building typologies and street interfaces is considered to be an important component of future development.

Landscape should be incorporated where possible into the building composition provided that the landscape is accessible, easily maintainable and offers genuine benefits to occupants of buildings and the public. Building setbacks should provide for a landscape buffer at the threshold to the street for visual softening and privacy. Landscape treatments and design should also support crime prevention and universal access outcomes. Street trees are typically being promoted in the public domain however there will be cases in certain streets where the provision of street trees will be encouraged within the private realm to support streetscape objectives. Outdoor rooms, balconies and roof terraces should be designed to incorporate landscape treatments which may include small shade trees, edge or wall planting in recessed or raised planter beds, vines on pergola elements and potted planting. Consideration should be given to communal garden facilities that may include food producing components potentially under a strata management plan.

Outdoor living

Outdoor living forms a major part of the Australian psyche and is particularly relevant in Queensland and the Gold Coast. Lifestyle expectations will continue to drive outdoor living solutions that integrate seamlessly to residential developments.

New building typologies will incorporate outdoor living as a central part of the residential experience. A shift from narrow balconies to outdoor spaces that are connected more intuitively to the internal layout of apartments and communal spaces is an important attribute of the residential building typology. Flexibility for occupants to change the level of enclosure should be addressed with operable screens, sliding panels and other devices integrated to the building fabric. See Fig 3.15 and Fig 3.16

Outdoor living also relates to different parts of residential typologies such as roof terraces and terraces between perimeter low rise and high-rise. Issue of privacy and demarcation between private and communal use will need to be carefully considered to realise optimal outdoor opportunities for building communities.
Cross ventilation

The massing and articulation of building forms should promote cross ventilation to the maximum number of apartments and proportion of commercial floor space. More recent examples of high-rise residential towers have separated out or introduced deep recesses between the apartment component of floor plates to allow air and light into the central circulation lobby space. Buildings that ‘breathe’ and provide higher exchanges of fresh air are ultimately healthier for occupants.

The objective will be to reduce reliance on the energy consumptive mechanical air-conditioning systems by harnessing heat exchange benefits from natural air flows in this coastal location. Landscaping strategies that incorporate water will also aid localised comfort from air flows through landscape and water features that are not exposed to inclement wind conditions.

High-rise towers will require varying treatments with increasing height as acoustic, privacy and wind conditions change. Noise conditions and privacy from the street will need to be controlled at the lower levels of towers and podium edges with care. The next tier in the tower form may include elements of an open facade with integrated planting and screening. Operability with a higher level of enclosure to the exterior should be provisioned in the next tier above with the highest levels of the tower requiring a defensive or closed facade to deal with higher wind speeds.

High-rise tower forms would thus demonstrate a variable microclimatic response relative to height. Edge conditions of high-rise tower forms may vary noticeably with height which would reflect a new high-rise subtropical tower typology for the Gold Coast.
Increased residential and commercial densities across the corridor is a desirable outcome and provision needs to be made for new forms of intensification, whilst respecting existing typologies.

Character, identity, privacy and climate responsive forms should be encouraged across the future typology board.

Quality of life aspects including generous indoor/outdoor transition areas, appropriate orientation, access to natural light, ventilation and subtropical outdoor living should be implemented.

A rich mix of building typologies (types, sizes and forms) will aid in the creation of a diversity of occupants from various social and cultural backgrounds.

Street edges would be activated and provide an identifiable address, entrance and opportunities for passive engagement of the street.

Where possible, vehicle parking would be accommodated away from the street frontage and integrated into a development.

Demonstration typologies

Building typology 1

Building typology 2

Building typology 3

Building typology 4

Building typology 5

Building typology 6

Building typology 7

Building typology 8

Building typology 9

Building typology 10
Building typology 1
Individual detached residential
Small lots

Applies to small lots with single detached dwellings where the outcome is to reflect and respect existing urban fabric. Typical allotment is relatively narrow, 12m wide and deep 40m deep.

The intent is to enable a single detached dwelling up to 2 storeys and to promote the key values including generous access to natural light, ventilation and subtropical outdoor living, whilst affording good privacy with private outdoor living spaces covering up to 40% of the site. Vehicle parking is set back from the front elevation and integrated into the development.

Street edge outcomes should provide opportunities for passive surveillance. Setbacks in the order of 5m, which may vary, provide space for street trees and ground planting to support subtropical street environments.

Key figures

<table>
<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front setback</td>
<td>3m - 6m</td>
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<tr>
<td>Side setbacks</td>
<td>1m</td>
</tr>
<tr>
<td>Site cover</td>
<td>40%</td>
</tr>
<tr>
<td>Building form</td>
<td>Individual Detached</td>
</tr>
<tr>
<td>Height</td>
<td>2 storeys</td>
</tr>
<tr>
<td>Plot ratio</td>
<td>N/A</td>
</tr>
<tr>
<td>Main use</td>
<td>Residential</td>
</tr>
</tbody>
</table>

Massing diagram

Plan

Section

Indicative isometric
Building typology 2
Low-rise combined residential
Small lots

Applies to small lots with single dwellings where residential intensification has been identified as desirable. Typical allotment is relatively narrow, 12m wide and deep 40m.

The intent is to enable at least two dwellings up to 3 storeys and to promote the key values including generous access to natural light, ventilation, subtropical outdoor living whilst affording good privacy. Vehicle parking is set back from the front elevation and integrated into the development. Outdoor living spaces are elevated above parking areas. Street edge outcomes are activated with balcony and terraces providing passive surveillance. Setbacks in the order of 5m, which may vary, provide space for street trees and ground planting to support subtropical street environments.

Key figures

<table>
<thead>
<tr>
<th>Min site size</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Front setback</td>
<td>3m - 6m</td>
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<td>Side setbacks</td>
<td>1m</td>
</tr>
<tr>
<td>Site cover</td>
<td>40%</td>
</tr>
<tr>
<td>Building form</td>
<td>Low-rise Combined</td>
</tr>
<tr>
<td>Height</td>
<td>2 - 3 storeys</td>
</tr>
<tr>
<td>Plot ratio</td>
<td>0.8</td>
</tr>
<tr>
<td>Main use</td>
<td>Residential</td>
</tr>
</tbody>
</table>

Example

Massing diagram
Plan

Section
Indicative isometric
Building typology 3
2-5 storey low-rise multiple residential
Medium lots

Appplies to small lots combined to form amalgamated sites to enable low-rise intensification. Site size is indicatively shown 20m wide, 40m deep. The intent is to enable between 6-10 dwellings. Front lower rise section is street facing townhouse type with balconies. Rear higher rise is apartments separated from the front block by a common outdoor landscaped space for privacy, outlook and social space. Car parking is integrated into the ground plane or a lower ground level concealed from the street elevation. The stepped built form provides a 3 storey built height to the street edge with higher built form set back behind the front section. Setbacks in the order of 5m, which may be reduced to 3m, provide space for street trees and ground planting to support variable subtropical street environments.

Key figures

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
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<td>Site cover</td>
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<tr>
<td>Building form</td>
<td>Low-rise multiple</td>
</tr>
<tr>
<td>Height</td>
<td>3 - 5 storeys</td>
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<tr>
<td>Plot ratio</td>
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<td>Main use</td>
<td>Residential</td>
</tr>
</tbody>
</table>

Example

Massing diagram

Plan

Section

Indicative isometric
Building typology 4
3-5 storey low-rise perimeter residential block
Large lots

Low rise walk up perimeter built form typologies are applicable to areas where consolidated street edge outcomes are desired. The perimeter configuration provides a combination of private, semi private and public landscaped courtyard spaces, principally for residential amenity. Edge forms are articulated to define entrance locations and reduce linear scale. Entrances coincide with through site links to courtyard spaces. Floorplates are generally narrow ranging between 8 to 12m to assist cross ventilation and natural light penetration.

Key figures

<table>
<thead>
<tr>
<th>Min site size</th>
<th>1600sqm</th>
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<tbody>
<tr>
<td>Street setback</td>
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<td>Rear setback</td>
<td>10m</td>
</tr>
<tr>
<td>Site cover</td>
<td>40%</td>
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<tr>
<td>Building form</td>
<td>Low-rise perimeter block</td>
</tr>
<tr>
<td>Height</td>
<td>3 - 5 storeys</td>
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<tr>
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<tr>
<td>Main use</td>
<td>Residential</td>
</tr>
</tbody>
</table>

Example

Massing diagram

Plan

Section

Indicative isometric
Building Typology 5
5-8 storey perimeter block mixed use
Large lots

Further to the desired street edge outcome of the previous typology, these types are targeted at a higher income market due to the service provision of lifts, and will thus provide a more mixed use of tenant possibilities, both residentially and commercially. Blocks are grouped as either residential or commercial to avoid ownership issues. Setback from the street is to be 5m to allow for the provision of a semi-private garden and/or shopfront treatments. Street definition is articulated by private entrances or shopfronts whilst units and commercial levels above are entered from communal circulation from the courtyard. Floor plates are typically 12m in depth to allow for proper penetration of light and ventilation.

Key figures

<table>
<thead>
<tr>
<th>Min site size</th>
<th>2000sqm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street setback</td>
<td>0m - 5m</td>
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<tr>
<td>Side setback</td>
<td>5m</td>
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<td>Rear setback</td>
<td>10m</td>
</tr>
<tr>
<td>Site cover</td>
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<tr>
<td>Building form</td>
<td>Mixed Use Perimeter Block</td>
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<tr>
<td>Height</td>
<td>5 - 8 storeys</td>
</tr>
<tr>
<td>Plot ratio</td>
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<tr>
<td>Main use</td>
<td>Residential / commercial</td>
</tr>
</tbody>
</table>

Example

Massing diagram

Plan

Section

Indicative isometric
Building Typology 6
8-15 storey medium-rise residential
Large lots

Applies to medium sized lots sufficiently sized to enable medium-rise tower development in combination with lower rise street edge development. Indicative lot size shown is 40m wide, 40m deep. The typology comprises two parts; low-rise street edge and central tower form. The low-rise street form is typically 3-4 storey residential or mixed use. Street edge massing is articulated to give individual identity to residential clusters to enhance street landscape character. The tower form ranges 8-12 storeys separated from the lower edge form with landscaped and occupied roof terraces. Tower apartment floorplans are configured to optimise access to natural light and ventilation to each apartment including common access spaces. Car parking is fully integrated into the base of the development, minimising street intervention.

<table>
<thead>
<tr>
<th>Key figures</th>
<th></th>
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<tbody>
<tr>
<td>Min site size</td>
<td>2000sqm</td>
</tr>
<tr>
<td>Podium</td>
<td>Up to 3 storeys with 0m on side and rear</td>
</tr>
<tr>
<td>Front setback</td>
<td>5m</td>
</tr>
<tr>
<td>Side setbacks</td>
<td>8m</td>
</tr>
<tr>
<td>Rear setbacks</td>
<td>10m</td>
</tr>
<tr>
<td>Site cover</td>
<td>30% (tower)</td>
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<tr>
<td>Building form</td>
<td>Medium-rise Tower</td>
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<tr>
<td>Height</td>
<td>15 storey tower</td>
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<td>Residential with flexible ground floor and retail use</td>
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</table>

Example

Massing diagram
Plan
Section
Indicative isometric
Building Typology 7 (15-30 storey high-rise residential) and Building Typology 7x (unlimited height)

Large city block sites

Applies to city block scaled sites bounded by public streets. Site scale requires a considered master planned approach to deliver significant intensification with a range of built forms to support built form values. Developments will comprise two typologies; low-rise street edge and high-rise tower forms. Street edge built form is 5-6 storey residential apartments over active ground plane mixed use space with 6m clear height to enable flexible space utilisation. Street edge massing is articulated to moderate building scale. The intent includes site permeability to tower entrances, internal laneways, public spaces and public links through the site where activity addresses security. Tower forms are high-rise 25 to 40 storeys integrated to shared landscaped roof terraces. Towers should deliver superior subtropical apartment living. Site scale may support multiple tower forms provided sufficient setbacks from street and between towers (15 to 20m) are achieved.

### Key figures

<table>
<thead>
<tr>
<th>Min site size</th>
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<tr>
<td>Podium</td>
<td>Up to 4 storeys with 0m on side and rear</td>
</tr>
<tr>
<td>Front setback</td>
<td>0m - 3m</td>
</tr>
<tr>
<td>Side setbacks</td>
<td>8m</td>
</tr>
<tr>
<td>Site cover</td>
<td>30%</td>
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<tr>
<td>Building form</td>
<td>High-rise Tower</td>
</tr>
<tr>
<td>Height</td>
<td>30 storey tower (except in 7x areas where unlimited height applies)</td>
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<td>Plot ratio</td>
<td>9 (except in 7x areas where maximum plot ratio should be based on design merit)</td>
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<tr>
<td>Main use</td>
<td>Residential with flexible ground floor and retail use</td>
</tr>
</tbody>
</table>

Example

Massing diagram

Plan

Section

Indicative isometric
Building Typology 8
2-8 storey small campus commercial
Medium lots

Applies to locations defined as commercial use in the corridor on sites bounded by public streets. Commercial campus typologies provide a flexible format for single or multiple tenancies with communal amenity to address locations where proximity to retail or commercial centres is not available. Developments consist ground floor podium base ideally up to 6m to allow for versatility in use such as smaller scale studio based commercial tenancies. Commercial blocks address a common space which may be a full height covered space providing shade, ventilation and light. Alternatively, a naturally ventilated atrium volume may be used to provide a central communal space for an active ground plane containing retail with opportunity for open balconies addressing this space.

The typology may support through site links. Rooftops should be occupied landscaped spaces.

Key figures

<table>
<thead>
<tr>
<th>Figure</th>
<th>Value</th>
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<tr>
<td>Min site size</td>
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<tr>
<td>Front setback</td>
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<td>Side setbacks</td>
<td>5m</td>
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<tr>
<td>Rear setback</td>
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</tr>
<tr>
<td>Site cover</td>
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<tr>
<td>Building form</td>
<td>Small Campus</td>
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<tr>
<td>Height</td>
<td>8 storeys</td>
</tr>
<tr>
<td>Plot ratio</td>
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<td>Main use</td>
<td>Commercial with retail at flexible podium on ground floor</td>
</tr>
</tbody>
</table>

Example

Massing diagram
Plan
Section
Indicative isometric

Prepared by HASSELL for GCCC
Building Typology 9
8-15 storey commercial tower
Large lots. Mixed use base

Applies to commercial locations in the city where commercial use is more concentrated on sites with reasonable perimeter access from commercial streets. Developments will comprise two elements; a 2 level podium base and a 12-15 storey commercial tower over. Entrances will be accessed from primary and secondary streets where appropriate to generate ground plane activity. Tower forms are set back from the podium base 3-5m to support streetscape outcomes. Built form should incorporate opportunities for outdoor or mixed mode shared spaces for tenants at upper levels. Articulation of overall building forms with operable components of facade elements with landscaped, shaded roof terraces would be encouraged to promote outdoor work spaces in line with a subtropical dimension to the commercial tower typology.

Key figures

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Details</th>
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</thead>
<tbody>
<tr>
<td>Min site size</td>
<td>2000 sqm</td>
</tr>
<tr>
<td>Podium</td>
<td>Up to 4 storeys</td>
</tr>
<tr>
<td>Front setback</td>
<td>0-3m</td>
</tr>
<tr>
<td>Side setbacks</td>
<td>Podium 0m, 5m (tower)</td>
</tr>
<tr>
<td>Rear setback</td>
<td>Podium 0m, 10m (tower)</td>
</tr>
<tr>
<td>Site cover</td>
<td>60%</td>
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<td>Building form</td>
<td>Medium - high-rise tower</td>
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<tr>
<td>Height</td>
<td>12 storey tower</td>
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<tr>
<td>Plot ratio</td>
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</tr>
<tr>
<td>Main use</td>
<td>Commercial with retail at flexible podium on ground floor</td>
</tr>
</tbody>
</table>

Massing diagram

Plan

Section

Indicative isometric

Example
Building Typology 10
15-40 storey high-rise commercial
Large lots. Mixed use base

Applies to central city locations in the corridor where intense commercial activity is planned. The typology scale should be considered as a landmark opportunity and therefore needs to convey the subtropical characteristics envisioned for the Gold Coast. Comprises a larger scaled podium base for mixed use retail and commercial activity that is articulated to the tower element. Podium to tower connections should promote a clear connection to the external environment for daylight and ventilation. Public space at the base of the tower has an opportunity to encourage through site movements for pedestrians as part of a broader city centre master plan. Towers should be configured to provide externalised mixed mode larger volume inserts for tenants on upper levels for social engagement to complement ground plane engagement. Tower lift and service cores should be located to provide new generation contiguous workplace environments with optimum orientation and sustainable attributes. Plantrooms are typically located, for efficient building services distribution, within the tower form to release valuable and occupiable covered roof terraces. Larger sites may support multiple tower forms with sufficient setbacks between tower forms of 15 to 20 metres.

Key figures

| Min site size | 2000 sqm |
| Podium | Up to 4 storeys with 0m on side and rear |
| Front setback | 0m - 3m |
| Side setbacks | 5m (tower) |
| Rear setback | 10m (tower) |
| Site cover | 30% |
| Building form | High-rise tower |
| Height | 40 storey tower |
| Plot ratio | 10 |
| Main use | Commercial with retail on flexible podium at ground floor |

Example

Prepared by HASSELL for GCCC
Street interface typologies

A place is largely defined by its public realm, and the quality and character of the public realm will be determined by the nature of its edges. Opportunities should be explored to activate edges wherever possible and buildings shaped to create a positive interface with the public realm and an appropriately human scaled urban environment. Clear definition is needed between public and private spaces to enhance the quality and safety of both the public and the private realm.

In centres, uses can be established that transition between private units or commercial, and the public realm at ground. The number and frequency of building entries and tenancy frontages in these areas will affect the level and mix of activity in the adjoining street or public realm. It is important for the activation of centres to achieve an appropriate amount of active building frontage to the public realm.

In residential buildings, protecting privacy for residences can be achieved while encouraging passive surveillance of the street and communal spaces to enhance safety.

The degree of 'enclosure' in a built environment can communicate clear messages to people moving through it; for example dense, highly enclosed streets communicate 'city' or 'urban', whereas more open streets speak 'suburb'. These visual cues are intuitively understood, and help people to orient themselves or 'read' their environment (also referred to as 'legibility'). Buildings should reinforce these traditional cues and promote levels of enclosure relative to intensity of activity and location in the city.

Building controls are proposed as part of the typologies to promote desirable levels street enclosure and activation. These are applied to local areas in Part 5 - Building Better Places.

2:1 width to height ratio
(Appplies to Building Typology 6)
Development is on the fringe of the city with a consistent height and building form to provide a balance and consistent backdrop that gives the street coherence and an appropriate sense of enclosure. The form and fabric of the place establishes a hierarchy of public and private spaces and provides clarity of function and movement for pedestrians.

2:1.5 width to height ratio
(Appplies to Building Typology 7)
Development is generally recognised within the urban core, located on the periphery of the city centre. Development will generally be built to the boundary and increase in intensity as people move towards the city centre. Buildings emphasise the area and are supported by an active ground floor plane.

1:1 width to height ratio
(Appplies to Building Typology 7x)
Development within this typology is typical of that for a city centre. Tall buildings create a role in signifying the area as a focal point of the city. The street edge is active and supported by high levels of urban activity. The space creates a greater sense of enclosure and stronger spatial feeling for pedestrians.
Primary active edges
The urban design framework plans, and built form plans contained in Part 5 define where active edges are to be encouraged. Primary active edges are to occur where the highest level of street activity is desired, typically in centres and around public spaces of city significance. In these areas, development should support highly active ground floor uses such as retail, cafes and restaurants and ideally support on grade access to shop fronts. Concealed basement car parking is preferred and development should generally be constructed to the street boundary to define and enclose streets and public spaces.

Pedestrian entries are clearly visible from the public domain and complemented with attractive building facades where windows and doors open into activities, displays, and rich architectural detailing.

Secondary active edges
These edges recognise that not all streets and spaces are capable of supporting highly activated retail frontages, and seek to encourage ground floor uses that support ambient pedestrian movement and interest and activity, such as commercial, Small Office, Home Office and community facilities.

In these areas, development should generally be constructed to the street boundary to define and enclose streets and public spaces. Ground floor uses have the capacity to accommodate a mix of uses and are occupied with high activity uses, though fronting the street is less frequent than those on the primary active edge. Pedestrian entries are clearly visible from the public domain and complemented with attractive building facades where windows and doors open into activities, displays, and rich architectural detailing.

Strong address
The remaining edges across the corridor are defined as high quality edges and are to incorporate high quality facades that address the street to increase visual amenity and support surveillance of the street. The buildings are articulated, scaled and designed to enrich the buildings street address and enhance the overall streetscape character.

Green edges
Green edges relate to parks and other places where built form is unlikely to define the nature or quality of a street or space. These areas should provide landscaping treatment for visual amenity and “relief” and, where required, to soften or conceal undesirable or unattractive elements in the urban environment.
Part 5.
Better Gold Coast places
Urban Design Frameworks provide a ‘road map’ describing the future shape of the city, and how growth could be guided to achieve the 20 year corridor vision.

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

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

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

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

### What guidance is provided?

- The desired urban structure of an area as it evolves over 20 years
- Areas where development and market activity should be focused
- The relative intensity of future development
- Mid-block linkages
- Places where public activity and retail uses should be encouraged
- Priority pedestrian routes, green streets and new public spaces
- Major road routes

### What does it mean for developers?

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

### Plans and strategies (Southport pictured)

**Urban Design Framework**

**Transport and movement strategy**

**Corridor access and mobility strategy**

Based on the recommendations of the Corridor Access and Mobility Strategy (CAMS):

> Where footpaths may need widening to support the GCRT
> Pedestrian crossing improvements:
> Potential signal phase adjustments to promote pedestrian priority
> Physical works to improve crossing speeds and preserve vehicle ‘green time’
> Key signage requirements
 Streets and spaces strategy

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

Buildings and streets strategy

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

Land use and activity strategy

- Based on the economic input and analysis by MacroPlan:
  - Extent of centre areas
  - Land use mix and distribution
  - Key activities and role in the city
  - Quarters and place distinctiveness
  - Community uses and facilities

Catalyst sites and projects

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

**Typology** | **Medium - high rise residential**
---|---
Min. site area | 1,600 sqm
Podium | Up to 3 storeys with no side and rear setbacks
Front setback | 3m minimum to outer projection (excluding street awnings)
Side setbacks | 5m minimum (increasing to 8m where habitable rooms and spaces face side boundary)
Rear setback | 10m minimum
Site cover | 30% above podium (maximum)
Building form | 40m wide floorplate dimension (maximum)
Height | 15 storeys maximum
Plot ratio | 3.5 x site area (lower plot ratios in accordance with existing scheme entitlements apply to developments that do not support typology outcomes)
Predominant use | Residential with flexible ground floor and retail uses in areas designated for active ground floor

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

City building vision

Southport will be one of the Principal Activity Centres of the city, identified for its subtropical urbanism and vibrant urban precincts that link the waterfront to the city. The precinct contains a mix of office, retail, residential, recreational and cultural uses that create places of excitement. The promotion of cultural heritage and history provides an identity that is celebrated in the sense of place of the precinct. The precinct is vibrant and culturally diverse, being home to a variety of people from all ages and backgrounds that use the full range of entertainment and community and health services available. Accessibility across the precinct is pedestrian friendly, allowing easy connections along subtropical boulevards to other centres in the city, and has regional transport networks and walkable streets that lead to the foreshore of the Broadwater.

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

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

Background

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

Southport is also designated as a regional transport hub.

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

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

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

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

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

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

Existing context

Observations

> Scarborough Street and the eastern end of Nerang Street are the focal areas for retail, business and commercial activity
> Taller buildings are generally focused around Scarborough Street and the Nerang Street interface with the Broadwater Parklands
> Smith Street and Marine Parade/Gold Coast Highway act as a major gateway route to the coastal core via the Evandale Bridge. The car dominated nature of this route is a major barrier to pedestrian movement from Southport to the Broadwater and Parkland
> The orientation of Southport’s urban street grid in conjunction with a land form that slopes towards the Broadwater provides particular opportunities for strong connections and view lines
> A rich legacy of heritage built form occurs across the Southport CBD, providing an opportunity for the development of a “finer-grain” CBD
> Corridors of open and green space traverse the centre of the precinct adjoining Loder Creek and Smith Street. These corridors are currently underutilised and should be viewed as an opportunity to enhance east-west and north-south cycle and pedestrian connectivity across the precinct
> There are clusters of potential renewal sites throughout the precinct
Southport
City shaping directions

City form

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

City structure

**Loder Creek corridor**
Capitalise on natural amenity and flat topography of Loder Creek as a significant district active transport corridor

**Davenport North renewal**
Harness Government owned land to catalyse renewal and intensity activity to reinforce and extend Davenport Street

**Southport central**
Reinforce role and function of Southport as the principal activity centre and Business District

**Broadwater integration**
Reduce severance caused by Marine Parade and improve integration with Broadwater Parklands as a key public amenity and driver for future growth

**Health and Knowledge Precinct**
Support the ongoing refinement of planning for the Health and Knowledge Precinct, and opportunities associated with the Commonwealth Games athletes’ village

**Queen Street West renewal**
Explore short term commuter parking opportunities, and subject to the assessment of environmental and land contamination issues, long term redevelopment opportunities harnessing synergies with the Health and Knowledge Precinct and adjoining industrial land

**Queen Street corridor**
Encourage intensification of residential uses along Queen Street light rail alignment to provide housing diversity supporting Transit Oriented Development (TOD) objectives and accommodation options for key health and knowledge workers

**Queen Street East renewal**
Harness GCRT surplus land sites to catalyse renewal and provide an active focus at the southern end of Scarborough Street
A selection of catalyst sites and projects to progress the objectives of the corridor study in the Southport area is identified. These include a mix of capital works, master planning and private development opportunities able to be carried forward under a variety of implementation models. Further work may be required to refine and confirm the directions recommended in this study.

**Future investigation areas (long term)**

> Investigate future reuse opportunities for the existing Gold Coast Hospital site to reinforce the role and function of Southport PAC
> Opportunities for Musgrave Hill State School to integrate with the Health and Knowledge Precinct as a specialist state high school Smart Academy, in accordance with the State Government’s Smart State Strategy
> Opportunities for the existing light industry areas to support health and knowledge activities
> Support ongoing planning of the Gold Coast Health and Knowledge Precinct
> Opportunities for the rationalisation of open spaces around Carey Park

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

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

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

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

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

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

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

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

**Catalyst sites legend**

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

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

**Davenport North renewal cluster**

Opportunity

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

Key outcomes

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

**Council car park renewal sites**

Opportunity

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

Key outcomes

> Activate and stimulate renewal within the Southport CBD frame
> Encourage the development of potential synergies with the long term renewal of the adjoining Gold Coast Hospital site

**Queen Street east renewal cluster**

Opportunity

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

Key outcomes

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

**Queen Street west renewal cluster**

Opportunity

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

Key outcomes

> Capitalise on the location between the Health and Knowledge Precinct and Southport CBD
> Study the feasibility of establishing a short term park-and-ride station to encourage and support use of the GCRT by commuters, without prejudice to longer term redevelopment options
> Initiate feasibility studies for the establishment of long term renewal opportunities supporting the nearby Health and Knowledge Precinct.
> Support pedestrian and cycle connectivity between the Health and Knowledge Precinct and the Southport CBD
Southport Transport and movement

Public transport
Key destinations within the Southport precinct are currently poorly served by public transport, however the future light rail route will connect the GCHKP to the retail and commercial core of Southport via Queen Street. Attention should be given to missing public transport linkages along key north-south routes, such as Nerang Street, Ferry Road/Southport-Burleigh Road, High Street, Wardoo Street and Kumbari Avenue. Establishing these linkages would significantly increase accessibility to the light rail system from the predominantly low density residential areas to the south and north of Southport such as Runaway Bay and Paradise Point.

Walking
The generally flat topography of the Southport precinct creates a highly walkable precinct, particularly around the Southport business district, where the traditional street grid reinforces direct routes. The Smith Street and Loder Creek corridors also provide opportunities for a relatively flat pedestrian pathway system from Southport and the Broadwater Parklands to the GCHKP.

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

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

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

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

Strategies
01 Explore opportunities to reduce speed on Marine Parade and the Gold Coast Highway to support better pedestrian and cycle connectivity to the Southport Broadwater Parklands
02 Address priority missing links in the cycle and pedestrian network
03 Address priority missing links in the bus network, particularly along key east-west routes
04 Explore signal adjustments and physical improvements to better balance vehicle and pedestrian priority at key intersections, including the potential provision of scramble crossings to support high volume GCRT stations and improved accessibility to key destinations
05 Explore opportunities to utilise existing green spaces throughout Southport as active transport corridors, particularly along the Loder Creek corridor
06 Investigate opportunities for the establishment of public boat parking along the Southport Broadwater
07 Explore possible locations for a new pedestrian bridge linking the Southport Broadwater Parklands to Main Beach and The Spit
08 Establish a ‘bus to light rail’ interchange at Southport station, to integrate with north-south bus movements and maximise public transport interchange opportunities

Existing conditions
Marine Parade and the Gold Coast Highway sever Southport from its waterfront and the Broadwater Parklands
‘Bus to light rail’ interchange opportunities exist at the Southport station
Opportunities to distribute vehicle movements onto other east west routes may help reduce reliance on Smith Street as a primary link from the highway to the coastal core
Corridor access and mobility

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

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

Key destinations and attractors

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

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

CAMS Priority Actions

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

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

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

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

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

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

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

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

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

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

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

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

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

Corridor Access and Mobility Study (CAMS) legend

- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- 400m Rapid Transit Station catchment
- 800m Rapid Transit Station catchment
- Overall walkable catchment

Pedestrian Safety and Priority

- Pedestrian path or crossing in pedestrian desire line
- Reduce intersection queuing delay for pedestrians
- Provide high visibility pedestrian crossing
- Provide high visibility pedestrian crossing
- Reduce center-plant at intersections

Provide visibility treatment

For streetscaping

Providing improvements

Install a narrowing device at transport routes or key decision points
Southport Corridor Access and Mobility Study (CAMS)
Prepared by HASSELL for GCCC
**Southport**

**Streets and public spaces**

*Southport*

With the recent establishment of the Southport Broadwater Parklands, the quality, scale and function of green space within Southport has been improved considerably.

Despite this recent focus on the renewal of Southport’s public spaces, Southport faces challenges in improving the quality of connections between the Southport CBD and the Southport Broadwater Parklands, and the treatment of the busy (but vital) streets that traverse the precinct.

**A ‘fine-grain’ Southport CBD**

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

**‘Southport South’ public realm extension**

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

**A network of ‘green connections’?**

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

**Strategies**

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

**Existing conditions**

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

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

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

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

Wayfinding and gateways

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

Ground floor activation and edges

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

Southport Built Form Strategy legend

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

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

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

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

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

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

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

Existing conditions

The heritage built form of Southport should be enhanced and celebrated

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

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

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

Role and Function
This precinct will be the Affordable Housing, Knowledge and Employment precinct.
The precinct will service the future workers and students of the locale by accommodating affordable higher density residential development, leveraging upon relatively cheaper land costs in this area.
The world class GCHKP will be a major employment location. Diversification of land use types will rejuvenate the Southport CBD, which will anchor the east of the precinct.

Economic and social principles
> Create critical mass and diversity within Southport to enforce its Principal Activity Centre status and role as Regional Transport Hub
> Affordable housing for workers and students (and other residents) addressing overall housing affordability issue on Gold Coast
> Create a World Class Health & Knowledge Precinct that will be a premier destination with linkages between Hospital & University.
> Enhance public transport usage, particularly contra-flows in peak hours and discourage private motor vehicle usage

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

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

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

Floorspace budget

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Floorspace Growth (2011 to 2031)</th>
<th>Jobs/Dwelling Growth (2011 to 2031)</th>
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<tbody>
<tr>
<td>Employment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial / Office</td>
<td>130,100 sqm</td>
<td>6,505</td>
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<tr>
<td>Retail</td>
<td>72,000 sqm</td>
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<tr>
<td>Specialised</td>
<td>250,000 sqm</td>
<td>8,333</td>
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<tr>
<td>Residential</td>
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<tr>
<td>Single Unit</td>
<td>312,000 sqm</td>
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<tr>
<td>Multi Unit</td>
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<tr>
<td>Total</td>
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<td>17,409</td>
</tr>
</tbody>
</table>
City building vision

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

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

**Background**

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

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

Main Beach is likely to remain a primarily residential community, with the transit stations being a stimulus for further intensification of residential development. The existing retail node around Tedder Avenue could support intensification of local retail as the population increases. The Main Beach station will serve as a gateway for access to Main Beach, The Spit, marinas, and Sea World.

**Strategies**

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

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

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

04. Realise The Spit’s latent potential as the city’s largest open space reserve
Main Beach Opportunities

Existing context

Observations

> Strong improvement of east-west connection for pedestrian and cyclists linking into established green spaces is required to create a connected network.
> The potential exists for the reinforcement and diversification of existing centres.
> Access to the light rail station at Main Beach would benefit from improved connections to Tedder Avenue and the existing activity hub.
> The creation of multiple access and movement options including bridges and water transport.
> The Tedder Avenue precinct establishes a waterfront address and improves visual and physical legibility to Southport.
> Tedder Avenue should be reinforced as a local neighbourhood centre and destination.
> Visual and physical legibility should be improved within the urban block structure to allow greater accessibility between activity generators.
> Several busy roads traverse the precinct which link Southport and the urban core to key tourist destinations on The Spit.
> An urban break is created by Macintosh Island Park (on Paradise Waters Island) and Narrow Neck Park (either side of the Gold Coast Highway) between the two stations.
> The established parkland and waterfront green spaces within the precinct should be reinforced as a key community asset.
> The cluster of marina uses on The Spit should be integrated into Main Beach to position the precinct as the city’s “urban marina.”
> The GCRT service would be complemented and connections between southern Southport, Main Beach and Paradise Waters improved if a ferry service could be implemented on the Nerang River.
> The Main Beach Caravan Park reinforces Main Beach’s tourism offer as a “family” destination and offers an affordable accommodation alternative.
Main Beach
City shaping directions

City form

Reinforce the role of Main Beach as important ‘break’ in intensity, encourage connectivity between The Spit and the Urban Spine, and minimise infill development impact on natural assets.

City structure

**The Spit integration**
Capitalize on the natural assets and key destinations of The Spit and improve connections to Main Beach and the urban core.

**Main Beach North renewal**
Explore the long term renewal opportunities of consolidated land holdings north of Tedder Avenue to support diversity and affordability.

**Front door to Main Beach**
Investigate the establishment of an active public space providing a “front door” to Tedder Avenue and Main Beach.

**Macintosh Island parkway**
Explore the activation and renewal of Macintosh Island as a ‘central park’ for residents within Main Beach and Paradise Waters.

**Tedder Avenue reinforcement**
Reinforce and extend Tedder Avenue southwards towards the light rail station as a pedestrian friendly retail and dining high street.

**The Urban Spine’s northern gateway**
Enhance the role of Main Beach as an entry point into the Urban Spine to create a sense of place and arrival.

**Macintosh Island reconnection**
Reduce severance caused by the Gold Coast Highway and improve integration between Main Beach and Paradise Waters.
Main Beach
Catalyst sites and projects

A selection of catalyst sites and projects that would progress the objectives of the corridor study in the Main Beach area is identified. These include a mix of capital works, master planning and private development opportunities able to be carried forward under a variety of implementation models. Further work may be required to refine and confirm the directions recommended in this study.

Future investigation areas (long term)

> Investigate the potential reinstatement of the Jubilee Bridge as a pedestrian connection from Southport Parklands to Main Beach
> Investigate opportunities for enhancing The Spit as a key destination and park of city-wide significance
> Explore opportunities for the renewal of the Broadwater Foreshore parklands along Waterways Drive

Catalyst projects (short – medium term)

01 Upgrade Tedder Avenue to include footpath widening, and integrate street tree planting and improved pavement, furniture and lighting
02 Preserve longer term opportunities for the re-establishment of the Jubilee Bridge to link Main Beach to Southport
03 Continue the Oceanway to provide pedestrian and cycle connectivity between The Spit and The Esplanade
04 Prioritise upgrades including footpath widening and street tree planting to support key routes between Main Beach station and the beachfront

Catalyst sites (medium – long term)

Tedder Avenue entry renewal

Opportunity
Through the renewal and activation of sites adjoining the intersection of Tedder Avenue and the Gold Coast Highway, a significant extension of the Tedder Avenue retail and dining ‘high street’ can occur. This would provide a distinctive ‘gateway’ and sense of arrival into Main Beach.

Key outcomes
> Reinforce the identity and destination appeal of Tedder Avenue as a retail and dining destination
> Activate and enhance the pedestrian journey experience from the light rail route into Main Beach and beyond
> Reinforce the park adjacent to the station as a gateway into Tedder Avenue, and encourage its use as a meeting and gathering place

Main Beach north renewal (long term)

Opportunity
The Main Beach Caravan Park currently performs an important function by providing family oriented and affordable tourist accommodation, however in the event that redevelopment of the site is ever contemplated, its large area and that of surrounding sites presents a prime opportunity for significant long term residential infill development.

Key outcomes
> Capabilities on the renewal cluster’s proximity to the natural assets of The Spit, Broadwater and beachfront
> Facilitate the renewal of the site as key residential infill development, to drive affordability and housing diversity
> Preserve the opportunity for a mid-block connection through the Main Beach Caravan Park site to link Tedder Avenue to the beach

Waterways Drive renewal (long term)

Opportunity
Although adjoining residential areas should be preserved as areas of limited change, an opportunity exists for the provision of enhanced public access to the waterfront through reconfiguration of Waterways Drive.

Key outcomes
> Improved pedestrian and cycle links between The Spit and Main Beach
> Activate and enhance pedestrian journey experience from light rail route into Main Beach and beyond.
> Preserve long term opportunities for a new pedestrian and cycle crossing linking Main Beach to Southport

Catalyst sites legend
- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- 400m Rapid Transit Station catchment
- Proposed green bridge crossing
- Short - medium term
- Medium - long term
- Long term
**Public transport**

The location of the light rail station at the intersection of the Gold Coast Highway and Tedder Avenue will benefit residential catchments, particularly those in southern areas of Main Beach. Opportunities exist for the enhancement of the overall public transport network within the precinct, with Waterways Drive and Macarthur Parade providing a strong opportunity for the establishment of a district bus ‘loop’, connecting destinations on The Spit to light rail on the Gold Coast Highway.

**Walking**

Flat topography, extensive foreshore areas and a strong street grid (within Main Beach) provide a strong basis for a highly walkable precinct. Attention should be given to improving pedestrian crossings across the Gold Coast Highway, particularly from Paradise Waters.

**Cycling**

The precinct possesses strong cycle linkages to The Spit, the Broadwater and the foreshore. Priority should be given to addressing missing links in the cycle network, particularly between the Gold Coast Highway and Waterways Drive, which would greatly enhance direct connectivity from Southport to The Spit.

**Road network**

Whilst supporting key city-wide movements between Southport and the Urban Spine, the Gold Coast Highway severs connectivity between Main Beach and Macintosh Island in the south. Waterways Drive, Tedder Avenue and Macarthur Parade also serve as key routes for journeys to destinations located on The Spit.

**Strategies**

01 Explore opportunities for the establishment of a pedestrian bridge connecting Southport to Main Beach and The Spit

02 Enhance pedestrian and cycle connectivity to The Spit via Macarthur Parade

03 Explore opportunities for the establishment of rapid ferry and public boat parking terminals adjoining Main Beach station

04 Investigate opportunities to improve connectivity between Paradise Waters and Main Beach to better balance vehicle and pedestrian priority at key intersections

05 Improve pedestrian accessibility to foreshore areas and the Broadwater

**Main Beach Transport Strategy legend**

- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- 400m Rapid Transit Station catchment
- Potential green bridge crossing
- Main vehicular route
- Pedestrian connections
- Existing cycle routes
- Proposed cycle routes
- Public boat parking

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**Existing conditions**

- Main Beach possesses a highly walkable east-west street grid
- Connectivity between The Spit and the Urban Spine via Main Beach should be enhanced
- The Gold Coast Highway severs pedestrian and cycle connectivity between Main Beach and Paradise Waters
Main Beach
Corridor Access and Mobility Study (CAMS)

Corridor access and mobility
The Corridor Access and Mobility Study (CAMS) was undertaken in order to inform the precinct planning and urban design directions of the Phase 2 Corridor Study. CAMS explored:
- Key pedestrian routes in the vicinity of each light rail station
- The projected form of public realm elements (including footpaths and crossings) to inform the development of a station hierarchy typology
- The current condition of key routes, in order to prioritise upgrade projects

Key destinations and attractors
Key destinations and attractors for pedestrian movement considered as part of the CAMS within the Main Beach precinct included:
- Main Beach light rail station
- Main Beach
- Southport Surf Club
- Sea World
- Tedder Avenue

CAMS Priority Actions

01. Provide a key pedestrian pathway along Tedder Avenue between the Gold Coast Highway and Woodroffe Avenue, to connect the station to the medium density residential catchment and a range of retail/leisure attractions

02. Create pedestrian/cycle access along Breaker Street between Tedder Avenue and Main Beach Parade, to provide direct east-west connections from the station to the beach

03. Provide direct pedestrian/cycle beach access along Woodroffe Avenue, between Tedder Avenue and Pacific Street, to improve connectivity to the station and Tedder Avenue leisure activities

04. Identify opportunities to improve the pedestrian experience through the provision of street tree planting, provision of awnings, or other appropriate forms of shade and shelter
Main Beach Streets and public spaces

Main Beach
Main Beach is reinforced by a strong east-west street grid, and is fringed by an extensive (but underutilised) open space network linking The Spit and foreshore.

The Gold Coast Highway reinforces the ‘self-containment’ of the Main Beach street network, but also presents significant challenges for the establishment of public spaces and connections to residential catchments south of Macintosh Island.

Tedder Avenue active address
The intersection of Tedder Avenue and the Gold Coast Highway presents a strong opportunity for a new public space and associated street upgrades to enhance accessibility to the Main Beach light rail station. The proximity of this public space to potential rapid ferry terminals would also provide a distinct sense of arrival into the precinct.

Caravan Park edge improvements
As one of the largest land parcels within Main Beach, the Main Beach Caravan Park site has extensive street frontages to Stafford Avenue, Main Beach Parade and John Kemp Street, which have the potential to be enhanced through provision of pedestrian improvements, particularly along Main Beach Parade.

Connecting to The Spit
Forming the northern-most extension of the coastal core, Main Beach presents opportunities for the renewal of key open spaces such as Hollingdale Park, which adjoins The Spit. Particular emphasis should be placed on improvements to cycle and pedestrian facilities, in order to realise The Spit’s potential as a major urban recreation area.

Existing conditions
The intersection of the Gold Coast Highway and Tedder Avenue has the potential to reinforce a sense of arrival
Macintosh Island Park forms a strong but isolated green edge to the precinct
Linkages to The Spit should be reinforced

Strategies
01 Support the establishment of an active public space which enhances connectivity between the light rail station, potential rapid ferry terminal, and Tedder Avenue
02 Undertake footpath improvements and upgrades in accordance with Corridor Access and Mobility Strategy recommendations
03 Improve the street edge of the Main Beach Caravan Park site, and improve pedestrian linkages from Main Beach to the foreshore
04 Investigate opportunities for the renewal of key open spaces adjoining The Spit, with a particular focus of improving cycle and pedestrian connections
City form outcomes

As an important ‘break’ between Southport and Surfers Paradise, Main Beach should be reinforced as a lower intensity coastal community. Heights should step down where adjoining foreshore areas and The Spit.

Wayfinding and gateways

The lower intensity of Main Beach serves as both a transition point between the higher intensity areas of Southport and Surfers Paradise, and as a delineation point between journeys focused on destinations within The Spit and journeys focused on Surfers Paradise. Opportunities for the emphasis of this arrival and delineation point are particularly evident at the intersection of the Sundale Bridge and Waterways Drive, and the intersection of Tedder Avenue and the Gold Coast Highway.

Ground floor activation and edges

The high quality activation and edges of Tedder Avenue should continue to be supported and extended, particularly along key routes connecting to Main Beach station.

Secondary activation should also be supported along key routes from Tedder Avenue to Macarthur Parade and the beachfront. The limited existing active edges along Macarthur Parade should continue to be supported, in order to reinforce the coastal ‘village’ feel of the precinct.

Strategies

01 Encourage quality infill residential development to promote variety in housing options and affordability

02 Support the continuation of active ground floor uses along Tedder Avenue, and increase the extent and level of activity to enhance sense of place

03 Promote active edges along key routes connecting to Main Beach station to promote safety and surveillance and improve the GCRT user experience

04 Encourage integration of built form and edges on The Spit (Southport Yacht Club, Palazzo Versace, Sea World) with Main Beach

Existing conditions

Destinations on The Spit should achieve better integration with Main Beach

Main Beach should be preserved as an important break in intensity within the corridor

Low-rise residential areas west of Tedder Avenue
Main Beach
Land use and activities

Definition
This precinct comprises the Main Beach Station which serves as a gateway to Main Beach, The Spit (which hosts sporting events and festivals), marinas, Sea World and Macintosh Island. It lies between Southport and Surfers Paradise.

Role and Function
The Main Beach Precinct will be primarily residential, with the station as an access point for wider Main Beach area. The station is characterised by a strong residential catchment and limited employment generating land uses. From a transit perspective, it will be predominately a neighbourhood walk-up function.

With few major catalyst sites and little economic activity, continued residential intensification is the likely market response. Local level retailing could occur in conjunction with population growth (around existing node on Tedder Ave).

The Main Beach Station will service the immediate residential catchment for worker and entertainment uses. It will also service Gold Coast residents and visitors providing access to the beach.

There is an opportunity to create activity at the southern end of Tedder Avenue as a pedestrian friendly retail and dining high street.

Economic and social principles
> Reduce the necessity for motor vehicle reliance and improve home to work, shop and play connections
> Accommodate higher density residential development to encourage increased public transport utilisation and accommodate a share of growth
> Enhance connectivity with Main Beach creating multiple reasons for station usage

General Opportunities
> Opportunity to create and encourage broader interaction with Southport CBD (e.g Green Bridge linkages).

Strategies

01 Residential intensification should be the primary land use strategy (particularly within close proximity to Main Beach station)

02 Main Beach station accessibility and openness to encourage pedestrian movements

03 Encourage enhanced visual and physical connections from the station to Tedder Avenue and links to the existing retail node

04 Existing Main Street should extend south towards light rail station

05 Enhance visual and physical connections with the beach from within the precinct

06 Anchor uses such as retail or cultural activities that draw activity towards the beach from the station should be supported

Floorspace budget
The table below outlines the potential employment and residential floorspace that could be accommodated in this precinct. Overall the precinct should accommodate an additional 460 jobs and a further 820 new dwellings.

Assumptions
> Accommodates about 5% of forecast residential demand for GCRT
> Limited employment floorspace: zero office, small additional amount of retail and specialised uses

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Main Beach Land Use Strategy legend
- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- 400m Rapid Transit Station catchment
- Potential green bridge crossing
- Existing open space
- Residential
- Community use
- Mixed use/centre
Surfers Paradise vision

Surfers Paradise will be the internationally celebrated entertainment and tourist centre of the Gold Coast. The vibrant core of the precinct will provide a unique urban form that is pedestrian friendly, highly activated, comfortable and safe. A series of pedestrian spaces will link the Nerang River to the Pacific Ocean, including The Esplanade which has vibrant pedestrian activity throughout all hours of the day. Surfers Paradise will be integrated into the regional and citywide transport system that allows speedy access by rail, bus and ferry.

A mix of entertainment, retail, office, residential and recreational uses will provide a thriving series of exciting places during both day and night-time. Residents and visitors can enjoy fine dining, culture and fun at the many different places within the precinct. People will be able to safely navigate along the fine grid of green and liveable streets that link the Nerang River to the beachfront. - Phase 1 Vision

Background

The future role and function of Surfers Paradise recognises the locality’s origins as one of the ‘foundation’ villages of the Gold Coast, and builds its evolution into one of the most recognisable and visited destinations in Australia.

Surfers Paradise will continue to be the focus for major annual events throughout the year and regular holiday seasons. The Gold Coast Rapid Transit system will support a high density, high intensity precinct offering a diversity of uses and activities. Cavill Avenue and Surfers Paradise stations provide a gateway to commercial, retail and tourism uses, and will need to accommodate high volumes of people during peak hours, major events and holiday seasons as well as activation typical to this vibrant and diverse precinct.

The type and mix of land uses, the range of entertainment options and long hours of activity, attract a significant number of young people to Surfers Paradise. The dominance of this group during the evening requires special consideration of safety issues around the GCRT stations and the wider precinct.

The precinct has unique physical form, a variety of building typologies and a high rise skyline. There are a number of development projects that have been recently completed, are now underway, or are set to begin construction in the short term. These include the foreshore redevelopment, the extension of the Gold Coast International Hotel, the Hilton and the Soul high rise. Other developments are proposed, such as redevelopment of Cavill Mall.

Residential accommodation in the core of Surfers Paradise caters largely to the tourist and short term market. Although the number of permanent residents is increasing, the community remains largely transient.

City blocks are large and present legibility and access difficulties, however a number of malls and open air public spaces do provide some mid block access. Visual and physical connections can be enhanced through the use of both private and public spaces. Major opportunities that may arise from the delivery of the light rail corridor include enhancement of active frontages, improved connectivity and way finding, additional canal crossings and the creation of new public spaces. There is a wider catchment of local residents that would benefit from this improved access.

Key moves and recommendations

01 Encourage diversity with greater provision of more long term and permanent residential accommodation and affordable housing options in the urban core, to create a safer and more active urban environment, enhance the sense of community and improve performance of street-based retail

02 Continue to allow unlimited building height in the core to reinforce Surfers Paradise as the most significant destination on the coastal core

03 Support Surfers Paradise as the premier evening entertainment precinct on the Gold Coast with a special management area established to support safe drinking, live music and late operation in a designated zone, including acoustic attenuation for short and long term residential uses

04 Manage building form and distribution to minimise overshadowing of beach and major park areas

05 Create mid-block linkages through major blocks to encourage permeability

06 Strengthen beach to canal connections and create a public space focal point on the beachfront

07 Explore opportunities for south Chevron Island to evolve into a distinctive and exciting mixed-use quarter on the canal
Surfers Paradise
Opportunities

Existing context
Observations

> Cavill Avenue is the focus for tourism, entertainment and commercial activity.
> Few bridge connections link the coastal core to the west of the canal network, so the available route choices for walking and cycling are inadequate. Via Roma and Thomas Drive are the only through connections and offer limited infrastructure and quality to support walking and cycling.
> The most successful ‘people streets’ in the core are of east-west orientation, with north-south routes being typically dominated by car movement. Notable exceptions include parts of Surfers Paradise Boulevard and Orchid Avenue.
> Clusters of renewal sites exist at the north and south of the existing Surfers Paradise core:
  > The northern cluster adjoins the Cypress Avenue GQRT station and includes the Cypress Avenue council car park, Adrenalin Park, and consolidated private holdings.
  > The southern cluster includes the Bruce Bishop car park and bus station, and surrounding underutilised private holdings.
> Long term city expansion opportunities exist with the Gold Coast Cultural Precinct site and equine precinct.
> The street block structure supports excellent connectivity between the beach and canal network; however restricts north-south pedestrian movement. Opportunities exist for mid-block linkages to improve connections between existing active streets.
> The Budds Beach area is sensitive to change and the future planning framework should protect the low-rise, river-orientated character of the area.
> The unlimited height provisions that apply in the core have reinforced the prominence of Surfers Paradise as a primary destination on the coast.
> Taller buildings could be focused in the core area to strengthen legibility and the form of the city skyline.
> Significant investment has been made in the form of recent and ongoing foreshore improvements. These improvements have reinforced the strong relationship between Surfers Paradise and its beachfront and should be supported and expanded in the future.
> The Esplanade has significant potential as a high amenity people-orientated place, which provides strong integration between localities along the coast. Opportunities exist to support its evolution and promote greater levels of activity with a greater range of uses.
Surfers Paradise
City shaping directions

City form
Reinforce prominence of Surfers Paradise in city skyline while promoting a diversity of building types and heights and managing shadow impacts on the beach.

City structure

Northern renewal cluster
Harness opportunities around the Cypress Avenue station to catalyse renewal and create a green ‘bookend’ for Surfers Paradise.

Public canal front walk
Establish a public waterfront walk along the canal edge from Budds Beach to the south.

Mid-block link
Connect the canal and beach through Circle on Cavill, the Hilton and redevelopment of The Mark.

Southern renewal cluster
Harness opportunities for Bruce Bishop car park, Neal Shannon Park and the bus station to catalyse renewal and create a green ‘bookend’ for Surfers Paradise.

Sensitive character areas
Retain planning restrictions to preserve the character of the Budds Beach locality.

New bridge links
Provide better pedestrian and cycle links from Surfers North and Cavill Avenue to Chevron Island with a ‘Budds Beach Bridge’ and ‘Cavill West Bridge’.

Chevron ‘Southbank’
Over time, encourage the creation of a continuous waterfront promenade linking Cavill Avenue to the Gold Coast Cultural Precinct site, and explore opportunities for the area to evolve into a distinctive and exciting mixed-use quarter.

Gold Coast Cultural Precinct
Recognise the city building opportunities presented by redevelopment of this significant and strategically located site to stimulate broader renewal.
A selection of catalyst sites and projects is identified in Surfers Paradise that would progress the objectives of the Corridor Study. These include a mix of capital works, development facilitation and potential partnering opportunities, capable of being carried forward under a variety of implementation models. Further work may be required to refine and confirm the directions recommended in this study.

**Future investigation areas (long term)**

- Chevron ‘Southbank’ renewal zone offers mid-long term opportunities to diversify and extend Surfers Paradise in a westerly direction
- The Bundall equine precinct, which currently accommodates the Bundall Racecourse, related equestrian facilities, and a range of showrooms and fringe business development, provides long term opportunity for renewal
- The Bundall equine precinct, which currently accommodates the Bundall Racecourse, related equestrian facilities, and a range of showrooms and fringe business development, provides long term opportunity for renewal

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

**Surfers Paradise**

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

01 Budds Beach and western canal front promenade as the first stages in a broader canal promenade network
02 Preserve longer term opportunities for the Cypress Avenue green bridge link to Chevron Island
03 Enhance the Thomas Drive cycle and pedestrian environment, including a priority cycle route project, footpaths on both sides of the road, street tree planting and future bridge improvements as required
04 Cavill Avenue western public realm extension, initially focusing on linking to the existing road network with a longer term vision for the Chevron South canal promenade linking to the Gold Coast Cultural Precinct site and Bundall business district.
05 Priority east-west street upgrades, including footpath widening and street tree planting, to support the early operation of the GCRT and establish critical early links in the broader active transport network
06 Via Roma upgrade including the provision of footpaths on both sides of the road, street tree planting and bridge upgrades where required
07 The redevelopment of the existing Capri Commercial Centre as a mixed use retail, commercial and lifestyle development to be known as Capri on Via Roma will be a significant catalyst for renewal on the Isle of Capri

**Catalyst sites legend**

- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- 40km Rapid Transit Station catchment
- Proposed green bridge crossing
- Short – medium term
- Medium – long term
- Long term

**Surfers Paradise Catalyst sites**

**Northern renewal cluster**

**Opportunity**

The publicly owned car park site and a number of underdeveloped private holdings present an opportunity to stimulate renewal and investment in a potential Surfers Paradise North quarter, focused around proposals for a Cypress Avenue urban parkland.

**Key outcomes**

- Develop a detailed master plan for the area to explore potential
- Define a distinctive use and activity focus to drive growth and identity
- Establish an urban public space as the heart of the quarter
- Capitalise on access to Cypress Avenue GCRT station
- Investigate a cross-canal link to Chevron Island
- Encourage mid-block linkage to the beach from Cypress Avenue to create a “beach to Budds Beach” link
- Encourage the provision of affordable housing options as part of the redevelopment

**Southern renewal cluster**

**Opportunity**

The publicly owned Bruce Bishop Car Park and Surfers Paradise Transit Centre, combined with a number of underdeveloped private holdings, present opportunities to stimulate renewal and investment in a Surfers Paradise South activity quarter, focused around a compact urban green space.

**Key outcomes**

- Development of a detailed master plan for Bruce Bishop car park, Surfers Paradise Transit Centre and adjoining sites as a new mixed-use quarter supporting the Surfers Paradise core
- Engage with private landowner stakeholders to generate a joint vision for the area
- Establish urban public space as the heart of the quarter
- Improve connections to, and utilisation of, Lionel Perry Park, Paradise Island and the Isle of Capri
- Encourage better quality streetscape and retail edge conditions to enhance identity
- Encourage the provision of affordable housing options as part of the redevelopment

**Gold Coast Cultural Precinct**

**Opportunity**

The Gold Coast Cultural Precinct site is a significant public land holding in a strategic location in the city. Recent preparation of a master plan for the site envisages the role as the cultural hub of the Gold Coast. Opportunities exist to explore more intensive use of this land as a city renewal catalyst or a potential revenue source to underwrite public realm and city building investment in the corridor.

**Key outcomes**

- Celebrate the unique riverside location
- Deliver a significant public space
- Facilitate cross-canal linkages to Chevron Island and the coastal core
- Support better connections between the Bundall business area, the equine precinct and the coastal core
- Consider ways to enhance the mix and intensity of uses envisaged and the scope to generate wider community benefit through site development and revenue possibilities
- Assess the potential to locate the Arts Centre within an existing active urban area with good access to public and active transport links

**Cavill West bridge**

**Opportunity**

With a relatively minor investment, direct pedestrian and cycle access could be provided between Chevron Island and Cavill Avenue as a critical demonstration project for the broader green bridge and active transport network.

**Key outcomes**

- Build on the identity and destination appeal of Cavill Avenue to link communities
- Initiate feasibility and detailed planning investigations
- Enhance the quality and utilisation of Appel Park and Perry Park
- Reinforce ‘canal to beach’ connections and westward linkages to the Thomas Drive centre
- Recognise and support longer term opportunities for linkages to the Gold Coast Administration centre site, Bundall business area and Chevron South

**Future investigation areas (medium – long term)**

- Assess the potential to locate the Arts Centre within an existing active urban area with good access to public and active transport links
Public transport
The light rail system will dramatically improve the perception and attractiveness of public transport on the Gold Coast, and be of particular benefit to Surfers Paradise as the key tourist destination with a highly transient population. Opportunities exist to enhance the overall public transport network and integration of modes, with the potential establishment of interchange opportunities at selected stations including Cypress Avenue.

Local and dedicated rapid bus connections from outlying communities can be achieved on Via Roma, Ferny Avenue and the Gold Coast Highway, which present particular opportunities to support dedicated rapid bus movements. Thomas Drive could support local through bus movements, subject to bridge improvements.

Provision of taxi ranks close to night time activity areas will be another important initiative to support public transport use.

Walking
It is critical to recognise the significant role the quality of the public realm and pedestrian environment will play in supporting access to and from the light rail stations. Key improvements are required to address missing links and to remedy existing shortfalls in footpath provision, shade, shelter, route activation and surveillance.

Cycling
Being flat, the Surfers Paradise area is ideal for cycling. However the existing cycle network is fragmented and circuitous, partly due to the canal network, and fails to provide continuous and direct connections between residential communities, work places and other destinations. Provision for both commuter and recreational cycling is needed, including cycle lanes on the principal east-west routes, north-south recreational paths along the beach (Oceanway) and canal network, and cycle facilities at key destinations.

Road network
The existing movement network within Surfers Paradise is dominated by busy vehicle routes which support local and city wide movements. Gold Coast Highway and Ferny Avenue are particularly busy routes. A key challenge for the future of Surfers Paradise will be to achieve a workable balance between the need for an efficient road network and the drive to a more sustainable transport network providing alternative movement options such as cycling, walking and public transport. Opportunities exist to improve the priority allocated to other modes.

Strategies
01 Provide bus connections along Via Roma, and local bus movements on Thomas Drive to extend the public transport network and support interchange opportunities with the GCRT
02 Establish a ‘bus to light rail’ interchange at Cypress Avenue, and explore opportunities for an interchange and terminus for the Via Roma priority bus link at Surfers Paradise station to reduce the need for north-south bus movements through the urban core
03 Recognise the significant volume of walking trips in the Surfers Paradise area and reduce speed environment and/or provide additional crossings to improve pedestrian safety and convenience, particularly on Surfers Paradise Boulevard, The Esplanade and Ferny Avenue
04 Explore opportunities to reduce the concentration of traffic on Gold Coast Highway and Ferny Avenue by achieving a more even use of the east-west connectors to access destinations
05 Explore signal adjustments combined with physical improvements to better balance vehicle and pedestrian priority at key intersections, including the potential provision of scramble crossings to support high volume GCRT stations
06 Address priority missing links in the pedestrian and cycle network, including the Gold Coast Oceanway
07 Where appropriate, provide medians on critical vehicle routes with multiple lanes to support pedestrian refuge and safer informal crossing
08 Provide suitable taxi ranks within central Surfers Paradise, in close proximity to areas of high night time activity

Surfers Paradise Transport Strategy legend

Existing conditions
Existing bridge links may need to be upgraded to support future transport needs
Canal front public spaces should be reinforced and improved with better connectivity to the urban core and a range of facilities to encourage greater use
Balancing the needs of people and cars is required to ensure a safe and convenient walking environment
Surfers Paradise Corridor Access and Mobility Study (CAMS)

Corridor access and mobility

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

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

Key destinations and attractors

Key destinations and attractors for pedestrian movement considered as part of the CAMS within the Surfers Paradise precinct included:

> Light rail stations
> Cavill Mall/Circle on Cavill
> Main Beach
> Budds Beach
> Q1
> Gold Coast Arts Centre

CAMS Priority Actions

01 Improve pedestrian access to the beachfront and medium density tourist accommodation by enhancing routes along Enderley Avenue, Thornton Street and Hamilton Avenue

02 Enhance existing pedestrian/cycle routes along the Via Roma bridge between Amalfi Drive and Enderley Avenue to accommodate the beach access demand from the low/medium residential catchments

03 Enhance pedestrian access along Remembrance Drive between Via Roma and Thornton Street

04 Improve pedestrian/cycle access along Ferry Avenue by promoting a strong north-south connection that encourages movement between the high density residential catchment and tourist precincts.

05 Enhance the streetscape along the high pedestrian traffic route to Cavill Mall in the vicinity of Orchid Avenue

06 Encourage active transport movement toward the beachfront, by enhancing Beach Road and Hanlan Street as east-west connections

07 Develop a new pedestrian bridge, improving the current pedestrian access between Chevron Island, the local station and the beachfront

08 Enhance east-west pedestrian access to the local stations and beach from Paradise Island along Clifford Street, and Chevron Island via Thomas Drive/Elkhorn Avenue, including widening of the existing bridge

09 Establish Cypress Avenue as an east-west connection between River Drive and Surfers Paradise to enhance pedestrian access to the local station and beachfront

10 Improve pedestrian access to Budds Beach by transforming Birt Avenue into an east-west connection between Paradise Place and Ferry Avenue

11 Identify opportunities to improve the pedestrian experience through the provision of street tree planting, provision of awnings, or other appropriate forms of shade and shelter

Surfers Paradise Corridor Access and Mobility Study (CAMS) legend

- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- 400m Rapid Transit Station catchment
- 800m Rapid Transit Station catchment
- 450 m walkable catchment
- 600 m walkable catchment
- Overall walkable catchment

PEDESTRIAN SAFETY AND PRIORITY

Realign path or crossing to pedestrian desire line
Reduce intersection crossing delay for pedestrians

CYCLIST SAFETY AND VISIBILITY

Provide on-road bicycle lanes or off-road shared path

WAYFINDING IMPROVEMENTS

Install a wayfinding device at transport node or key decision point
Surfers Paradise
Streets and public spaces

Existing conditions

Ongoing foreshore and Oceanway investment creates a strong focus on the beach, which should be continued.

Opportunities exist to reinforce and extend emerging mid-block linkage from Surfers Paradise station to the beach through the future redevelopment of The Mark.

Mid-block links

New mid-block links are required in the urban core to better connect existing activity areas, and from the proposed Cavill Avenue station to the beach. A new mid-block link from Cypress Avenue to the beach would also improve connectivity between the beach and potential Cypress Avenue urban parkland.

Surfers Paradise green ‘bookends’

Clusters of opportunity sites at the north and south of Surfers Paradise provide potential for the provision of new public spaces, which could become focal points for new quarters of activity and serve as ‘bookends’ at each end of the intensive urban core. These could provide particular amenity for longer stay and permanent residential uses, as well as enhancing the range of outdoor recreation opportunities for families.

Network of green bridge links

The lack of pedestrian bridge crossings from western island communities to the coastal core reduces options for and the attractiveness of walking, and promotes car dependence. New ‘green’ bridge links across the canal/Nerang River would increase the range of route options and provide safe, direct connections for walking and cycling between currently disconnected communities.

Strategies

01 Tree planting strategy to provide shade and improve the quality of the walking environment and public realm

02 Support the establishment of new public space in the northern renewal cluster as a focus for activity, use diversification and intensification

03 Support the establishment of new public space in the southern renewal cluster as a focus for activity, use diversification and intensification

04 Implement changes to the streetscape to accommodate future pedestrian and cycle traffic, with priority on key east-west routes and approaches to light rail stations

05 Improve public access to waterfront areas with long term canal front promenades running north-south along the west of the urban core and east-west along the southern edge of Chevron Island

06 Explore the potential provision of private boat parking and ferry terminal infrastructure to activate existing and future canal front spaces

07 Support the upgrade of footpaths along Via Roma and Thomas Drive, including generous footpaths on both sides of the road, and the provision of dedicated cycle lanes and bridge improvements

08 Explore opportunities for kerb build-outs at key intersections to increase marshalling space and reduce crossing times for pedestrians, which can boost efficiency of signals

09 Reinforce street hierarchy and the quality of the pedestrian environment to improve legibility and walking amenity

10 Undertake footpath improvements and upgrades in accordance with Corridor Access and Mobility Study recommendations

11 Investigate feasibility of a network of green bridges to improve pedestrian and cycle connectivity
Surfers Paradise Public Realm Strategy
Prepared by HASSELL for GCCC
Building height, setback and separation determine the extent of afternoon beach shadowing. Priority should be given to new development addressing the existing street network in preference to internally focused retail uses addressing semi-private spaces.

City form outcomes
The Surfers Paradise skyline and beachfront provide a globally recognised image and “brand” for the Gold Coast and its tourism offer. The unlimited height area at the urban core of Surfers Paradise should be retained to support this outcome into the future. Heights should generally step downwards where they interface with lower rise and character areas. A diversity of building forms, introducing intensive but lower rise outcomes, is needed to avoid towers “crowding” together as a wall of tall buildings restricting light and breezes, and causing afternoon beach shadowing.

Wayfinding and gateways
Opportunities exist to reinforce the sense of arrival and departure on the north, south and western approaches to Surfers Paradise. Tall, distinctive building forms contribute to the ability for people to orientate themselves within, and while approaching, Surfers Paradise.

Ground floor activation and edges
Currently high retail vacancy rates highlight the need to reinforce existing active retail uses, particularly at the fringes of Surfers Paradise, to assist ongoing viability and vitality, and enhance safety and security. Expansion of active retail frontage should be supported in focused locations, particularly around light rail stations, to support surveillance and journey quality.

Building controls should encourage ground level ceiling heights that support a range of uses, allowing for the expansion and consolidation of retail uses as market conditions change.

Tower block renewal
Opportunities to encourage redevelopment of underutilised land surrounding some of the early tower block developments should be explored. Small-scaled buildings could be introduced into the often underutilised street setback areas to provide better and safer street environments. These buildings could accommodate uses to support transit orientated development outcomes, including providing housing diversity. Some significant impediments would need to be overcome for this form of infill development to occur, primarily in the form of current body corporate rules and regulations.

Existing conditions
Building height, setback and separation determine the extent of afternoon beach shadowing
Canal front public spaces should be reinforced and improved with better connectivity to urban core and a range of facilities to encourage greater use
Priority should be given to new development addressing the existing street network in preference to internally focused retail uses addressing semi-private spaces

Strategies
01 Maintain unlimited height entitlement in the core to reinforce Surfers Paradise as the most significant destination on the coastal core
02 Encourage greater diversity of building forms with increased plot ratio entitlements to promote variety in housing types and affordability
03 Manage building form and distribution to minimise overshadowing of the beach and major park areas
04 Increase the extent and level of activity on The Esplanade to celebrate coastal lifestyle
05 Encourage the development of active ground floor uses on sites adjoining GCRT stations to promote surveillance and improve journey experience
06 Enhance recognised arrival points to Surfers Paradise to foster a sense of place and wayfinding
Surfers Paradise
Land use and activities

Definition
This precinct comprises five stations: Surfers Paradise North (Paradise Waters), Cypress Avenue, Cavill Avenue, Surfers Paradise and Northcliffe stations.

Role and function
This precinct is considered a Specialist Centre that is the focus of tourist activity in the city. The centre is strong in retail, entertainment and events, tourist accommodation and recreational activities.

Economic and social principles
> Continue to support commercial activity, leveraging advancements in Information and Communication Technology (ICT) connectivity to service Queensland/Australian and global markets. Physical connections will be less of a requirement for major businesses
> Increase permanent resident base to create a better city environment and robust local economy
> Leverage Surfers Paradies’ ‘global recognition’ for new workers, industry and global businesses to relocate
> Enhance public transport usage, particularly contra-flows in peak hours and discourage private vehicle usage

Land use strategies
01 Major retail developments to be encouraged as workforce and residential densities evolve – key leverage will be lifestyle/experience focus utilising the major assets (Water/Hinterland views)
02 Active retail and services to be provided around Cypress Ave and Surfers Paradise ensuring stations are key focal points
03 Cavill Avenue should become a central heart and signature point for Gold Coast. Embrace openness and culture (e.g. Federation Square) and reinforce as a key transport hub for visitors
04 New models - Mixed-use developments that accommodate major businesses, temporary accommodation and permanent resident potential
05 Residential development that activates and embraces the street will be critical to creating a safe and liveable precinct
06 Smaller office/specialised uses integrated with entertainment/open space and residents around Cypress Avenue can leverage more affordable rents than Surfers core
07 Surfers Paradise and Cypress Stations to accommodate fringe industries, business and community services and facilities e.g. Medical services, office & building services etc.
08 Investigate place making concepts that support and encourage tourists and provide cultural alternatives for residents

Floorspace budget
<table>
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<tr>
<th>Land Use</th>
<th>Floorspace Growth (2011 to 2031)</th>
<th>Jobs/Dwelling Growth (2011 to 2031)</th>
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Surfers Paradise Land Use Strategy Legend
- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- 400m Rapid Transit Station catchment
- Proposed green bridge crossing
- Existing green space
- Residential
- Community use
- Education
- Business & enterprise
- Mixed use/centre
- Entertainment area
City building vision

Florida Gardens will be a distinctive and vibrant residential community, celebrating its ‘green’ and ‘blue’ edges, being a short stroll to a renewed Cascade Gardens or the foreshore. The precinct will contain diverse and affordable housing typologies, supported by a wide array of social infrastructure.

Access into the precinct will be achieved via a strong network of public transport, cycle and pedestrian routes pathways linking to Florida Gardens to residential catchments to the west and the activity centres of Surfers Paradise and Broadbeach. - Phase 2 Vision

Background

The Florida Gardens precinct has a predominantly residential focus, with some resort residential development and pockets of retail and dining. To the west of the Gold Coast Highway, Cascade Gardens provides a green edge to the precinct. This is in turn bound by the Nerang River canal network, which separates extensive low density residential neighbourhoods from the urban core. Other significant open and green spaces occur within the precinct, namely Neddy Harper and William Duncan Park, and the Broadbeach United Soccer Club grounds.

General connectivity for pedestrians and cyclists is poor, with the Gold Coast Highway severing east-west connections, although great potential for the establishment of Monaco Street as an active and public transport corridor exists.

Whilst opportunities exist for an increase in land use intensity and residential activity, Florida Gardens should be reinforced as an important urban ‘break’ between the higher intensity areas of Surfers Paradise and Broadbeach which book-end the precinct to the north and south.

The precinct has great potential to become a key location for medium density residential infill development, and could assist greatly in attracting a permanent resident population back to the urban core.

Strategies

01 Retain Florida Gardens as an important ‘break’ in intensity between Surfers Paradise and Broadbeach

02 Encourage quality infill residential development to improve affordability and housing diversity

03 Explore activation possibilities for an underutilised network of open spaces (Cascade Gardens)

04 Investigate opportunities for the establishment of green pedestrian bridge crossings at Neddy Harper Park and other locations identified

05 Establish a key east-west pedestrian route along Monaco Street

Florida Gardens Urban Design Framework legends

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

**Existing context**

**Observations**

> The dominant east-west orientation of the street network supports strong east-west connectivity, particularly along Monaco Street.

> The lower scale and intensity of Florida Gardens is as an important intensity “break” between Surfers Paradise and Broadbeach.

> As an underutilised green edge to the precinct, Cascade Gardens provides potential for increased activation and integration into the city.

> The Broadbeach United Soccer grounds support a significant cluster of community facilities.

> The residential nature of the Florida Gardens precinct should be maintained and enhanced, and opportunities for the delivery of affordable housing should be identified.

> The provision of improved pedestrian connections within the precinct would greatly enhance the quality of open space and streets within the precinct.

> Surf Parade has an opportunity to be enhanced through public realm improvements to become a key people-oriented street.

> The long term renewal of sites towards the north-west of the precinct, particularly around the Wharf Road locality should be investigated.
City form

Reinforce Florida Gardens as an important break in “intensity”, providing affordable residential infill development and respecting foreshore and canal front open space.

City structure

Green bridge
Explore opportunities for new pedestrian bridge connections to link Florida Gardens to the Isle of Capri and beyond.

Monaco Street activation
Activate Monaco Street as a key east-west priority route to Florida Gardens station.

Florida Gardens community heart
Re-engage existing community facilities with residential areas to create a community hub.

Monaco Street corridor
Realise an active and public transport corridor into the urban core with Monaco Street.

Family focus, rich with green spaces
Renew the heart of the Florida Gardens precinct as a family-focused community with high quality green spaces and housing diversity.

Cascade Gardens activation
Activate Cascade Gardens as a high quality urban waterfront parkland and strong green edge to the urban core.
Florida Gardens
Catalyst sites and projects

A selection of catalyst sites and projects is identified in the Florida Gardens precinct to progress the objectives of the corridor study. These include a mix of capital works, master planning and private development opportunities able to be carried forward under a variety of implementation models. Further work may be required to refine and confirm the directions recommended in this study.

Future investigation areas (long term)

- Wharf Road offers a long term opportunity for a significant infill residential development
- Recognise the potential for Cascade Gardens to become a major urban park and strong green edge to the urban core

Catalyst projects (short – medium term)

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>Priority east-west street upgrades, including footpath widening and street tree planting, to support walk-up catchment GCRT and establish critical early links in the broader active transport network</td>
</tr>
<tr>
<td>02</td>
<td>Preserve opportunities for the establishment of a pedestrian bridge linking to the Isle of Capri via Neddy Harper and William Duncan Park</td>
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</tbody>
</table>

Catalyst sites legend

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

Catalyst sites (medium – long term)

Monaco Street/First Avenue Renewal Cluster

Opportunity
The cluster of sites around the intersection of Monaco Street and the Gold Coast Highway, and the intersection of First Avenue and the Gold Coast Highway present a compelling opportunity for future mixed-use renewal and the realisation of strong TOD outcomes, given their close proximity to the future Florida Gardens light rail station.

Key outcomes
- Reinforce a key east-west route providing direct accessibility to the light rail system
- Encourage better quality streetscape and retail edge conditions to enhance identity and activate key pedestrian movement routes
- Reinforce Monaco Street Bridge as a key arrival ‘moment’ into the urban core

Neddy Harper and William Duncan Park Renewal

Opportunity
Currently underutilised, Neddy Harper and William Duncan Park provides a key opportunity for increased public access to the Nerang River foreshore, and could potentially support a pedestrian bridge linking to the Isle of Capri and beyond.

Key outcomes
- Enhance public access to the Nerang River foreshore
- Investigate the establishment of a pedestrian bridge connecting Florida Gardens to the Isle of Capri
- Support the renewal of Neddy Harper and William Duncan Park as a key neighbourhood park
Florida Gardens
Transport and movement

Public transport
At present, Florida Gardens is poorly serviced by public transport. However, the future location of the light rail station at the intersection of First Avenue and the Gold Coast Highway will support a strong walk-up residential catchment, particularly given the strong east-west orientation of streets south of First Avenue. In addition, the strong east-west orientation of Monaco street from the west of the precinct could also potentially support a local bus route connecting residential catchments to the west of the precinct.

Walking
The flat topography and strong east-west orientation of streets within the precinct creates the foundation for a highly walkable catchment. At present overall walkability is undermined by busy arterial routes such as the Gold Coast Highway and an extensive waterway network, which fragments the precinct. Shortfalls in footpath provision, shelter, shade, route activation and surveillance will have to be addressed on pedestrian routes near light rail stations and key destinations.

Cycling
East-west cycle connectivity across the precinct is limited. The strong east-west orientation (and direct connectivity to Florida Gardens station) of First Avenue has the potential to support a key missing link in the precinct’s cycle network.

Road network
The current road network supports high volume north-south movements along the Gold Coast Highway, with the precinct adjoined by key destinations at Broadbeach and Surfers Paradise. This strong north-south vehicle route severs Cascade Gardens and the west of the precinct from the east. A key challenge will be balancing the needs of private and public transport users, particularly as there are limited alternative options for vehicular routes to potentially disperse traffic.

Strategies
01 Address priority missing links within the pedestrian and cycle network
02 Establish an east-west local bus route along Monaco Street
03 Investigate opportunities for the establishment of a pedestrian bridge crossing at Nelly Harper Park
04 Pedestrian bridge link to Cascade Gardens

Existing conditions
The Gold Coast Highway severs the core of the precinct from western residential catchments and Cascade Gardens
The strong east-west orientation of some streets provides opportunity for enhancement of cycle and pedestrian connectivity
Monaco Street has the potential to become a key east-west public and active transport route
Corridor access and mobility

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

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

Key destinations and attractors

Key destinations and attractors for pedestrian movement considered as part of the CAMS within the Florida Gardens precinct included:

- Florida Gardens light rail station
- Broadbeach Soccer Club
- Cascade Gardens

CAMS Priority Actions

01. Provide key east-west connections along Monaco Street, linking low/medium density residential catchments to the highway and the Gold Coast Highway.

02. Utilise First Avenue as a key east-west connection to link the beach and local station, between the Gold Coast Highway and Broadbeach Boulevard.

03. Establish Wharf Road between the Gold Coast Highway and Old Burleigh Road as a key east-west route, connecting the highway and local station to nearby tourist accommodation and the medium density residential catchment.

04. Create a north-south pedestrian route along Surf parade, connecting high density residential catchments between Wharf Road and Amrick Avenue.
The Florida Gardens precinct is well endowed with public spaces, primarily in the form of parkland, but is challenged by poor connectivity to these public spaces from residential areas and poor public access to canal water edges. Several streets with great potential to become key ‘people streets’ also traverse the area, which could greatly assist in the establishment of a highly walkable precinct.

**Open space renewal**

Green spaces within the precinct are currently underutilised and have limited integration with the wider precinct. In particular, the current configurations of Neddy Harper and William Duncan Park and Cascade Gardens limit public accessibility to canal edges and provide poor Crime Prevention Through Environmental Design (CPTED) outcomes. Investigation of alternative options for these parks should include consideration of pedestrian connectivity to the wider movement networks, passive and active surveillance measures, and methods to enhance public access to canal edges.

**Florida Gardens Public Realm Strategy legend**

- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- 400m Rapid Transit Station catchment
- Proposed green bridge crossing
- Existing open space
- Gateway opportunity
- Priority pedestrian crossing
- Proposed off-road pedestrian/cycle improvements
- Potential public space upgrade site
- Proposed mid-block connections
- ROAD HIERARCHY
  - Highway - “Gold Coast Boulevard”
  - Citywide collector - public transport priority
  - Citywide green collector - pedestrian priority
  - Subtropical boulevard
  - Transit station approaches
  - The Avenues
  - Market Street
  - Beach esplanade

**Existing conditions**

**Key pedestrian movement corridors are interrupted with roundabouts and intersection design that gives strong priority to cars**

**Some east-west routes (Rudd Street pictured) provide high amenity with generous planted medians and mature vegetation**

**Surf Parade – the ‘people’s street?’**

Surf Parade provides perhaps the best opportunity for the realisation of a highly walkable pedestrian focused street. It has areas of high quality street activation and plays a key role in linking residential areas of the Florida Gardens precinct to major activity areas. Improvement of public realm elements, such as increased street tree planting, lighting and footpath widening would help realise the street’s full potential as a quality pedestrian environment.

**Strategies**

**01** Improve connections and explore activation within Cascade Gardens to revitalise the park as a key public open space.

**02** Investigate public realm improvements along Surf Parade to promote the establishment of a key pedestrian-orientated street.

**03** Investigate opportunities to enhance Neddy Harper and William Duncan Park in conjunction with the delivery of a pedestrian bridge linkage to the Isle of Capri.
City form outcomes

The lower intensity form of Florida Gardens provides a significant ‘break’ between neighbouring higher intensity areas of Surfers Paradise and Broadbeach. Buildings should step downwards where interfacing with the precinct’s open spaces, foreshore areas, and lower rise buildings, in order to preserve access to light and breezes. The precinct also provides a key location for residential infill development, to drive affordability and housing variety.

Wayfinding and gateways

Strong opportunities for the establishment of gateways and ‘arrival moments’ exist throughout the precinct, particularly on western entry points. A particularly strong opportunity for a precinct ‘gateway’ to be reinforced occurs on the Monaco Street bridge, which, as a key route, also acts as a major transition point between the lower intensity residential neighbourhoods of the west and higher intensity of the urban core.

Ground floor activation and edges

Recognising proximity to major retail destinations within Surfers Paradise and Broadbeach, expansion of active edges within Florida Gardens should be limited to key east-west linkages such as Monaco Street and First Avenue.

Ground floors of buildings fronting green bridges or other public spaces should be designed to accommodate a variety of possible functions. Residential buildings adjacent to the nominated edges should be designed to address the public spaces to provide passive surveillance (this principle is detailed in Part 4 - Better Gold Coast Buildings).

Strategies

01. Maintain the lower height of built form to retain Florida Gardens as an intensity ‘break’
02. Encourage greater diversity of residential infill development to promote variety in housing types and affordability
03. Encourage active edges along key east-west routes and station approaches
04. Encourage active edges around station locations
05. Enhance arrival points into the urban core (particularly from the west) to foster a sense of arrival

Florida Gardens
Building form and edges

Existing conditions

The Monaco Street bridge should be emphasised as an entry to the urban core
Monaco Street should be activated as a key east-west link
The precinct should be reinforced as an important break in intensity
Florida Gardens Built Form Strategy
Prepared by HASSELL for GCCC
Florida Gardens
Land use and activities

Definition
The Florida Gardens precinct is located between the two major precincts of Surfers Paradise and Broadbeach.

Role and function
Florida Gardens will be primarily a residential precinct providing strong linkages to open space and waterways. Florida Gardens will be a distinctive and vibrant residential community, celebrating its “green” and “blue” edges, being a short stroll to a renewed Cascade Gardens or the foreshore. The precinct will contain diverse and affordable housing typologies, supported by a wide array of social infrastructure. Critical to this will be land uses that provide active interfaces that encourage GCRT network usage as well as activities and services that will support the high proportion of family households / residents in the area.

Economic and social principles
> Create a fringe market for Surfers and Broadbeach, to accommodate a variety of uses – small sub-communities could evolve per block.
> Accommodate medium density residential development within walkable catchment distance of station
> Increased community and recreational facilities and services to match the relatively high family based population of the area.
> As an underutilised green edge to the precinct, Cascade Gardens provides potential for increased activation and integrations into the city
> Maximise public transport utilisation for residents around Florida Gardens

Floorspace budget
Assumptions
> This precinct is expected to be a primarily residential oriented precinct, servicing the movements of residents of Florida Gardens elsewhere throughout the Gold Coast
> Overall the precinct should accommodate an additional 390 jobs and a further 1,200 new dwellings

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<tr>
<th>Land Use</th>
<th>Floorspace Growth (2011 to 2031)</th>
<th>Jobs/Dwelling Growth (2011 to 2031)</th>
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Strategies
01 Open space events (i.e utilising open space and beach connections).
02 Residential development that activates the street. Medium rise (4 to 9 storey) developments with affordable market intention to be delivered away from beach where land will be more affordable.
03 Medium rise-podium residential development to be provided closer to beach front and where height is required for development to be viable.
04 Maintain the lower height of built form to retain Florida Gardens as an intensity ‘break’
05 Florida Gardens station could accommodate some retail / services and commercial space. Minimal commercial office and specialised floorspace elsewhere, limited by lack of agglomeration potential
06 Open space activation opportunities for underutilised network of open spaces. Improve connections and explore activation within Cascade Gardens to revitalise the park as a key open space
07 Establishment of pedestrian bridge crossings at Nedly Harper Park, Cascade Gardens and Australia Avenue
08 The dominant east-west orientation of the street network supports strong east-west connectivity, particularly along Monaco Street
City building vision

Broadbeach will be a thriving centre that will provide one of the city’s principal cultural and entertainment focuses. The precinct will be a key destination for tourism and events, sustaining a distinctive urban form with gateway architecture and pedestrian oriented streets.

The precinct will contain a green loop linking Kurrawa Beach, the cultural, retail and entertainment facilities by boardwalks and livable and active streets. Residents and visitors will be well connected to the rest of the city via the high frequency light rail facility that runs along a subtropical boulevard. - Phase I Vision

Background

The Broadbeach precinct has an eclectic mix of land uses including highway commercial/retail strips, a convention centre, regional shopping, casino complex, restaurants, holiday apartments and low density residential areas.

To the east of the Gold Coast Highway lies a strong grid street network within which the focus is on tourist accommodation high rises with commercial uses at ground floor. To the west of the highway is an extensive river system and residential canal estate. Within the canal estate, which supports a private and enclosed community, connections are poorer.

In addition to permanent residents, there are large numbers of visitors to the area during peak tourist season. Broadbeach caters to a more mature and sophisticated tourist/visitor market, in contrast to Surfers Paradise which caters to a younger market.

In general, connectivity within the suburb is poor for pedestrians and cyclists, due to the Gold Coast Highway being a major barrier to east-west movement. This is especially pronounced between the existing residential communities and the beach front area, and between Conrad Jupiters Casino, Pacific Fair and Gold Coast Convention and Exhibition Centre and the beach front.

With the delivery of light rail there is potential to strengthen the identity of this precinct at each of the two stations. The northern station (Broadbeach North District station) will be the major connection point due to its proximity to Broadbeach central, a regional and local attractor. The precinct should be reinforced as an entertainment, conference, dining and retail hub for the Gold Coast, to complement other parts of the city.

There are opportunities to increase land use intensity and residential activity, improve pedestrian connections and enhance the relaxed, laid back atmosphere that gives Broadbeach its point of difference from Surfers Paradise. The precinct also has the potential to offer a green pedestrian loop connecting boardwalk areas of the Nerang River at Pacific Fair, Jupiters Casino and the Gold Coast Convention and Exhibition Centre to Kurrawa Beach via activated and green streets at Queensland and Alexandra Avenues.

Key moves and recommendations

01 Reintegrate the casino and exhibition and convention centre, as the city’s key entertainment destinations, into the urban fabric

02 Encourage the reinvigoration of Pacific Fair as one of the city’s premier retail destinations and its reshaping to better address the public realm and improve pedestrian permeability through the site

03 Achieve exemplary TOD outcomes around the major transit interchange at Broadbeach South station

04 Realise the opportunities for intensification of development and improved frontages presented by the key east-west transit corridor along Hooker Boulevard

05 Reinforce Broadbeach South station as a key TOD opportunity for the Gold Coast
Existing context

Observations

> The extensive foreshore parkland adjoining Old Burleigh Road provides a strong green edge to the precinct
> The beach foreshore should be enhanced to ensure high quality open space for community
> A strong east-west street pattern is present east of the Gold Coast Hwy
> Parts of the precinct east of Gold Coast Highway are characterised by less intensive development forms, which will require a sensitive response from any new development
> Intensity areas immediately surrounding proposed stations and within catchment areas
> Allow for diversification to take place around most of the proposed stations to enhance character and activity and integrate the GCRT corridor
> Key retail and entertainment destinations - such as Pacific Fair and the convention centre - have a significant role in supporting the precinct’s tourism and retail offer. These destinations should be retained and opportunities to integrate more closely with the city pursued
> The cluster of industrial sites along Surfers Avenue provides renewal opportunities in close proximity to Pacific Fair and the Broadbeach South light rail station
> Privately held sites to the south of Chelsea Avenue around Surf Parade provide an opportunity for the establishment of affordable infill residential development
> Publicly held sites in the east of Broadbeach provide the opportunity for residential infill development incorporating community infrastructure
> Surf Parade should be reinforced as a people-oriented street
> The canal front open space adjoining Pacific Fair provides a strong opportunity to increase public access to the waterfront
Broadbeach
City shaping directions

City form

Reinforce Broadbeach as one of the key activity centres on the Gold Coast supporting the ongoing development of taller buildings in Broadbeach South, extending towards Pacific Fair

City structure

Canal neighbourhood engagement
Re-engage the canal neighbourhood frame with the urban core

Key destination renewal
Improve integration of and connections between the Gold Coast Exhibition and Convention Centre and Jupiters Casino with the surrounding area and Pacific Fair

Surf Parade expansion
Reinforce and expand Surf Parade as a retail and dining ‘high street’

Broadbeach South transit interchange
Realise opportunities for exemplar TOD outcomes at the major ‘bus to light rail’ interchange at Broadbeach South

Hooker Boulevard transit corridor
Encourage intensification of residential and commercial uses along Hooker Boulevard to drive housing affordability and TOD outcomes

Pacific Fair renewal
Move beyond the ‘big box’ retail format and revitalise the edges of Pacific Fair to better address, integrate with and connect to the public realm, including the waterway network, the coastal core, and streets, public spaces and community facilities

Southern gateway to The Strip
Reinforce Broadbeach as a southern zone of transition and arrival into the urban core

Broadbeach waterfront renewal
Enhance accessibility and engagement with canal edges to realise a distinctive urban waterfront
A selection of catalyst sites and projects have been identified in the Broadbeach area to progress the objectives of the corridor study. These include a mix of capital works, master planning and private development opportunities able to be carried forward under a variety of implementation models.

Further work may be required to refine and confirm the directions recommended in this study.

**Future investigation areas**

*Long term*

- Renew Pacific Fair as one of the city’s premier retail destinations, realising a more active and urban model that addresses the public realm and allows for better pedestrian permeability.
- A key regional and city-wide entertainment destination, Conrad Jupiters Casino complex also presents renewal opportunities to reinforce the city’s tourism offer.
- The Gold Coast Highway and Hooker Boulevard intersection requires investigation and potential reconfiguration to enhance pedestrian and cycle accessibility to the future Broadbeach South light rail station.
- The large privately held holdings to the west of Rio Vista Boulevard provide opportunities for long term city expansion.

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

**Surfers Avenue renewal cluster**

**Opportunity**
The industrial sites bounded by Surfers Avenue and the Gold Coast Highway provide an opportunity for urban renewal, being in close proximity to Pacific Fair and the future Broadbeach South light rail station.

**Key outcomes**
- Initiates master planning studies to explore potential renewal options for this site
- Explore potential new pedestrian, cycle and vehicular routes to increase permeability within the cluster
- Ensure any new development engages positively to the canal foreshore to enhance public access to water edges
- Define a distinctive use and activity which compliments the retail uses within Pacific Fair

**Broadbeach east renewal sites**

**Opportunity**
A publicly owned site within Broadbeach east, namely Broadbeach State School, provides an opportunity for the delivery of a key residential infill development. Redevelopment of this site would also provide scope for the delivery of additional social infrastructure within the precinct.

**Key outcomes**
- Support housing affordability and diversity by delivering key infill residential development
- Provide a mid-block connection through the site to enhance pedestrian permeability within the precinct
- Investigate needs and opportunities for social infrastructure to be incorporated into the renewal of the site

**Surf Parade North renewal cluster**

**Opportunity**
Opportunities exist to explore potential intensification of several renewal sites to the north of Surf Parade. Renewal of this cluster could assist in the delivery of strong pedestrian streets, and a diverse mix of housing options to support affordability outcomes. Flexible ground floor uses would also support the long term activation of the street network.

**Key outcomes**
- Delivery of a high quality street network
- A diverse mix of housing options to enhance housing affordability

**Pacific Fair and Broadwater South**

**Opportunity**
The location of the proposed Broadwater South station and public transport interchange, opposite Moya Egerton Park and the adjacent Pacific Fair, creates an opportunity for realising an exemplary TOD precinct that includes the introduction of a pedestrian bridge linking Pacific Fair to the light rail station. The development could include affordable housing options and a highly activated station environment.

**Key outcomes**
- A highly activated ‘front door’ to Pacific Fair
- Better frontage of Pacific Fair to public realm and permeability through the site
- Enhanced public access to and between water edges including a strong green ‘front door’ to Pacific Fair and activated frontages to the water.
Public transport

The establishment of the light rail route will benefit Broadbeach significantly. It will reinforce key entertainment and retail destinations and benefit transient tourist populations. Opportunities exist for the enhancement of the overall public transport network and integration of modes, with the potential establishment of a major “bus to light rail” interchange at Broadbeach South station. Hooker Boulevard also presents a compelling opportunity for the establishment of a rapid bus route connecting to western residential centres, including Robina.

Provision of taxi ranks close to major activity areas will be another important initiative to support public transport use.

Walking

Flat topography, extensive riparian and coastal foreshores, and a predominantly east-west street grid provide a strong foundation for a highly walkable station precinct. Key road crossings (particularly at the intersection of key pedestrian routes and the Gold Coast Highway) will need significant improvement in order to provide quicker and more comfortable and convenient routes between key destinations. The quality of the pedestrian environment also needs improvement.

Cycling

The same characteristics that make the area potentially ideal for walking would also support cycling if more extensive cycle paths, particularly along key north-south routes, could be provided. Key crossings on major roads will need significant improvement to provide better cycle connectivity (particularly to the western residential catchment).

Road Network

The current road network within Broadbeach supports high volume north-south movements along the Gold Coast Highway, and high volume east-west movements along Hooker Boulevard. These vehicular routes provide local and city-wide connectivity to major destinations within Broadbeach, but overall urban quality and pedestrian connectivity is compromised due to separation of key destinations from the core of Broadbeach. Reducing reliance on Hooker Boulevard as a key vehicular route, through exploration of alternative routes, may assist in de-congesting the precinct.

Existing conditions

Hooker Boulevard has the potential to support significant active and public transport connections

The east-west orientation of streets east of the Gold Coast Highway can potentially support station accessibility and directness of routes

The Gold Coast Highway severs pedestrian and cycle connectivity between major destinations

Strategies

01 Establish a major public and active transport corridor along Hooker Boulevard

02 Ensure that the major “bus to light rail” interchange at Broadbeach South station makes the transfer between transport modes as seamless as possible whilst achieving exemplary TOD outcomes, including a bridge link to Pacific Fair

03 Improve east-west bus connections along Hooker Boulevard and explore opportunities for priority or dedicated bus lanes

04 Address priority gaps in the cycle and pedestrian network

Southport Transport Strategy legend

- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- Rapid Transit “interchange”
- 400m Rapid Transit Station catchment
- Proposed green bridge crossing
- Main vehicular route
- Priority bus route
- Pedestrian connections
- Existing cycle routes
- Proposed cycle routes
- Public boat parking
Corridor access and mobility

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

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

Key destinations and attractors

Key destinations and attractors for pedestrian movement considered as part of the CAMS study within the Broadbeach precinct included:

- Light rail stations
- Pacific Fair and bus station
- Gold Coast Convention and Exhibition Centre
- Jupiters Casino
- Kurrawa Surf Club
- Broadbeach mall
- Surf Parade cafe strip
- Pratten Park and the beach

CAMS Priority Actions

<table>
<thead>
<tr>
<th>Action</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>Create a high quality north-south connection to encourage movement along Surf Parade between Anne Avenue and Alexandra Parade</td>
</tr>
<tr>
<td>02</td>
<td>Connect the Gold Coast Highway to western residential catchments via Surfers Avenue between Orvieto Avenue and the highway</td>
</tr>
<tr>
<td>03</td>
<td>Remove the roundabout at the intersection of Surf Parade and Margaret Avenue, enhancing pedestrian accessibility</td>
</tr>
<tr>
<td>04</td>
<td>Create a green bridge over the waterway to connect Pacific Fair to the beachfront, providing east-west access between Alexandra Avenue and Hedges Avenue</td>
</tr>
<tr>
<td>05</td>
<td>Enhance active transport along Hooker Boulevard between Sunshine Boulevard and Surf Parade, to provide access to and from Pacific Fair and improve pedestrian crossing conditions at the Gold Coast Highway Intersection</td>
</tr>
<tr>
<td>06</td>
<td>Create a high quality north-south connection along the Gold Coast Highway to promote activity towards the local station between Mermaid Avenue and Sunbrite Avenue</td>
</tr>
<tr>
<td>07</td>
<td>Establish a strategic pedestrian/cycle route along T E Peters Drive, linking Broadbeach North to western low/medium density residential catchments between Sunshine Boulevard/Eady Avenue and the Gold Coast Highway</td>
</tr>
<tr>
<td>08</td>
<td>Improve key pedestrian routes along Surf Parade that link the local station to medium/high density residential catchments between Australia Avenue and Victoria Avenue</td>
</tr>
<tr>
<td>09</td>
<td>Remove the roundabouts at the intersections of Surf Parade with Queenslander Avenue and Alexandra Avenue to improve pedestrian and cyclist accessibility</td>
</tr>
<tr>
<td>10</td>
<td>Provide a high quality pedestrian link along Queensland Avenue connecting the beach to the local station, between the Gold Coast Highway and Old Burleigh Road</td>
</tr>
<tr>
<td>11</td>
<td>Create a new green bridge over the waterway between Allambi Avenue and the Gold Coast Highway, providing access to the Convention Centre and the local station</td>
</tr>
<tr>
<td>12</td>
<td>Identify opportunities to improve the pedestrian experience through the provision of street tree planting, provision of awnings, or other appropriate forms of shade and shelter</td>
</tr>
</tbody>
</table>

Broadbeach - Corridor Access and Mobility Study (CAMS) legend

- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- 400m Rapid Transit Station catchment
- 800m Rapid Transit Station catchment
- 400 m walkable catchment
- 800 m walkable catchment
- Overall walkable catchment

- Pedestrian safety and priority
  - Rough path or crossing to pedestrian priority
  - Reduce intersection crossing delay for pedestrians
  - Reduce corner radii at intersections
  - Cyclist safety and visibility
  - Provide on-road bicycle lanes or off-road shared paths
  - Wayfinding improvements
  - Include wayfinding device at transport node or key decorative point
Broadbeach
Streets and public spaces

**Broadbeach**

With a strong east-west street network, key retail and entertainment destinations, and existing areas of high activity and urban quality, Broadbeach possesses great potential for the realisation of strong public realm outcomes.

The Gold Coast Highway presents perhaps the most significant challenge to the realisation of these public realm outcomes, severing connectivity between destinations and impacting adversely on urban quality along its edges. It will be critical to improve pedestrian amenity and the overall quality of the public realm within Broadbeach, whilst continuing to support the key east-west and north-south routes which traverse Broadbeach.

**Surf Parade – continuing the ‘people’s street’**

The southern portion of Surf Parade also supports an active pedestrian environment, particularly between Queensland Avenue and Charles Avenue. Opportunities for the extension of this area of high activity northwards along Surf Parade should be explored, and public realm improvements to support pedestrians and cyclists should be undertaken in order to enhance the street’s role as a key connection between areas of activity in both the Florida Gardens and Broadbeach precincts.

**Canal edge activation**

At present, the significant network of canals which “frame” the precinct are neglected. Increasing public accessibility and interaction with the precinct’s canal edges would greatly assist the integration of major retail and entertainment destinations into the precinct, and assist in overall movement within the precinct. In particular, the foreshore areas between the Conrad Jupiters Casino and the Gold Coast Highway, and the Moya Egerton park fronting Pacific Fair, present compelling opportunities for the establishment of new canal front public spaces.

**Strategies**

01 Utilise existing green space to create a strong network of pedestrian and cycling focused attractive streets off the main heavy traffic corridors

02 Deliver additional east-west bus services to key activity nodes including Bond University, Nerang, Robina Shopping Centre and Varsity Lakes, and in the south to Coolangatta

03 Upgrade east-west street treatments to establish strong active transport connections between the water and residential communities

04 Strengthen the hierarchy within the street network and the performance of each street’s role

**Existing conditions**

Key pedestrian movement corridors are interrupted with roundabouts and intersection design that gives strong priority to cars

Some east-west routes (Rudd Street pictured) provide high amenity with generous planted medians and mature vegetation

New developments are providing higher quality

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**Broadbeach Public Realm Strategy legend**

- Study corridor
- Precinct boundary
- Gold Coast Rapid Transit route
- Gold Coast Rapid Transit station
- 400m Rapid Transit Station catchment
- Proposed green bridge crossing
- Existing open space
- Proposed mid-block connections
- Proposed off-road pedestrian/cycle improvements
- Potential public space upgrade site
- Gateway opportunity
- Priority pedestrian crossings
- Citywide collector – public transport priority
- Citywide collector – pedestrian priority
- Subtropical boulevard
- Transit station approaches
- Market Street
- Beach esplanade

**NOTE:** all other streets are local/residential streets.
City form outcomes

Accommodating some of the city’s most important entertainment and retail destinations, Broadbeach has a distinct identity and contributes significantly to the Gold Coast’s tourism and retail offer. Current building heights should be retained to support landmark resort residential development, and high quality residential infill development should also be supported in order to attract permanent residents back to the urban core.

Building heights adjoining open space and foreshore areas should step down, in order preserve access to light and breezes.

Efforts should be made to better integrate the key retail and entertainment destinations within Broadbeach into the surrounding urban fabric.

Wayfinding and gateways

Opportunities exist to reinforce the sense of arrival and departure at key gateways within the precinct. These opportunities are particularly strong along the southern boundary of the precinct, where a transition point between the higher intensity areas of the urban core and the lower intensity areas of Mermaid Beach and Miami occurs.

Ground floor activation and edges

Several streets within Broadbeach (particularly Surf Parade) have high levels of ground floor activation and quality active edges which should be reinforced and extended where possible. Unfortunately, major retail and entertainment destinations such as Pacific Fair, the Convention and Exhibition Centre, and Conrad Jupiters Casino, contribute little to overall precinct edge quality. Efforts should be made to re-engage these significant developments with their surrounding built and natural context.

The extensive waterways which frame the precinct to the west are a key opportunity to increase public access to water edges.

Strategies

01 Investigate opportunities to physically re-engage the Gold Coast Convention and Exhibition Centre with the city

02 Explore opportunities for increased integration of Conrad Jupiters Casino with the city

03 Realise a more urban model for Pacific Fair that better relates to the city context as one of the city’s premier retail destinations

04 Reinforce and extend existing active edges along Surf Parade

05 Re-engage Broadbeach with its canal ‘frame’ with improved public access to the water’s edge

Existing conditions

The precinct presents a significant opportunity to increase public access to the canal waterfront.

Pacific Fair should re-engage with the city as a fine-grain and active retail destination.

Active edges along Surf Parade should be reinforced and extended where possible.
Definition
This precinct includes Broadbeach North and Broadbeach South Stations. The precinct effectively extends in an east-west direction to include the Pacific Fair Shopping Centre and Jupiter’s Casino sites.

Role and Function
Broadbeach will be a thriving centre that will provide one of the city’s cultural and entertainment focuses. The precinct will perform a key role as an interchange node with the east-west connections through to Varsity Lakes and Robina. It should leverage upon the major retail anchors, convention centre and quality restaurant strip.

It will ideally accommodate significant increases in residential density and will provide an alternative commercial district for tenants not as heavily reliant upon immediate industry connections within Southport or Surfers Paradise.

Business tourism could become a focus and it should differentiate itself and potentially be marketed as a niche / incubator area for industries within the entertainment, media, advertising, arts and ICT industries.

Economic Principles
- Broadbeach has a distinct identity and contributes significantly to the Gold Coast’s tourism and retail offer
- Key interchange (bus, bike, light rail etc) node servicing east-west connectivity and linking to future south connections (inc. airport)
- High quality residential infill development should be supported within this precinct to attract permanent residents back to the urban core
- Integration of major retail shopping centre with office, residential and community uses
- Distinct branding as a young culture precinct, offering an alternative network node outside of traditional precincts (e.g Southport) for business, community facilities and retail

Strategies
01 Interchange capabilities and effectiveness will be enhanced by stations with retail, services, residents and comfortable/safe areas
02 Strengthen the identity of this precinct with the northern station (Broadbeach North District station) to be the major connection point due to its proximity to Broadbeach central, a regional and local attractor
03 Less “intense” night-time economy that embraces wine bars, restaurants, entertainment, culture and family friendly environment
04 Broadbeach could become like Pyrmont or Fortitude Valley housing design firms, architects, media communications industries. Interesting spaces and connectivity with restaurants / entertainment are important to attract tenants – likely to be most successful towards Broadbeach North
05 Residential development should be intensified where possible. The most affordable land parcels will be available at increasing distances from the beach (i.e west) and should accommodate medium rise development
06 Linkages with Pacific Fair Shopping Centre are important and this site represents a significant opportunity for future retailing accommodating a mix of residential, mixed use, retail and office and specialised uses (e.g Top Ryde City Shopping Centre in Sydney)
07 Broadbeach South could become more intensified office and worker precinct with accommodation for residents and business visitors
08 Light industrial precinct around Surfers Avenue is a prime area for gentrification and redevelopment in the longer term future

Floorspace budget

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Floorspace Growth (2011 to 2031)</th>
<th>Jobs/Dwelling Growth (2011 to 2031)</th>
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<tbody>
<tr>
<td>Employment</td>
<td>Growth sqm</td>
<td>Jobs</td>
</tr>
<tr>
<td>Commercial / Office</td>
<td>62,500 sqm</td>
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<tr>
<td>Retail</td>
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<tr>
<td>Specialised</td>
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<tr>
<td>Residential</td>
<td>Growth sqm</td>
<td>Dwellings</td>
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<td>Single Unit</td>
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<tr>
<td>Multi Unit</td>
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<tr>
<td>Total</td>
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<td>8,195</td>
</tr>
</tbody>
</table>
Part 6.
Recommendations, implementation & demonstration
Implementation principles

The Gold Coast Rapid Transit system described in this document provide clear direction in the context of a complex and evolving urban environment. They describe the vision and intent for the corridor whilst providing guidance on a wide range of strategies, including transport and movement, access and mobility, streets and the public realm, built form, edges and building typologies, and land use and activity. As a ‘kit of parts’ they provide the future form and function of the corridor, its DNA.

Responsibility will now rest with the Gold Coast City Council (GCCC) and its partners to implement the frameworks and manage growth and development in a manner which fosters the principles and values embodied throughout the frameworks. Critical to their implementation will be adherence to a number of key principles to guide delivery. These include:

- Clear governance arrangements that observe good practice principles including accountability, efficiency, effectiveness, coordination and balance
- Leadership in the delivery of places of enduring quality and relevance to the Gold Coast
- Appropriately skilled and experienced staff who can deliver the vision and advise decision makers
- Strong established processes that foster excellence and innovation and provide speed and certainty
- Clear community engagement, communication and partnering arrangements that create a strong sense of ownership and pride in the evolving development of the city

Purpose

The primary purpose of this implementation strategy is to ensure that Gold Coast City Council can successfully implement measures through its planning scheme. However, it also recognises other important actions that Council and partners can take through other means. It does not propose a single solution but seeks to highlight other opportunities where actions can be undertaken to strengthen delivery within the spirit of these frameworks.

Council’s internal thinking about implementation mechanisms has begun and the range of tools available to appropriately manage and shape delivery is comprehensive. The implementation mechanisms should:

- Foster contemporary place making, delivery and management
- Plan and coordinate a range of infrastructure and service functions critical to the city that seek to achieve a balance across the triple bottom line: environment, social and economic

How to read this section

The implementation section outlines options and recommendations for how the principles and intent of the corridor study can be realised. Outlined below are the key components of the framework.

Demonstration projects - providing three illustrative examples of how the principles of the document can be applied in the creation of better buildings, streets and places

Planning scheme integration - providing recommendations about how the objectives of the study can be reflected in the GCCC planning scheme

Implementation recommendations and actions - outlining a prioritised list of recommendations and areas for further work to realise the study vision, including identification of responsible stakeholders

Potential governance arrangements - providing a summary of the various organisational and institutional arrangements that could support delivery
Implementation principles

1. Realise a bold future for one of Australia’s most distinctive and vibrant cities
2. Reconnect discrete urban communities
3. Re-engage the city with its blue edges and water rich context
4. Provide greater choice for access and mobility
5. Challenge the trend of traffic dominated streets
6. Streets and places for people and a greener Gold Coast
7. Design buildings to foster ‘street life’ and distinct Gold Coast character
8. Create genuine communities
9. A resilient and sustainable city

Prepared by HASSELL for GCCC
Three demonstration projects are included to show how the values and ideas expressed in this study may be deployed in select locations to show Better Street, Building and Place outcomes for the Gold Coast community.

Better Streets

The Better Street demonstration project considers Surf Parade as a typical location in the corridor where improvement is clearly needed to revitalise the street environment. The outcome will promote a pedestrian-based environment with street-based landscape, appropriately scaled buildings and a diverse range of activity that will provide a cosmopolitan urban experience.

Surf Parade (2011)
The existing streetscape is dominated by a wide asphalt pavement with narrow pedestrian footpaths and no dedicated provision for cyclists. An absence of street trees results in a hot and unwelcoming environment for walking. The attractiveness of the street is diminished by above ground power lines, a lack of street trees and the extreme variation in building form and scale. The round-about creates a street crossing which is difficult for pedestrians and potentially dangerous for cyclists.

2-5 years (2016)
New medium-rise development occurs in conjunction with targeted footpath improvements, line marking for cyclists and kerb buildouts for street trees.

5-10 years (2021)
Further development occurs, completing footpath upgrades and removing above ground power lines. Buildings provide an active edge to generous footpaths. Awnings and a vine covered arbour provide shelter at the building edge, and street trees continue to grow, providing more shade, shelter and an attractive green streetscape.

Potential subtropical boulevard along Surf Parade to strengthen integration of local urban focal points including Broadbeach central and Pacific Fair.
The street takes on a more established feel, with banners and other activities on the footpath such as flower stalls, cycle hire stations and kiosks. The round-about at the junction of Surf Parade is removed and the road resurfaced in conjunction with new signals for pedestrian priority. Development on the right hand side of the street completes footpath upgrades, and ongoing renewal extends southwards, creating a stronger link between Pacific Fair and Broadbeach proper.
Better Buildings

The Better Buildings demonstration project is based on a Swan Lane residential mixed use site located in Southport adjacent to a GCRT station. The project considers two mid rise subtropical residential towers based on Building Typology 6. The development comprises mixed use landscaped podiums with a series of small commercial tenancies and a landscaped plaza to address Scarborough Street and the GCRT station.

Design strategies

Alternative forms to accommodate density

The demonstration project illustrates how an alternative building form can be deployed that delivers more compact and affordable buildings while increasing the allowable development yield. Two lower rise towers on the site instead of a single high rise building allow greater flexibility in staging and the mix of development achieved.

Identifiable civic node reinforcing GCRT station

Development adjoining GCRT stations should seek to ensure appropriate public realm capacity and quality to support convenient and attractive access to the light rail system. Uses at ground level should activate the public realm for surveillance and safety.

Low scale mixed use street edges

Townhouse styled residences can be organised to occupy the eastern and northern edges to address the more intimately scaled Swan Lane and Park Lane frontages of the site. An active ground floor addresses a compact transit plaza to anchor the southern end of Scarborough Street and boost legibility as well as the level of activity around the GCRT station.

Integrated landscaping, outdoor living

Subtropical living is promoted with a landscaped terrace over the central car park and with generous balconies for each unit and communal landscape terraces at selected floors. Cross ventilation is promoted through a modulated floor plate and consideration in resolving the configuration for individual units.

Solar orientation and staggered development allows for optimum use of natural light

The form and massing of the development has been organised to optimise beneficial solar orientation and natural ventilation while also maximising opportunities for views and outlook, particularly focusing on the provision of surveillance of the GCRT station at lower levels.
01. Lower, more dense development
02. Integration of landscaping in built form
03. Operable/controlled outdoor spaces
04. Transparent architectural language with large outdoor spaces
05. Towers integrated into podium development
06. Rich, activated and engaging street edges
07. Modestly scaled urban plaza with active building edges
08. Strong integration and access to GCRT station
GCRT demonstration projects

Better Places

The Better Places demonstration project centres on the southern interchange station of the GCRT corridor opposite the eastern flank of Pacific Fair Shopping Centre. The project seeks to balance the demands of a key bus-rail interchange with the equally important public amenity opportunities afforded by the canal, landscape spine and a significant regional shopping centre.

Design strategies

Re-invent Pacific Fair ‘address’ to the city
Opportunities exist to reshape the eastern facade of Pacific Fair, potentially with minor modification and integration of narrow new buildings as an active ‘veneer’ and the introduction of outwardly focused retail and ground floor uses to engage with the site’s underutilised water edge.

Re-engage public realm with latent water edges
Key opportunities exist to raise the profile and public use of the waterway network and its edges. Particular opportunities exist at Broadbeach south, with significant renewal opportunities, its position at the fringe of Broadbeach central and the proximity of the busiest GCRT station on the network, and the most significant retail destination in the coastal core.

Recognise and facilitate broader renewal opportunities
A significant cluster of renewal opportunity sites exist at the southern extent of Surf Parade and south of the proposed light rail-bus interchange. A key opportunity exists to facilitate a joint vision for landowners and stakeholders to maximise the city building potential of these opportunities.

Plan for pedestrian safety
The integration of bus and light rail movements into the busy intersection of Hooker Boulevard and the Gold Coast Highway creates significant challenges for maintaining pedestrian accessibility and safety. The potential for contra-flow movements associated with the interchange will need careful management to avoid safety hazards.

Harness development opportunity sites
Potential exists to consolidate the GCRT infrastructure footprint to release development opportunities. These sites will be critical in mending the severance caused by busy roads and waterways and help to ‘draw’ people from the east. A key objective is to better integrate uses west of the canal and highway with the more established street-based structure of Broadbeach central.

Reinforce canal edge green spine
Where possible, opportunities should be explored to retain a green edge to the Gold Coast Highway and canal network. A boulevard treatment to the Gold Coast Highway and a planted waterside promenade could help maintain the ‘green gateway’ that currently exists.
01. Opportunity for new public frontage for Pacific Fair
02. Rich activated and engaging public waterfront
03. Bridges for improved access between Pacific Fair, Broadbeach and GCRT station
04. Complex intersection requiring clear, direct and safe pedestrian crossing
05. Reinforcing Broadbeach south renewal opportunities
06. Street tree planting and pedestrian improvements to transform the Gold Coast Highway into a boulevard
07. New signalised intersection enhancing pedestrian access
08. Bus and light rail interchange with safe, grade separated inter-platform access
Criteria for Gold Coast Rapid Transit Corridor planning scheme provisions

There are a number of objectives for incorporating the urban design framework outcomes into the planning scheme including:

> Providing clear and easily understood provisions, whilst providing clarity to the market
> Identifying the most effective place for the framework within the new planning scheme structure
> Providing clear planning scheme delivery of GCRT corridor study planning outcomes
> Minimising variation so as not to reinvent or repeat Council’s new planning scheme

In addition to including urban design framework outcomes in the new planning scheme, there are a number of other opportunities and activities to be explored to progress the outcomes of this corridor study. It is important to acknowledge that the corridor study is striving to ‘reposition the city’. It has already been leading by example in terms of bringing together urban design and allied disciplines to work towards a shared vision. This can be fostered and enhanced by the future place making toolkit and the future actions outlined in the following list of recommendations.

Gold Coast City Council’s new planning scheme

This section provides a background strategic study for Council and will be one of a number of inputs into the new Gold Coast planning scheme. Once Council has considered the urban design framework contained in this study there will be a number of more detailed planning phases and local planning processes required.

The preferred position for the implementation of the GCRT into the new planning scheme includes:

> The new Strategic Framework to strongly reflect the importance of the adopted development outcomes for the new Gold Coast Rapid Transit corridor. The GCRT project reflects a major investment in public transport and the potential for integrated transport and land use. This opportunity is recommended to form a key part of the growth strategy within the new planning scheme’s strategic framework;
> Embedding the preferred development outcomes for the corridor within the planning scheme (within zones, zone codes and use codes) so as to avoid layering of planning scheme instruments;
> Addressing significant planning scheme policy changes (such as major changes to height or land use) through more detailed local planning processes, including statutory consultation, which may result in changes to the planning scheme at a later date when Council has decided on new development outcomes for discrete parts of the corridor.

A process for implementation of the GCRT Corridor urban design framework into the new planning scheme is outlined on the adjacent page. The recommended tasks include:

> A gap analysis to understand major variations in planning policy from the current planning scheme;
> Separate process for major changes and minor changes; and
> Processes for the minor changes for the version one planning scheme and version two planning scheme.

Timing of the Implementation of the GCRT within the new planning scheme

Council’s adopted timeframes for the new planning scheme does not allow the implementation of the ultimate preferred position into the version one planning scheme. As a result two possible approaches to the implementation of accepted aspects of the GCRT urban design framework into the new GCCC planning scheme need to be contemplated:

> The QPP planning scheme – Version One. That is, what aspects of the framework can be incorporated into the new planning scheme;
> The QPP planning scheme – Version Two. Version Two will reflect the more detailed planning scheme provisions that will need to be prepared to implement the framework.

Recommendations for QPP compliant planning scheme (Version One)

The Version One planning scheme Strategic Framework is recommended to incorporate Council’s position on growth in the GCRT corridor. This inclusion of the adopted aspects of the GCRT urban design framework into the strategic framework of the Version One planning scheme is also likely to be carried through into Version Two of the planning scheme with limited or no change.

Incorporation of the framework into Version One of the QPP compliant planning scheme is recommended to rely wherever possible on the new planning scheme’s Activity Centres and integrated transport and land use policy. That is, wherever possible the framework should be ‘absorbed’ into or consistent with outcomes in the planning scheme (particularly for Activity Centres), so that the ‘variations’ ultimately contained in zone precincts or local plans are limited. Version One of the new planning scheme is currently being prepared so there is an opportunity for the Urban Design Framework to inform detailed drafting, particularly in relation to Activity Centres, zone codes and related use codes.

Current estimates are that the policy basis contained in this framework is reflective of the directions of the new planning scheme policy outcomes in relation to transport and land use integration, activity centres, new building typologies, and a new focus on aspects such as streets, building edges, connectivity, and pedestrian places.
Elements of the framework to be incorporated into Version One should be capable of short term/immediate (approximately two years) implementation in the planning scheme. The preferred outcome for the new planning scheme is to embed the built form outcomes from the adopted aspects of the GCRT urban design framework into the zones, zone codes and use codes. However, this work is likely to be limited by Council’s adopted timeframe for the completion of the new planning scheme, and as a result, Council may want to consider a “temporary” overlay map to show corridor outcomes (including code and if necessary level of assessment provisions), which prevails over all other elements of the planning scheme (excluding the Strategic Framework). This is a fallback position if there is insufficient time or resources to embed the GCRT urban design framework into the Version One planning scheme zones, zone codes and use codes. This would enable aspects of the GCRT urban design framework to be incorporated into the Version One planning scheme to regulate development on land within the GCRT corridor study ‘Study Area Context’ boundary. The overlay is considered to be a stand alone tool that is able to identify particular planning outcomes for each precinct, including building form, mobility, streetscapes and edges, and outcomes for public realm and spaces.

Recommendations for future QPP compliant planning scheme (Version Two)

Incorporation of the GCRT urban design framework into Version Two of the QPP compliant planning scheme will require a more thorough review of the framework against Council’s new zones and zone codes and if relevant, removal of the overlay and overlay code (from Version One at the appropriate time). Provisions within the overlay and overlay code in Version One should be incorporated into the (new or existing) zones, and local plans or their relevant codes (zone provisions prevail over local plan provisions unless otherwise stated). This thorough review will involve identifying what elements of the framework are unique to land and development within the corridor, or can be implemented across the city. The optimum long term planning scheme outcome is a series of local plans to reflect the Urban Design Framework detail, where that detail varies from zones, zone codes and use codes.

Planning Scheme - long term recommendations

A number of elements within the framework are not capable of implementation in the short to medium term, but rather will require a substantial review of the planning scheme, internal consultation (Council), and consultation with the community and key stakeholders. These are the aspects of the GCRT urban design framework that vary considerably from current land use and built form outcomes.

The following diagram below establishes a model process for more detailed steps following the completion of the framework and when the draft planning scheme becomes available.
Sustainable, affordable housing was encouraged in the Kelvin Grove Urban Village through the planning system, a design review panel and commercial agreements with developers.
Affordable housing

The framework encourages affordable housing through new built form typologies, which allows for new building types to accommodate a greater range of housing types and affordability. The building typologies also allow for a lower height and greater density building form which can translate into the delivery of more affordable housing products. The building typologies in the framework also allow for a diversity of built form and accordingly, a greater mix of higher density building forms are likely. This mix is likely to result in a greater range of unit price points and contribute to the affordable housing stock within the corridor. In addition, the affordable housing initiatives should build on expected planning scheme initiatives that encourage affordable housing providers to participate in the development of the Gold Coast rapid transit corridor.

A range of non planning scheme measures are available to Council to support affordable housing in the city. It is recommended that Council is proactive in investigating options to develop and implement non planning scheme affordable housing across the city, in particular options for stimulating private sector involvement. Options may include:

- Facilitating (through guidance and support) for the provision of homelessness and supported accommodation options
- Raising community awareness about local housing issues (and facilitating action), and of the benefits of affordable housing providers
- Ongoing support for the Gold Coast Housing Company and Queensland Department of Communities, Housing and Homelessness Services to provide affordable housing projects in the Gold Coast Rapid Transit corridor
- Exploring incentives such as rate relief, application fees subsidies, infrastructure charges subsidies etc

Other implementation strategies may also include the preparation of a planning scheme policy, identifying and considering joint ventures (in relation to Government or Council owned land).

Environmental and sustainable development outcomes

The framework contains a range of initiatives to progress sustainable development outcomes within the GCRT corridor. However, it is envisaged that the planning scheme will include a range of sustainable development outcomes as a standard part of its zones and codes.

Consistent with the planning scheme approach to sustainable development provisions, zone code, use code or the overlay or local plan provisions should relate to specific sustainable design provisions and will not be able to conflict with the Building Code of Australia, or the Queensland Development Code.

Furthermore, Council is recommended to investigate alternate options (from the planning scheme) to develop and implement sustainable design outcomes across the city. Options may include discussion and negotiations with applicants prior to the lodgement of an application, devising a sustainable design manual, and investigating incentives where sustainable design standards are achieved.

Maturity model

The Implementation Strategy should be developed as a “maturity model” that can evolve over time. This allows Council to develop the required internal processes and also has the potential to take Council staff, politicians and the community on a journey and give them ownership and momentum of the process and outcomes. This should be a model that is unique to the Gold Coast and allows the outcomes of the corridor study and other Council programs to be successfully integrated and ultimately achieved.
Design review

The benefits of design review are that it:

> Offers an objective and fresh viewpoint, identifying flaws that the designer has failed to recognise
> Can offer support and encouragement to good schemes as well as criticism of bad ones
> Can identify inappropriate or simply bad design that is masquerading as cutting edge
> Brings a breadth and depth of experience that may not be available to the project team or to the planning authority
> Can offer expert views on complex issues such as sustainability
> Can broaden discussions and draw attention to the bigger picture

Design review panel

A good panel will be made up of a diverse range of individuals with an equally diverse range of professional skills and opinions. As well as architects, consideration should be given to recruiting members from related fields such as planning, urban design, landscape design, the historic environment, sustainability and environmental services, inclusive environments, civil and structural engineering, transport, public art and development.

Design review principles

> Independent - it is conducted by people who are separate from the scheme promoter and decision maker and it protects against conflicts of interest
> Accountable - it records and explains its advice and is transparent about potential conflicts of interest
> Expert - it is conducted by suitably trained people who are experienced in design and know how to criticise constructively. Review is usually most respected where it is carried out by professional peers of the project designers, as their standing and expertise will be acknowledged
> Advisory - it does not make decisions but acts as a source of impartial advice for decision makers
> Accessible - its findings are clearly expressed in terms that decision makers can understand and use
> Proportionate - it is used on projects whose significance warrants public investment in providing design review at national, regional and local level, as appropriate. Other methods of appraising design quality should be used for less significant projects
> Timely - it takes place as early as possible in the life of a design because this saves the most time and it costs less to make changes. If a planning application has already been made, review happens within the timeframe for considering it. It is repeated when a further opinion is required
> Objective - it appraises schemes in the round according to reasoned, objective criteria rather than the stylistic tastes of individual panel members
> Focused - on outcomes for people, it asks how this building or place can better meet the needs of the people using it and of everyone who is affected by it
> Focused - on improving quality, it constructively seeks to improve the quality of architecture, urban design, landscape, highway design and town planning

Local authority design champions

Why design champions are important

Design isn’t just for high profile projects. It should be an integral part of ‘everyday’ interventions. For example, each new school building, road maintenance or parks project should be seen as an opportunity to enhance the quality of the built environment, by going for a quality outcome.

Delivering design quality requires strong local leadership. The appointment of a Councillor as a design champion can help to focus minds and ensure that design issues are placed firmly on the agenda of the local authority.

The role of design champions

The key purpose of a design champion should be to:

> Ensure the local authority provides a vision for how they see the quality of their built environment improving. This will require an overview of the host of responsibilities the local authority has, for example via planning, conservation, the procurement of new buildings and the management of streets and green spaces.
> Promote an integrated approach to ‘place-making’, ensuring that the various departments within the local authority are working in a coordinated fashion to deliver the vision for their area.

Key role

> Promoting and campaigning for good design in the execution of all of the local authorities’ roles.

A design champion should be:

> A councillor, with responsibilities that may include planning, heritage, parks and highways services. They will have technical support from competent, senior, officers
> Well respected, a good communicator and able to promote the benefits of (and need for) good design to a wide variety of audiences, both internally and externally. They should be able to persuade colleagues both within the authority and in the wider community of the benefits that quality in the built environment offers for everyone in the community
> A consensus builder, able to bring together the various stakeholders, both within the local authority and the wider community
> Able to see the bigger picture and help develop a vision

A design champion should have:

> A commitment and passion for design. While a working knowledge of architectural, planning and heritage and conservation issues would be an advantage, it is by no means essential. Professional skills within your authority will compliment your enthusiasm for the subject
> An understanding of the workings of all departments within your authority and an appreciation of the role that each can play in delivering the aims of Design Champions
Design and access statements

What are design and access statements?

Design and access statements are documents that explain the design thinking behind a proposal. For example, they should show that the design of the proposal has addressed carefully how everyone, including disabled people, older people and very young children, will be able to use the places they want to build.

Statements should include a written description and justification of the proposal. Sometimes photos, maps and drawings may be needed to further illustrate the points made. They need not be very long, but the amount of detail they contain should reflect how complex the proposal is. So, a statement for a major development is likely to be much longer than one for a single building.

The process

How the physical characteristics of the scheme have been informed by a rigorous process which should include the following steps:

> Assessment
> Involvement
> Evaluation
> Design

Use
What buildings and spaces will be used for

Amount
How much would be built on the site

Layout
How the buildings and public and private spaces will be arranged on the site and the relationship between them and the buildings and spaces around the site

Scale
How big the buildings and spaces would be (their height, width and length)

Landscaping
How open spaces will be treated to enhance and protect the character of a place

Appearance
What the building and spaces will look like, for example, building materials and architectural details

Agreeing a procurement strategy

A variety of different studies show the long-term contribution of well-designed buildings and spaces to achieving wider social and economic goals. Less well documented, however, is the role of a design-led approach in structuring the procurement process for achieving wider objectives. The process of procurement – the method by which suppliers of goods, works and services are selected – has a major influence on the nature and quality of what gets supplied.

Choice of procurement route

This needs to be selected to take into account a variety of factors, such as the development and planning context, the scale of change, land ownership, funding, and the capacity for project management. The public sector often leads on robust and informed master planning prior to engaging in procurement of delivery partners, thereby retaining control of the overall vision and standards. The private sector, however, has a major role to play, not only where public ownership of land or funding is absent, but also in leading on the development of realistic and deliverable proposals. A balance therefore needs to be struck in a procurement strategy between public and private sector leadership. Responsibilities and clarity on vision and decision making can help inform that balance.

Agreeing a procurement strategy is structured as follows:

1. The framework for decision making
   - roles and responsibilities
   - skills and capacity
   - policy/ framework
   - leadership and governance.

2. Establishing and achieving objectives
   - setting and communicating the vision
   - the project plan
   - monitoring progress.

3. Choice of procurement route
   - selecting the procurement option
   - understanding the options
   - mechanisms for promoting design quality
   - entering into partnership arrangements.

4. Developer panels
   - why a developer panel process?
   - procuring panels
   - evaluating panels.
Subtropical design principles in the SEQ Regional Plan

The South East Queensland Regional Plan (the Plan) presents a set of regional policies to guide state and local area planning, and urban development within a sustainability framework. One of the key policies, compact settlement, aspires to “a compact urban structure of well-planned communities, supported by a network of accessible and convenient centres and transit corridors linking residential areas to employment locations...” to “reflect SEQ’s subtropical climate, reinforce local character and achieve innovation and design excellence”.

To support this policy, the Plan sets out 12 guiding principles of subtropical design

- Recognise sub-regions: recognise and reflect the diversity of climatic, landscape, cultural, and habitat sub-regions of SEQ in the application of design principles
- Respect topography: protect the integrity and character of the hills, mountains and ridgelines that are important in framing and defining the subtropical environment
- Diversify the built environment: incorporate a diversity of building densities, heights, type, and scale into new developments
- Consider local character and design: recognise the contribution of contemporary design and appropriate use of building materials to the character and diversity of the subtropical environment
- Integrate with nature: design for appropriate climate-based orientation, provide shade and allow for the penetration of breeze, sunlight and the natural environment
- Acknowledge informality: recognise the informal relationship between the natural, built and rural environments
- Use vegetation: make use of extensive native vegetation and large shade trees in private and public spaces
- Ensure open space diversity: ensure open space is diverse, integrated and designed to form networks
- Incorporate access to open space: reflect the proximity of nature in subtropical environments and SEQ’s outdoor-based lifestyle in the access to open space
- Design for water: reflect the importance and presence of water and provide for public access to any natural or artificial waterways
- Develop outdoor centres: outdoor dining, entertainment, recreation, sheltered access to public transport and shaded pedestrian pathways are the attributes of informality and village-like character
- Develop outdoor meeting places: incorporate outdoor meeting places into building and design
Green Star communities

The Green Star Communities Framework is a vision, a set of principles and aspirations to help guide and support the development of sustainable communities. The intention of this framework is to provide inspiration and to contribute to a national conversation about how we plan, design, build, maintain and renew sustainable communities.

A sustainable community embodies the principles of sustainable development, respecting ecological limits and natural resource constraints, encouraging prosperity and well-being while optimising conditions for human development.

A sustainable community has aspirations for the future that acknowledge the challenges brought about by change. It is liveable, resilient, diverse and adaptable. It strives for a lower carbon and ecological footprint. A sustainable community evolves through policy and collaborative practice that respects and embraces the aspirations of existing and future community stakeholders.


The GBCA’s national principles for sustainable communities are to:

- Enhance liveability
- Create opportunities for economic prosperity
- Foster environmental responsibility
- Embrace design excellence
- Demonstrate visionary leadership and strong governance.
Recommendations

The following is a list of recommendations worthy of consideration to assist in the implementation of the Urban Design Frameworks. It has been generated throughout the course of the project and includes recommendations made during the design workshops held with stakeholders. Detailed specific planning scheme measures have been workshopped with Council’s core project team and have not been detailed in this list of recommendations. The main body of this document contains a range of measures and outcomes that are worthy of consideration in the future review and amendment of the planning scheme, and in co-ordinating the activities of stakeholders to progress the outcomes of the study.

Gold Coast City Council directorates and project partners

GCCC
PET Planning, Environment and Transport
EDMP Economic Development and Major Projects
ES Engineering Services
CS Community Services

Queensland Government
DoC Department of Communities
BFUP Board for Urban Places
DTMR Department of Transport and Main Roads
DLGP Department of Local Government and Planning
DERM Department of Environment and Resources
1. Realise a bold future for one of Australia’s most distinctive and vibrant cities

Goal: Positively plan for growth and harness opportunities created by GCRT to realise a more vibrant and prosperous future for the Gold Coast

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Responsibility</th>
<th>Timing</th>
<th>Relative importance</th>
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</thead>
<tbody>
<tr>
<td>Undertake a scoping study and associated master planning to define a special entertainment precinct within Surfers Paradise</td>
<td>GCCC, EDMP, CS</td>
<td>Prior to commencement of the GCRT</td>
<td></td>
</tr>
<tr>
<td>Consider the appointment of a corridor design champion that capitalises on opportunities created by GCRT for transit orientated development and sustainable infill regeneration to ease pressure on scarce greenfield land</td>
<td>GCCC, PET</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Investigate and develop appropriate implementation mechanisms to deliver and manage new growth in line with UDF principles, strategies and recommendations</td>
<td>GCCC, DLGP + BIUP Partners</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Scope and establish (including the formation of an independent design review panel) a design review process for key developments within the corridor</td>
<td>GCCC, PET</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Establish a program for the production of site development briefs for catalyst sites and key sites in public ownership to provide clear signals to the market in respect of development opportunities and requirements</td>
<td>GCCC, PET</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Develop an integrated transport study that strengthens the poly-centric form of the city and establishes excellent public and green transit linkages to realise the aspiration for a ‘network city’</td>
<td>GCCC</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Develop an integrated city making/marketing strategy to attract new forms of development to diversify the economy and reinforce the distinctive Gold Coast lifestyle ‘drawcards’ including subtropical climate, access to beaches, waterways, scenic rim and iconic high rise beachfront</td>
<td>GCCC, EDMP</td>
<td>5-10 years</td>
<td></td>
</tr>
<tr>
<td>Undertake scoping studies on large parcels or large sites in single/limited land ownership to reveal their redevelopment potential</td>
<td>GCCC, EDMP</td>
<td>5-10 years</td>
<td></td>
</tr>
<tr>
<td>Establish a program to facilitate demonstration projects which recognises and harnesses the ‘corridor of opportunity’ and seeks to demonstrate the application of new typologies and built forms reflective of housing diversity, mix, modern methods of construction, sub-tropical design, long term city building and future expansion opportunities, etc.</td>
<td>GCCC, PET</td>
<td>5-10 years</td>
<td></td>
</tr>
<tr>
<td>Continue to deliver design advocacy and facilitation services to raise the profile of great urban design through awards, seminars, guidelines, sponsorship and hosting of the International Urban Design Conference and the Urban Design Advisory Panel</td>
<td>GCCC</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>Continue to appoint and invest in the ongoing development of trained designers (urban designs, architects and landscape architects) within Council to facilitate and enable place making outcomes</td>
<td>GCCC, PET</td>
<td>Ongoing</td>
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Prepared by HASSELL for GCCC
## Recommendations

### 2. Reconnect discrete urban communities

**Goal:** Reconnect the fragmented mosaic of urban communities

<table>
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<tbody>
<tr>
<td>Develop an integrated transport study to improve the quality and function of east-west pedestrian connections, cycle networks and vehicle routes</td>
<td>GCCC, PET</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Develop an integrated active transport study to improve walking and cycling trips to be shorter and more direct than car based trips without diminishing the road network</td>
<td>GCCC, PET</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Develop a public transport study to establish rapid district and local bus routes, fed by improved pedestrian and cycle links, to reinforce GCRT as the major public transit alignment</td>
<td>GCCC, PET, ES</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Develop an integrated ‘green’ bridge building program to release opportunities for a comprehensive network of walking and cycling connections</td>
<td>GCCC, PET, ES</td>
<td>5-10 years</td>
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</table>

### 3. Re-engage the city with its blue edges and water rich context

**Goal:** Embrace the special water-rich landscape as a defining feature and part of daily city life

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<tbody>
<tr>
<td>Undertake a green crossing strategy study to determine an appropriate approach for the delivery of new river and canal crossings in line with the Urban Design Framework</td>
<td>GCCC, PET, ES</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Investigate the feasibility of passenger and tourist ferry services to provide a wider choice of transportation modes and greater diversity of passenger service</td>
<td>GCCC, PET</td>
<td>5-10 years</td>
<td></td>
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<tr>
<td>Investigate opportunities to harness the waterway network to enable increased private boat use, in particular the potential for metered private boat parking at key locations</td>
<td>GCCC, PET</td>
<td>5-10 years</td>
<td></td>
</tr>
<tr>
<td>Create mechanisms to harness and encourage private development to help fund the partial or full delivery of additional water crossings and waterfront promenades to connect key city precincts, centres and communities</td>
<td>GCCC, PET, EDMP</td>
<td>5-10 years</td>
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</table>
### 4. Provide greater choice for access and mobility

**Goal:** A city with a truly integrated movement system that provides choice

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<tbody>
<tr>
<td>Develop an integrated transport study that reinforces GCRT at the backbone of a new accessibility paradigm and determine appropriate corridor mobility and access arrangements, management of private vehicles, cycle strategy, bus routes, car parking etc.</td>
<td>GCCC, PET</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Establish an integrated city wide transport network program that reinforces east-west rapid bus corridors and key intermodal interchange points to support convenient access between inland centres and communities to the coastal core</td>
<td>GCCC, PET</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Investigate opportunities to improve existing walking and cycling connections and identify key missing links to foster the Gold Coast as a leading cycle city and support direct and convenient access to activity centres, and in particular the GCRT stations and public transport nodes</td>
<td>GCCC, PET</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Develop landscape design guidelines that enhance the quality of existing streets and spaces to improve the public transport system and journey experience for pedestrians</td>
<td>GCCC, PET</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Implement the CAMS study and universal design frameworks to ensure universal access to the public realm, including public buildings, open space and transport connections</td>
<td>GCCC, PET, ES</td>
<td>1-5 years</td>
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### 5. Challenge the trend of traffic dominated streets

**Goal:** A city where it is a pleasure to walk and linger

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<th>Relative importance</th>
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<tbody>
<tr>
<td>Consider the adoption of longer signal phasing associated with high pedestrian areas, particularly those associated with light rail stops</td>
<td>GCCC</td>
<td>Corridor wide at commencement of GCRT</td>
<td></td>
</tr>
<tr>
<td>Consider lower traffic speed environments through the corridor to promote urban outcomes, particularly in relation to tree planting conditions and pedestrian/ cyclist safety and amenity</td>
<td>GCCC, PET, ES, DTMR</td>
<td>Corridor wide at commencement of GCRT</td>
<td></td>
</tr>
<tr>
<td>Establish a Better Gold Coast Streets working group to implement recommendations outlined in Section 3 of this document</td>
<td>PET, ES, DTMR</td>
<td>At commencement of street upgrades</td>
<td></td>
</tr>
<tr>
<td>Develop street design guidelines that improve pedestrian safety and comfort by preserving clear walk zones in bustling centres, planted buffers on busy roads and widening of footpaths to match patronage requirements for GCRT and to support increasing street life and walking</td>
<td>GCCC, PET</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Undertake a city wide greener street program aiming to deliver 10,000 trees in ten years on Gold Coast streets and spaces</td>
<td>GCCC, CS, PET</td>
<td>5-10 years</td>
<td></td>
</tr>
<tr>
<td>Establish development guidelines to deliver public spaces and facilitate the delivery to support more expansive, usable and compact spaces for new development</td>
<td>GCCC, CS, PET</td>
<td>5-10 years</td>
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</tbody>
</table>
6. Streets and places for people and a greener Gold Coast

Goal: Walking and cycling are safe and convenient

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<th>Timing</th>
<th>Relative importance</th>
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<tbody>
<tr>
<td>Consider the renaming of the Gold Coast Highway to Gold Coast Boulevard</td>
<td>GCCC</td>
<td>At commencement of GCRT</td>
<td></td>
</tr>
<tr>
<td>Develop and implement a ‘Great Street’ master plan strategy in key locations within the corridor</td>
<td>GCCC</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Develop CPTED principles that encourage surveillance and activation, particularly around GCRT stations</td>
<td>GCCC, CS</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Develop a public art strategy that aims to foster a rich and engaging urban environment reinforcing existing and emerging quarters and a coordinated approach to public art, lighting, furniture and finishes</td>
<td>GCCC, CS</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Develop a landscape masterplan strategy that recognises the existing landscape and integrates new landscape typologies to create new linkages and spaces, in particular for the catalyst streetscape projects</td>
<td>GCCC, CS</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Undertake a public space strategy, including a benchmarking study to align standards of provision with high quality public space provision supportive of increased densities</td>
<td>GCCC, CS, PET</td>
<td>5-10 years</td>
<td></td>
</tr>
<tr>
<td>Establish a working group to establish new street guidelines that seek to humanise the street environment, particularly in respect of tree planting and proximity to traffic</td>
<td>GCCC, CS, PET</td>
<td>5-10 years</td>
<td></td>
</tr>
<tr>
<td>Investigate requirements to support green transit within new developments, such as showers, lockers and bike storage</td>
<td>GCCC, CS, PET</td>
<td>Next planning scheme review</td>
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7. Design buildings to foster ‘street life’ and a distinct Gold Coast character

Goal: A city with more responsive and distinctive Gold Coast architecture

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<th>Relative importance</th>
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<tbody>
<tr>
<td>Scope and establish (including the formation of an independent design review panel) a design review process for key developments within the corridor</td>
<td>GCCC, PET</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Review role of plot ratios in planning framework and definition of GFA, particularly in relation to sleeved, above ground car parking</td>
<td>PET</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Implement, as planning scheme policy, a requirement for design statements for certain types of development within the corridor</td>
<td>GCCC, PET</td>
<td>Next planning scheme review</td>
<td></td>
</tr>
<tr>
<td>Undertake a review of Policy 18 to ensure urban design bonus provision facilitate/incentivise new residential models across the typologies, potentially reflecting key values in Section 4</td>
<td>GCCC, PET</td>
<td>Next planning scheme review</td>
<td></td>
</tr>
<tr>
<td>Undertake a review of existing development parameters and establish new overall building typology guidelines that seek to:</td>
<td>GCCC, PET</td>
<td>Next planning scheme review</td>
<td></td>
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<tr>
<td>&gt; Encourage more distinctive and climatically responsive design</td>
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<tr>
<td>&gt; Promote a greater diversity of building forms to accommodate growth</td>
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<tr>
<td>&gt; Manage future building form to preserve views, breezes and minimise shadowing impacts</td>
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<tr>
<td>&gt; Encourage buildings that contribute to a quality urban environment and foster street life</td>
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<tr>
<td>&gt; Support a variety of housing types to boost affordability and bring families back to the coastal core</td>
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</table>
8. Create genuine communities

Goal: Create socially sustainable communities within the corridor, and challenge the trend of ‘families on the fringe’

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<th>Relative importance</th>
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<tbody>
<tr>
<td>Develop a community development strategy to facilitate community capacity building and help the re-emerging community strengthen local connections and identity</td>
<td>GCCC, DLGP, CS, DoC</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Develop a community engagement strategy to inform the community during the process of establishment and change</td>
<td>GCCC, DLGP, CS, DoC</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Incorporate principles and actions within all policy documents relating to planning, development and design that maximise community safety outcomes</td>
<td>GCCC, DLGP, CS, DoC</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Develop an overarching place making strategy, which recognises and supports local identity and incorporates a range of actions including public space development and provision of public art</td>
<td>GCCC, PET, CS, EDMP</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Undertake an active recreation and open space study of the Gold Coast to encourage residents to lead an active lifestyle through increased access to parks and open space</td>
<td>GCCC, DLGP, CS, DoC</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Establish a policy platform to encourage diverse and affordable housing, with delivery supported by a housing diversity guide</td>
<td>GCCC, DLGP, CS, DoC</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Explore incentives to encourage provision of adaptable and accessible housing</td>
<td>GCCC, CS</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Explore incentives to encourage private investment and public/private partnerships to deliver social infrastructure and affordable housing, including maximising the use of State owned land and residual land from the corridor acquisition process</td>
<td>GCCC, PET, CS, EDMP</td>
<td>5-10 years</td>
<td></td>
</tr>
<tr>
<td>Undertake a community facilities study within the corridor to determine TOD principles and opportunities for additional service provision aligned with the desire to increase socio-economic mix in the corridor</td>
<td>GCCC, DLGP, CS, DoC</td>
<td>5-10 years</td>
<td></td>
</tr>
</tbody>
</table>
9. **A resilient and sustainable city**

   **Goal:** A sustainable and resilient city, capable of addressing the complex environmental challenges of the future

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Responsibility</th>
<th>Timing</th>
<th>Relative importance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop landscape design guidelines that initiate water sensitive urban design (WSUD) measures within streetscapes and public spaces to enhance waterway quality and overall environmental health</td>
<td>GCCC, PET</td>
<td>1-5 years</td>
<td></td>
</tr>
<tr>
<td>Commission the development of a corridor-wide carbon offset study applicable to both public and private development</td>
<td>GCCC, DLGP, PET, DLGP</td>
<td>5-10 years</td>
<td></td>
</tr>
<tr>
<td>Undertake a city wide greener street program that delivers a coordinated tree planting strategy for both public and private spaces to help offset the city wide carbon footprint</td>
<td>GCCC, PET, CS, ES</td>
<td>5-10 years</td>
<td></td>
</tr>
<tr>
<td>Scope and establish opportunities to harness tidal power generation within deep water zones</td>
<td>GCCC, EDMP, PET</td>
<td>5-10 years</td>
<td></td>
</tr>
<tr>
<td>Revise development requirements for low lying sites to manage climate change risks</td>
<td>GCCC, DLGP, PET, DERM</td>
<td>Next planning scheme review</td>
<td></td>
</tr>
<tr>
<td>Incorporate and reference: ‘Subtropical Design in South East Queensland – A Handbook for Planners, Developers and Decision Makers’</td>
<td>GCCC, PET</td>
<td>Next planning scheme review</td>
<td></td>
</tr>
<tr>
<td>Establish sustainability guidelines that determine energy rating targets, and minimum sustainability requirements for new buildings and building retro-fits</td>
<td>GCCC, PET</td>
<td>Next planning scheme review</td>
<td></td>
</tr>
<tr>
<td>Implement, as planning scheme policy, sustainability requirements for wind and solar power generation on public and private buildings</td>
<td>GCCC, PET</td>
<td>Next planning scheme review</td>
<td></td>
</tr>
<tr>
<td>Investigate opportunities to facilitate the development of left over spaces within resort style tower developments to increase residential densities, mix and types, and achieve more urban street interfaces</td>
<td>GCCC, PET</td>
<td>Ongoing</td>
<td></td>
</tr>
</tbody>
</table>
The implementation and governance framework adopted for the corridor will be a key driver of the successful realisation of the study goals and objectives. A review of potential implementation frameworks was undertaken to highlight options for further consideration.

Implementation mechanisms

There are a range of implementation mechanisms that can be considered for the corridor. These include:

Specialist mechanisms

Land corporation

A land corporation is a special-purpose vehicle that typically has full planning and place delivery and management responsibilities for a spatially defined area. It requires specific legislation to be made, providing it with the necessary powers to plan, deliver and manage a precinct or corridor. The use of such a mechanism can provide a very high level of certainty and effectiveness in establishing and managing growth. Its success is strongly related to the composition (experience and skills) of the Board, its Chief Executive Officer and its staff resources. It is highly effective where special circumstances dictate the need for planning, development and management functions to be coordinated for the benefit of the area of interest.

<table>
<thead>
<tr>
<th>Land corporation</th>
<th>Legislation exists</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning powers</td>
<td>Full (as required)</td>
<td></td>
</tr>
<tr>
<td>Place making potential</td>
<td>Very high</td>
<td></td>
</tr>
<tr>
<td>Administering body required</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Time required to establish</td>
<td>1 – 2 years</td>
<td></td>
</tr>
<tr>
<td>Relevance to GCRT UDF corridor</td>
<td>Very high</td>
<td></td>
</tr>
<tr>
<td>GCRT applicability</td>
<td>Corridor wide or for distinct precincts where specific coordination and delivery of an outcome is required</td>
<td></td>
</tr>
</tbody>
</table>

Urban development area

An urban development area can be declared pursuant to the Urban Land Development Authority Act 2007. Once declared, it provides for the development of an integrated plan of development for the area which coordinates planning, development and delivery by the Urban Land Development Authority. Its use is focused on regeneration areas and, in particular, the delivery of affordable and social housing under the Queensland Housing Affordability Strategy. It assumes all planning, coordination and development powers for a defined spatial area.

<table>
<thead>
<tr>
<th>Urban development area</th>
<th>Legislation exists</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning powers</td>
<td>Full (as required)</td>
<td></td>
</tr>
<tr>
<td>Place making potential</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>Administering body required</td>
<td>No (existing)</td>
<td></td>
</tr>
<tr>
<td>Time required to establish</td>
<td>1.5 years</td>
<td></td>
</tr>
<tr>
<td>Relevance to GCRT UDF corridor</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>GCRT applicability</td>
<td>For distinct precincts where specific coordination and delivery of an outcome is required</td>
<td></td>
</tr>
</tbody>
</table>
**Planning mechanisms**

**Declared master plan area**
The Sustainable Planning Act 2009 (Chapter 4) provides for a coordinated process for the preparation of a structure plan for a spatially defined area. It establishes the broad environmental, infrastructure and development intent for an area and is incorporated into the local government’s planning scheme once finalised. The purpose is to ensure that growth occurs in an efficient and coordinated way.

<table>
<thead>
<tr>
<th>Declared master plan area</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Legislation exists</td>
<td>Yes</td>
</tr>
<tr>
<td>Planning powers</td>
<td>SPA</td>
</tr>
<tr>
<td>Place making potential</td>
<td>Medium</td>
</tr>
<tr>
<td>Administering body required</td>
<td>No</td>
</tr>
<tr>
<td>Time required to establish</td>
<td>1 year</td>
</tr>
<tr>
<td>Relevance to GCRT UDF corridor</td>
<td>Very high</td>
</tr>
<tr>
<td>GCRT applicability</td>
<td>For distinct precincts where specific coordination and delivery of an outcome is required</td>
</tr>
</tbody>
</table>

**Community infrastructure designation**
The Sustainable Planning Act 2009 (Chapter 5) provides for special-purpose community oriented facilities to be designated as community infrastructure. Its purpose is to ensure the integration of land use and infrastructure planning, and efficient and cost-effective provision. It can exempt certain types of development from planning processes pursuant to a Ministerial or Local Government designation.

<table>
<thead>
<tr>
<th>Community infrastructure designation</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Legislation exists</td>
<td>Yes</td>
</tr>
<tr>
<td>Planning powers</td>
<td>Exempt development from a planning scheme</td>
</tr>
<tr>
<td>Place making potential</td>
<td>Low</td>
</tr>
<tr>
<td>Administering body required</td>
<td>No</td>
</tr>
<tr>
<td>Time required to establish</td>
<td>6 months</td>
</tr>
<tr>
<td>Relevance to GCRT UDF corridor</td>
<td>Low</td>
</tr>
<tr>
<td>GCRT applicability</td>
<td>For specific community infrastructure items or precincts</td>
</tr>
</tbody>
</table>

**Planning scheme amendment**
The Sustainable Planning Act 2009 provides for amendment of a planning scheme, pursuant to a process under section 117 of the Act. A planning scheme coordinates and integrates matters, identifies desired environmental outcomes for the planning scheme area, includes measures that facilitate the achievement of outcomes and includes a priority infrastructure plan.

<table>
<thead>
<tr>
<th>Planning scheme amendment</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Legislation exists</td>
<td>Yes</td>
</tr>
<tr>
<td>Planning powers</td>
<td>As determined in the planning scheme</td>
</tr>
<tr>
<td>Place making potential</td>
<td>Medium</td>
</tr>
<tr>
<td>Administering body required</td>
<td>No</td>
</tr>
<tr>
<td>Time required to establish</td>
<td>2 years</td>
</tr>
<tr>
<td>Relevance to GCRT UDF corridor</td>
<td>Very high</td>
</tr>
<tr>
<td>GCRT applicability</td>
<td>Can be applied to the entire corridor</td>
</tr>
</tbody>
</table>

**Preliminary approval affecting a local planning instrument**
The Sustainable Planning Act 2009 (section 242) provides for application to be made pursuant to the integrated development assessment system which, if approved, alters the effect of the planning scheme. It is typically an applicant-driven process which may change the level of assessment applicable for development and provide/identify relevant assessment criteria.

<table>
<thead>
<tr>
<th>Preliminary approval affecting a local planning instrument</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Legislation exists</td>
<td>Yes</td>
</tr>
<tr>
<td>Planning powers</td>
<td>As determined in development approval</td>
</tr>
<tr>
<td>Place making potential</td>
<td>Medium</td>
</tr>
<tr>
<td>Administering body required</td>
<td>No</td>
</tr>
<tr>
<td>Time required to establish</td>
<td>9 months to 2 years (plus appeals)</td>
</tr>
<tr>
<td>Relevance to GCRT UDF corridor</td>
<td>High</td>
</tr>
<tr>
<td>GCRT applicability</td>
<td>Likely to apply to specific sites or small precincts</td>
</tr>
</tbody>
</table>
## Potential governance arrangements

### Place mechanisms

**Specialist companies**
Specialist companies can be established to govern strategic direction, and coordinate, implement and advance the development of a program or spatially defined area. Their strength lies in a clearly defined remit focused on the delivery of the precinct or corridor. It involves separate legal entities, not established under legislation, who agree to pool their decision-making powers to manage the implementation of a master plan. They typically act as a catalyst and raise investor confidence, guiding investment under an agreed set of objectives. They can help speed up the pace of delivery and maximise the use of public assets.

<table>
<thead>
<tr>
<th>Legislation exists</th>
<th>No (not required)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning powers</td>
<td>None</td>
</tr>
<tr>
<td>Place making potential</td>
<td>Very high</td>
</tr>
<tr>
<td>Administering body required</td>
<td>Yes</td>
</tr>
<tr>
<td>Time required to establish</td>
<td>1 year</td>
</tr>
<tr>
<td>Relevance to GCRT UDF corridor</td>
<td>Very high</td>
</tr>
<tr>
<td>GCRT applicability</td>
<td>Corridor wide or for distinct precincts where specific coordination and delivery of an outcome is required</td>
</tr>
</tbody>
</table>

**Deed (joint venture)**
Landowners and infrastructure providers (and operators) may enter into a deed, whereby they consent to operate under agreed objectives for the benefit of a vision. It is a legally binding agreement, however no partnership is created between parties. The Deed can recognise each party’s assets and their rights to control land. It generally contains requirements that each party agrees to undertake during the course of planning, design, procurement and delivery.

<table>
<thead>
<tr>
<th>Legislation exists</th>
<th>No (not required)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning powers</td>
<td>None</td>
</tr>
<tr>
<td>Place making potential</td>
<td>High</td>
</tr>
<tr>
<td>Administering body required</td>
<td>No</td>
</tr>
<tr>
<td>Time required to establish</td>
<td>6 months</td>
</tr>
<tr>
<td>Relevance to GCRT UDF corridor</td>
<td>High</td>
</tr>
<tr>
<td>GCRT applicability</td>
<td>Corridor wide or for distinct precincts where specific coordination and delivery of an outcome is required</td>
</tr>
</tbody>
</table>

**Memorandum of Understanding**
A Memorandum of Understanding is an agreement in principle between parties. It is not legally binding but establishes the basis for coordinated action which can follow guiding principles, cost sharing and decision making protocols.

<table>
<thead>
<tr>
<th>Legislation exists</th>
<th>No (not required)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning powers</td>
<td>None</td>
</tr>
<tr>
<td>Place making potential</td>
<td>Medium</td>
</tr>
<tr>
<td>Administering body required</td>
<td>No</td>
</tr>
<tr>
<td>Time required to establish</td>
<td>6 months</td>
</tr>
<tr>
<td>Relevance to GCRT UDF corridor</td>
<td>Medium</td>
</tr>
<tr>
<td>GCRT applicability</td>
<td>Corridor wide, for distinct precincts or specific sites where specific coordination and delivery of an outcome is required</td>
</tr>
</tbody>
</table>

**Procurement process**
There are various ways in which to establish a procurement process to drive an outcome for a particular project. Consideration of the role of the process, including the briefing, evaluation and negotiation stages, is vital for maintaining vision. It is essential that a clear direction is established to the market about the delivery and maintenance of a high quality built environment. Design guidance/standards, strong briefs, client design advisors and design review panels all play important roles in maintaining quality.

<table>
<thead>
<tr>
<th>Legislation exists</th>
<th>No (not required)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning powers</td>
<td>None</td>
</tr>
<tr>
<td>Place making potential</td>
<td>Medium</td>
</tr>
<tr>
<td>Administering body required</td>
<td>No</td>
</tr>
<tr>
<td>Time required to establish</td>
<td>9 months</td>
</tr>
<tr>
<td>Relevance to GCRT UDF corridor</td>
<td>Very high</td>
</tr>
<tr>
<td>GCRT applicability</td>
<td>Likely to apply to specific sites or small precincts</td>
</tr>
</tbody>
</table>

---

### Place mechanisms

**Specialist companies**

<table>
<thead>
<tr>
<th>Legislation exists</th>
<th>No (not required)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning powers</td>
<td>None</td>
</tr>
<tr>
<td>Place making potential</td>
<td>Very high</td>
</tr>
<tr>
<td>Administering body required</td>
<td>Yes</td>
</tr>
<tr>
<td>Time required to establish</td>
<td>1 year</td>
</tr>
<tr>
<td>Relevance to GCRT UDF corridor</td>
<td>Very high</td>
</tr>
<tr>
<td>GCRT applicability</td>
<td>Corridor wide or for distinct precincts where specific coordination and delivery of an outcome is required</td>
</tr>
</tbody>
</table>

**Deed (joint venture)**

<table>
<thead>
<tr>
<th>Legislation exists</th>
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</thead>
<tbody>
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</tr>
<tr>
<td>Place making potential</td>
<td>High</td>
</tr>
<tr>
<td>Administering body required</td>
<td>No</td>
</tr>
<tr>
<td>Time required to establish</td>
<td>6 months</td>
</tr>
<tr>
<td>Relevance to GCRT UDF corridor</td>
<td>High</td>
</tr>
<tr>
<td>GCRT applicability</td>
<td>Corridor wide or for distinct precincts where specific coordination and delivery of an outcome is required</td>
</tr>
</tbody>
</table>

---
Vertical: Ability to influence and set direction for place in each phase of development through commercial and other capabilities

Horizontal: Ability to directly control decisions on form, function and use within the corridor, precinct or site through planning powers.
### Glossary

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CABE</td>
<td>Commission for Architecture and Built Environment (UK)</td>
</tr>
<tr>
<td>CAMS</td>
<td>Corridor Access and Mobility Study</td>
</tr>
<tr>
<td>CBD</td>
<td>Central Business District</td>
</tr>
<tr>
<td>CG</td>
<td>City Governance</td>
</tr>
<tr>
<td>CIP</td>
<td>Centre Improvement Program</td>
</tr>
<tr>
<td>CPU</td>
<td>City Plan Unit</td>
</tr>
<tr>
<td>CS</td>
<td>Community Services</td>
</tr>
<tr>
<td>CSMP</td>
<td>Central Southport Master Plan</td>
</tr>
<tr>
<td>DEEDI</td>
<td>Department of Employment, Economic Development and Innovation</td>
</tr>
<tr>
<td>DERM</td>
<td>Department of Environment and Resource Management</td>
</tr>
<tr>
<td>DLGP</td>
<td>Department of Local Government and Planning</td>
</tr>
<tr>
<td>DoC</td>
<td>Department of Communities</td>
</tr>
<tr>
<td>DTMR</td>
<td>Department of Transport and Main Roads</td>
</tr>
<tr>
<td>E&amp;I</td>
<td>Environment and Infrastructure</td>
</tr>
<tr>
<td>EAP</td>
<td>Engineering Assets and Planning (ES, GCCC)</td>
</tr>
<tr>
<td>EbD</td>
<td>Enquiry by Design</td>
</tr>
<tr>
<td>EDMP</td>
<td>Economic Development and Major Projects</td>
</tr>
<tr>
<td>ES</td>
<td>Engineering Services</td>
</tr>
<tr>
<td>GC</td>
<td>Gold Coast</td>
</tr>
<tr>
<td>GCCC</td>
<td>Gold Coast City Council</td>
</tr>
<tr>
<td>GCHKP</td>
<td>Gold Coast Health and Knowledge Precinct</td>
</tr>
<tr>
<td>GCRT</td>
<td>Gold Coast Rapid Transit</td>
</tr>
<tr>
<td>GCUH</td>
<td>Gold Coast University Hospital</td>
</tr>
<tr>
<td>GCWF Strategy</td>
<td>Gold Coast Water Future Strategy</td>
</tr>
<tr>
<td>GMQ</td>
<td>Growth Management Queensland (DLGP)</td>
</tr>
<tr>
<td>GMU</td>
<td>Growth Management Unit (PET, GCCC)</td>
</tr>
<tr>
<td>I + A</td>
<td>Implementation and Assessment (PET, GCCC)</td>
</tr>
<tr>
<td>LAP</td>
<td>Local Area Plan</td>
</tr>
<tr>
<td>LGMS</td>
<td>Local Growth Management Strategy</td>
</tr>
<tr>
<td>MAC</td>
<td>Major Activity Centre</td>
</tr>
<tr>
<td>NBN</td>
<td>National Broadband Network</td>
</tr>
<tr>
<td>OCAH</td>
<td>Office of City Architect and Heritage</td>
</tr>
<tr>
<td>PAC</td>
<td>Principal Activity Centre</td>
</tr>
<tr>
<td>PET</td>
<td>Planning, Environment and Transport</td>
</tr>
<tr>
<td>PIC</td>
<td>Pacific Innovation Corridor</td>
</tr>
<tr>
<td>PIP</td>
<td>Priority Infrastructure Plan</td>
</tr>
<tr>
<td>QIP</td>
<td>Queensland Infrastructure Plan</td>
</tr>
<tr>
<td>SCIP</td>
<td>Station Centre Improvement Program</td>
</tr>
<tr>
<td>SEPP</td>
<td>Strategic and Environmental Planning and Policy (PET, GCCC)</td>
</tr>
<tr>
<td>SEQ</td>
<td>South East Queensland</td>
</tr>
<tr>
<td>SEQRP</td>
<td>South East Queensland Regional Plan</td>
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<tr>
<td>SPA</td>
<td>Sustainable Planning Act</td>
</tr>
<tr>
<td>TOD</td>
<td>Transit Oriented Development</td>
</tr>
<tr>
<td>UDFs</td>
<td>Urban Design Frameworks</td>
</tr>
</tbody>
</table>