8.2.12 Light rail urban renewal area overlay code

Photograph 8.2.12-1
View of light rail in Surfers Paradise. Photo by City of Gold Coast.

8.2.12.1 Application
This code applies to assessing any code or impact assessable material change of use for development subject to the Light rail urban renewal area overlay and indicated within Part 5.10 Categories of development and assessment – Overlays.

When using this code, reference should be made to Section 5.3.2 and, where applicable, Section 5.3.3 in Part 5.

8.2.12.2 Purpose
(1) The purpose of this overlay code is to facilitate the renewal and transformation of the Light rail urban renewal area, as shown on the Light rail urban renewal area overlay map, into a corridor of distinctive and high quality urban environments that optimise accessibility to light rail services and economic development opportunities. Ensure development provides high quality urban environments that optimise the pedestrian environment and accessibility to light rail services and economic development opportunities.

(2) This overlay code supports development opportunity as a catalyst for transforming the city into a highly-connected, compact city with vibrant centres, specialist precincts and urban renewal corridors that will efficiently use land and offer an interesting and unique street life.

(23) The purpose of the code will be achieved through the following overall outcomes:
(a) Excellence and innovation in urban and architectural design results in development that is responsive, connected, engaged, subtropical, attractive and adaptable.
(b) Development has a bulk, scale, form and intensity that is cognisant of the role and function of the Light rail urban renewal area in which it is located and reinforces the planned character of that area.

**Primary focus areas:**

(i) Primary focus areas have the highest concentrations of activity, including a wide range of non-residential activities incorporated in the ground level and tower base of developments, supported by high density residential activities.

(ii) Development incorporates a mix of uses, interconnected public spaces and active edges at the ground level, in well-designed, human scale buildings.

**Secondary focus areas:**

(iii) Secondary focus areas include a range of high density residential activities and small-scale non-residential activities that serve local resident’s daily needs, which do not undermine the Surfers Paradise or Broadbeach centres.

(iv) Development provides active edges at the ground level in well-designed, human scale buildings containing mostly residential activities interspersed by public spaces, landscaped areas or pedestrian access ways.

(v) Development has a higher scale, form and intensity where in proximity to the Primary focus areas and light rail stations; transitioning to a lower scale, form and intensity to provide a responsive interface to Frame areas and areas outside the overlay area.

**Frame areas:**

(vi) Frame areas contain mostly residential activities, incorporating an active edge that reinforces the planned character of individual neighbourhoods.

(vii) Development provides a responsive interface to adjoining Transition areas and areas outside the Light rail urban renewal area.

**Transition areas:**

(viii) Transition areas include low-medium and medium density residential activities, promoting legibility and delivering a deliberate transition in scale, form and intensity from other parts of the Light rail urban renewal area.

(ix) Development provides a responsive transition in scale, form and intensity from the transformative outcomes of the Light rail urban renewal area to the planned character of adjacent neighbourhoods.

(c) Modern towers each contribute to the renewal and transformation of the Light rail urban renewal area and provide elevated outdoor spaces. Towers are sited to maintain the openness of the street, with adequate separation distances between towers to allow for light penetration, natural ventilation and a reasonable amenity at the ground level.

(d) To facilitate the renewal and transformation of the Light rail urban renewal area, development is not required to provide a sensitive transition to lower density buildings, including a Dwelling house on an adjoining site, unless it is specifically intended that such a building remain in the Light rail urban renewal area.

**Connected**

(e) Development optimises the pedestrian experience and accessibility to light rail services with:

(i) a safe and accessible street environment where pedestrians, cyclists and public transport take priority over private cars;

(ii) a high quality pedestrian environment that is adequately spaced between the built form and kerb to safely and comfortably accommodate movement and streetscape elements;

(iii) streetscape and landscape design elements that are high-quality, sustainable and positively engage the built form with adjacent streets and open space; and

(iv) direct, safe, and accessible pedestrian and cycling connections that connect to adjacent routes, streets, open space, and transit stations.
(f) Development connects to the public realm, with a permeable and legible built form that increases the quality and perceived scale of the public realm.

(g) Mid-block linkages, cross block links, courtyards and open spaces are open to the sky, provide permeability and facilitate pedestrian movement.

**Engaged**

(h) Development provides opportunities for social interaction, cultural expression, public art and meeting places that are responsive to the planned character of individual neighbourhoods.

(i) Development provides an attractive, active and pedestrian friendly tower base that enhances the human scale experience of the city, and is cognisant of the role and function of the Light rail urban renewal area in which it is located.

**Primary focus areas**

(i) A tower base is built to the street edge to provide a sense of enclosure at the lower levels to reflect the intense mixed use, while maintaining an open street character.

(ii) All development has active edges at the ground level and the tower base may incorporate above ground car parking where it is integrated into the built form, with very high quality dual layer facades.

**Secondary focus areas**

(iii) A tower base is setback from the street relevant to its context.

(iv) All development has active edges at the ground level and the scale of the tower base is reduced and may incorporate above ground car parking where it is fully integrated into the built form, with very high quality dual layer facades.

**Frame area**

(v) Buildings, including the tower base, are setback from the street to allow for high quality landscaping (including deep planting) and public open space areas.

(vi) The scale of the tower base is further reduced and designed to have an active edge, where car parking and servicing is located underground or is fully integrated into the built form so it is not visible from the street and adjoining sites.

**Transition area**

(vii) Buildings are setback from the street to allow for high quality landscaping and generous deep planting.

(viii) At grade car parking is only appropriate, where generous deep planting provides screening to adjoining sites and the development provides an attractive street interface.

(ix) Above ground car parking is not provided in Transition areas.

(j) The visual and physical impact of vehicles and servicing on the pedestrian environment is minimised.

**Subtropical**

(k) Development is designed to take advantage of the subtropical climate and delivers high-quality, subtropical architecture of outstanding merit. Buildings, public realm and landscape are open, engaging and green, with shaded spaces and opportunities to interact with the street, and contribute to neighbourhood character, identity and lifestyle.

(l) Development provides best practice and high-quality landscaping, integrated horizontally and vertically with the built form, that contributes to the planned character of a leafy urban environment and high-quality subtropical streetscapes.

**Attractive**

(m) Buildings have a high level of modulation, human scale and attractiveness.

(n) Development allows for an extension of the public realm up and into the buildings, and strengthens and enhances street corners as useable public areas.

(o) Development is designed to overlook, interact, engage and activate street life.
(p) Entrances are well-defined, clearly visible from pedestrian paths and face the street.

(q) Buildings are well-spaced with well-orientated towers, delivering an appropriate sense of enclosure to the street.

Adaptable

(r) In Primary and Secondary focus areas, the ground level of all buildings is designed to comprise occupiable spaces to support active uses that can adapt and change to market demands throughout the life of the building.

(s) Development incorporates flexible design solutions within the tower base, where including above ground car parking, to support adaptation and change throughout the life of the building.

Figure 8.2.12-1
Typical built form in Primary focus areas

Figure 8.2.12-2
Typical street interface in Primary focus areas
Figure 8.2.12-3
Typical built form in Secondary focus areas

Figure 8.2.12-4
Typical street interface in Secondary focus areas
**Figure 8.2.12-5**
Typical built form in Frame areas

**Figure 8.2.12-6**
Typical street interface in Frame areas
Creating communities

(a) Place making helps development contribute to strengthening communities’ local character through:

(i) Neighbourhood analysis that evaluates the distinct local character patterns, opportunities, and challenges and how the proposed development enhances them;

(ii) Master planning for larger sites to coordinate the staged development of multiple buildings, new internal streets, or parks across larger sites;

(iii) Locating and designing development to respect and complement the scale, character, form and setting of on-site and adjacent properties;
(iv) public art opportunities or similar for high-rise sites and sites that interface with public open space to enhance the quality of the development, the public realm and the city; and
(v) direct, safe, and accessible pedestrian and cycling connections that connect through to adjacent routes, streets, parks, open space, and transit stations.

Figure 8.2.12-1
Illustration showing the creation of genuine communities through neighbourhood analysis that evaluates the distinct local character patterns, opportunities, and challenges and how the proposed development enhances them

Figure 8.2.12-2
Illustration showing the location and design of development to respect and complement the scale, character, form and setting of on-site
Streets and spaces for people

(b) Built form interfaces with the street to create strong defined building edges and provides opportunities to engage with street life by:

(i) Integrating balconies, building overhangs and canopies into the built form that are carefully designed and scaled to support the street and positioned to maximise function and pedestrian comfort;

(ii) Protecting sunlight and sky views within the surrounding network of streets, parks, public and private open space, and other shadow sensitive areas;

(iii) Providing high quality pedestrian environments that are adequately spaced between the built form and kerb to safely and comfortably accommodate movement, streetscape elements, and at-grade active uses;

(iv) The inclusion of streetscape and landscape design elements that are high-quality, sustainable and positively engage the built form with adjacent streets, parks, and open space;

(v) Providing entrances that are well-defined, clearly visible from pedestrian paths and orientated to front new or existing streets;

(vi) Highly visible and accessible public open space provided at-grade to complement, connect, and extend the existing network of public streets, parks and open space; and

(vii) Within mixed use and specialist centres, opportunities for social interaction, cultural expression, artwork and meeting places are encouraged and provide attractive and safe, legible and connected pedestrian and public space environments.
Figure 8.2.12-3
Illustration showing how built form provides safer streets for people and enriches the urban experience by balconies, building overhangs, and canopies that are integrated into the built form

Figure 8.2.12-4
Illustration showing how built form provides safer streets for people and enriches the urban experience by pedestrian paths that provide adequate space between the built form and kerbing to safely and comfortably accommodate movement, streetscape elements, and at-grade active uses
Figure 8.2.12-5
Illustration showing how built frames viewpoints from the public realm to prominent visual man-made areas like major intersections, transit nodes, street corridor terminuses

Design buildings to foster ‘street life’

(c) The building form interfaces with the street, creating strongly defined building edges and providing opportunities to engage with street life. Built form, uses that activate the street, tree planting and pedestrian facilities improve the comfort, environmental and visual quality of streetscapes.

(d) Quality building form at the street-level interacts and enhances street life by:

(i) identifying and framing viewpoints from the public realm to prominent visual man-made areas like major intersections, transit nodes, street corridor terminuses, or natural features like the ocean, rivers, and parklands;

(ii) setbacks and street level design that promotes positive public to private realm transition and appropriate level of access and surveillance based on the nature of the uses;

(iii) locating low-rise buildings or podiums to frame active edges of streets, parks, open space, and to reinforce street corners; and

(iv) walkable catchments to light rail stations activating the street edges with animated frontages sleeved by small, well-glazed, individually accessed, and grade-related tenancies.
Design buildings to foster distinct Gold Coast character

(d) Local character reflects a combination of built form and mix of uses, and is characterised by the following areas and their outcomes:

(i) building form is characterised by either:

(A) medium rise buildings that have a ‘perimeter form’ with buildings generally built to street edges, interspersed or ‘fractured’ by public spaces, landscaped areas or pedestrian access ways; and

(B) high rise buildings with a clearly defined ‘tower and podium form’, where podiums are built to the street edge and may be interspersed or ‘fractured’ by public spaces, landscaped areas or pedestrian access ways.

(ii) mix of uses are characterised by:

(A) ‘Primary focus areas’ encompass the established centres of Surfers Paradise and Broadbeach and allow for the highest concentrations of activity, commerce and intensity of buildings utilising tower and podium form;

(B) ‘Frame areas’ are high density neighbourhoods which allow for a range of intense built form outcomes and activity and commerce of a scale that services the local neighbourhood requirements and supports the light rail stations; and
(C) ‘Transition areas’ are medium density neighbourhoods and ensure the logical tapering of built form intensity and height down to adjacent lower intensity neighbourhoods.

(iii) ‘Primary focus areas’ and ‘Frame areas’ encourage innovative high rise towers that advance the Gold Coast’s iconic skyline and are free from a height designation. Appropriate height will be determined by design criteria and site context;

(iv) ‘Transition areas’ are purposely low-to-medium rise ensuring a definitive shift in built form and the delivery of buildings that provide more affordable housing choices;

(v) public transport hubs and centres support a mix of uses and activities with fine-grain non-residential uses concentrated at the street edge and lower levels or where fronting meeting places including squares, open spaces and urban parks;

(vi) mixed use neighbourhood centre level activity is intended to grow around public transport hubs that are not already established within the network of centres;

(vii) the light rail urban renewal area provides a mix of small scale retail and commercial uses and activities; a mix of types and intensity of housing; and a safe and accessible street environment where pedestrians, cyclists and public transport take priority over private cars;

(viii) building types and locations reinforce concentrations of activity and often protect local appearance. Not all light rail urban renewal areas will accommodate high-rise buildings; and

(ix) above-ground car parking structures, including the ground floor level, are located behind a viable depth of commercial or residential floor space for the majority of the street frontage. Alternative treatments, such as integrated and curated artwork, layered facades with screening and textured depths or adaptive reuse of above-ground car parking for future habitable uses, must be of a high standard of design and appearance to complement the character of the local area.
Figure 8.2.12-9
Medium rise buildings that have a perimeter form with buildings generally built to street edges, interspersed or 'fractured' by public spaces, landscaped areas or pedestrian access ways.

Figure 8.2.12-10
High rise buildings with a clearly defined tower and podium form, where podiums are built to the street edge and may be interspersed or 'fractured' by public spaces, landscaped areas or pedestrian access ways.
8.2.12.3 Specific benchmarks for assessment

Part A applies to accepted development subject to requirements.

Part B applies to assessable development.

PART A – ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS

There are no requirements for accepted development in this code.

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 8.2.12-1: Light rail urban renewal area overlay code – for assessable development

<table>
<thead>
<tr>
<th>Performance outcomes</th>
<th>Acceptable outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Responsive PO1</td>
<td></td>
</tr>
<tr>
<td>Each development is unique and provides an innovative design that is tailored to the role and function of the Light rail urban renewal area in which it is located and whilst making efficient use of urban renewal land, development:</td>
<td></td>
</tr>
<tr>
<td>(a) protects the reasonable amenity of adjoining development, public realm and parks;</td>
<td></td>
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<tr>
<td>(b) respects heritage and important landmarks;</td>
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<tr>
<td>(c) fits responsively into the streetscape; and</td>
<td></td>
</tr>
<tr>
<td>(d) positively contributes to the overall city skyline.</td>
<td>AO1 No acceptable outcome provided.</td>
</tr>
<tr>
<td>Performance outcomes</td>
<td>Acceptable outcomes</td>
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<tr>
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<tr>
<td><strong>PO2</strong></td>
<td></td>
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</tbody>
</table>
- A tower base does not exceed the maximum height specified in Table 8.2.12-2: Tower base height.  
- **AO2**  
- No acceptable outcome provided. |
| **PO3** |  
- Development is sited and designed in a manner which:  
  (a) is cognisant of the role and function of the Light rail urban renewal area in which it is located and reinforces the planned character of that area;  
  (b) ensures a tower base is setback from the street relevant to its context;  
  (c) orientates and responds to the streetscape and adjoining buildings intended to remain in the Light rail urban renewal area (existing and approved);  
  (d) creates interesting, varied, cohesive and attractive street environments;  
  (e) maximises access to natural ventilation;  
  (f) allows light to penetrate into buildings, between buildings and down to the ground;  
  (g) achieves a reasonable level of amenity for occupants of the development and adjoining sites;  
  (h) allows for high quality landscaping and on-site open space; and  
  (i) supports the separation of buildings.  
- **AO3**  
- In Primary focus areas, development provides minimum front, side and rear building setbacks and maximum site cover in accordance with Table 8.2.12-3: Setback and site cover requirements – Primary focus areas.  
- OR  
- In Secondary focus areas, development provides minimum front, side and rear building setbacks and maximum site cover in accordance with Table 8.2.12-4: Setback and site cover requirements – Secondary focus areas.  
- OR  
- In Frame areas, development provides minimum front, side and rear building setbacks and maximum site cover in accordance with Table 8.2.12-5: Setback and site cover requirements – Frame areas.  
- OR  
- In Transition areas, development provides minimum front, side and rear building setbacks and maximum site cover in accordance with Table 8.2.12-6: Setback and site cover requirements – Transition areas. |
| **PO4** |  
- Development:  
  (a) incorporates modulation into the tower base;  
  (b) defines the site and its setting through building form, expression, silhouette, scale, materials and landscaping;  
  (c) reinforces a sense of arrival and provides a strong connection to the public realm; and  
  (d) positively contributes to the immediate streetscape and pedestrian environment with highly articulated building facades.  
- **AO4.1**  
- Modulation depth is not less than 25% of the tower base height.  
- **AO4.2**  
- Development, in at least one instance, brings the form of the tower to the ground, combined with a significant ground plane space (i.e. the building entry court).  
- **AO4.3**  
- A continuous façade length along any street frontage is not more than 20 metres. |
| **PO5**  
- **Primary focus area - Surfers Paradise Centre zone**  
  Development:  
  (a) incorporates design elements that strengthen the beach to canal / river connections along Elkhorn Avenue, Cavill Avenue, Hanlan Street / Beach Road, Clifford Street, and Hamilton Avenue;  
  (b) where adjoining the Nerang River, has a tower base which incorporates waterfront restaurants and cafes.  
- **AO5**  
- No acceptable outcome provided. |
<table>
<thead>
<tr>
<th>Performance outcomes</th>
<th>Acceptable outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>riverside promenades and boardwalks, to form a continuous pedestrian link along the Nerang River frontage; and (c) where fronting The Esplanade, incorporates design elements and land uses that provide opportunities to develop an alfresco dining strip.</td>
<td></td>
</tr>
<tr>
<td><strong>PO6</strong> Primary focus area - Broadbeach Centre zone</td>
<td><strong>AO6</strong> No acceptable outcome provided.</td>
</tr>
<tr>
<td>Development incorporates active edges and design elements which strengthen the beach to canal / river connections along Victoria Avenue and Elizabeth Avenue.</td>
<td></td>
</tr>
<tr>
<td><strong>PO7</strong> Frame area – Main Beach</td>
<td><strong>AO7</strong> No acceptable outcome provided.</td>
</tr>
<tr>
<td>Development: (a) incorporates a tower base located in a landscaped environment; (b) along Tedder Avenue, supports the continuation of active edges at ground level; and (c) creates an abrupt change in scale, form and intensity to the adjacent Transition area along the oceanfront.</td>
<td></td>
</tr>
<tr>
<td>Subtropical</td>
<td></td>
</tr>
<tr>
<td><strong>PO8</strong> Development is designed to allow light to penetrate into buildings, between buildings and down to the ground plane, ensuring internal and external public and private spaces have access to natural light.</td>
<td><strong>AO8.1</strong> Cross block links, courtyards and open spaces are open to the sky.</td>
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<tr>
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<td></td>
<td><strong>AO8.2</strong> Habitable space is not located more than 12m from external glazing.</td>
</tr>
<tr>
<td><strong>PO9</strong> Development, relevant to the role and function of the Light rail urban renewal area in which it is located, provides weather protection to pedestrians in the public realm and for pedestrian entrances to the development, appropriate to the hierarchy of the adjoining street.</td>
<td><strong>AO9</strong> Development provides awnings: (a) in Primary and Secondary focus areas, to the full extent of the site frontages; and (b) in Frame and Transition areas, to building entrances.</td>
</tr>
</tbody>
</table>

Figure 8.2.12-10
Example of a development providing access to natural light
<table>
<thead>
<tr>
<th>Performance outcomes</th>
<th>Acceptable outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PO10</strong></td>
<td>Development exhibits best practice subtropical landscape design, which:</td>
</tr>
<tr>
<td></td>
<td>(a) creates attractive leafy urban environments;</td>
</tr>
<tr>
<td></td>
<td>(b) contributes positively to amenity and the subtropical microclimate of the site, streetscape and public spaces;</td>
</tr>
<tr>
<td></td>
<td>(c) incorporate landscaped subtropical spaces and features on ground levels, roofs, balconies, terraces, and edges of buildings;</td>
</tr>
<tr>
<td></td>
<td>(d) incorporate landscaping which extends horizontally and vertically;</td>
</tr>
<tr>
<td></td>
<td>(e) provide shade to pedestrian pathways;</td>
</tr>
<tr>
<td></td>
<td>(f) embodies an outdoor lifestyle; and</td>
</tr>
<tr>
<td></td>
<td>(g) incorporates deep planting in the Frame areas and Transition areas.</td>
</tr>
<tr>
<td></td>
<td><strong>AO10</strong> No acceptable outcome provided.</td>
</tr>
<tr>
<td><strong>PO11</strong></td>
<td>Development is transit supportive, orientated and designed to create a fine-grain network of connections that contribute to a safe, attractive and walkable neighbourhood.</td>
</tr>
<tr>
<td></td>
<td><strong>A11</strong> No acceptable outcome provided.</td>
</tr>
<tr>
<td><strong>PO12</strong></td>
<td>Development connects to the public realm with permeable and legible built form.</td>
</tr>
<tr>
<td></td>
<td><strong>AO12</strong> No acceptable outcome provided.</td>
</tr>
<tr>
<td><strong>Engaged and attractive</strong></td>
<td></td>
</tr>
<tr>
<td><strong>PO13</strong></td>
<td>Development within Primary focus areas and Secondary focus areas incorporates an accessible, active, open and dimensionally appropriate ground level with active edges.</td>
</tr>
<tr>
<td></td>
<td><strong>AO13</strong> No acceptable outcome provided.</td>
</tr>
<tr>
<td><strong>PO14</strong></td>
<td>Development within the Primary focus area extends the public realm of the street into the ground level built form to:</td>
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<tr>
<td></td>
<td>(a) provide a seamless transition between the public and private realms;</td>
</tr>
<tr>
<td></td>
<td>(b) provide interest and richness through appropriate spatial layout and material selection; and</td>
</tr>
<tr>
<td></td>
<td>(c) encourage physical or visual public engagement</td>
</tr>
<tr>
<td></td>
<td><strong>AO14</strong> No acceptable outcome provided.</td>
</tr>
<tr>
<td>Performance outcomes</td>
<td>Acceptable outcomes</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| PO15  Development provides a ground level and tower base built form that strongly addresses the street, invites interaction and engagement and incorporates passive surveillance. | AO15  Development incorporates:  
(a) direct entrance from the street at ground level;  
(b) openings, doorways, verandas, terraces, windows, balconies at all levels; and  
(c) a transparent and permeable perimeter façade.                                                                                                           |
|                                                                                     | **Figure 8.2.12-12**  
Example of a development providing direct entrances from the street                                                                                                                                              |
| PO16  Development with residential uses at the ground level incorporates setbacks, grade separation and screening to preserve privacy to ground floor spaces whilst maintaining physical contact with street. | AO16  No acceptable outcome provided.                                                                                                                                                                               |
|                                                                                     | **Figure 8.2.12-13**  
Example of an appropriate residential interface                                                                                                                                                               |
| PO17  Development within Primary focus areas and Secondary focus areas provide a built form response that enhances and activates corners. | AO17  Built form edges are stepped back from corners with a minimum dimension equal to the width of the typical verge.                                                                                                                                                  |
|                                                                                     | **Figure 8.2.12-14**  
Example of a built form stepped back from the corner                                                                                                                                                           |
|                                                                                     | **OR**  
Development provides chamfered / truncated corners to create plazas.                                                                                                                                              |
<table>
<thead>
<tr>
<th>Performance outcomes</th>
<th>Acceptable outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PO18</strong> Primary focus areas</td>
<td><strong>AQ18</strong> No acceptable outcome provided.</td>
</tr>
</tbody>
</table>
| No at grade car parking is provided, and where above ground car parking is provided, it is:  
  (a) limited to the tower base;  
  (b) sleeved with active uses to street frontages and integrated into the built form with high quality dual layer facades to all other elevations at level 1; and  
  (c) fully integrated into the built form with high quality dual layer facades for all other parts of the tower base. | |
| **PO19** Secondary focus areas | **AQ19** No acceptable outcome provided. |
| Where at grade or above ground car parking is provided, it is:  
  (a) limited to the tower base;  
  (b) sleeved with active uses to street frontages and integrated into the built form with high quality dual layer facades to all other elevations at grade; and  
  (c) fully integrated into the built form with high quality dual layer facades for all other parts of the tower base. | |
| **PO20** Frame areas | **AQ20** No acceptable outcome provided. |
| Where at grade or above ground car parking is provided, it is:  
  (a) limited to the tower base;  
  (b) fully integrated into the built form with high quality dual layer facades so as not to be visible from the street and adjoining sites; and  
  (c) of a scale and intensity that reinforces the planned character and function of the Light rail urban renewal area in which it is located. | |
| **PO21** Transition areas | **AQ21** No acceptable outcome provided. |
| Car parking above the ground level is not provided. | |
| **PO22** Transition areas | **AQ22** No acceptable outcome provided. |
| At grade car parking only occurs where generous deep planting provides screening to adjoining sites and the | |
Performance outcomes

Development provides an attractive street interface.

PO23
Servicing, utilities and loading activities are either located underground or integrated into the built form to maintain an attractive streetscape.

Acceptable outcomes

AO23.1
Service functions and plant are not visible from the street.

Figure 8.2.12-16
Example of a development with services located away from the street

AO23.2
Loading bays and servicing areas are located away from street entries with visual screens or automated enclosures to minimise street impacts during use.

Figure 8.2.12-17
Example of an appropriately located service area

Adaptable

PO24
Primary focus areas & Secondary focus areas
Development at the ground level of all buildings comprises occupiable and flexible spaces that create an active edge and contributes to the vibrancy of the street and any adjacent publicly accessible space.

AO24
No acceptable outcome provided.

PO25
If above ground car parking is proposed, development incorporates design solutions to provide for its flexible reuse throughout the life of the building.

AO25
No acceptable outcome provided.

Table 8.2.12-2: Tower base height
This table sets out the maximum tower base height within the Light rail urban renewal area.

<table>
<thead>
<tr>
<th>Area</th>
<th>Tower base height (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary focus</td>
<td>16m</td>
</tr>
<tr>
<td>Secondary focus</td>
<td>12m</td>
</tr>
<tr>
<td>Frame</td>
<td>8m</td>
</tr>
<tr>
<td>Transition</td>
<td>4m</td>
</tr>
</tbody>
</table>
### Table 8.2.12-3: Setback and site cover requirements – Primary focus areas

This table sets out the minimum front, side and rear setbacks and site cover requirements for development within the Primary focus areas of the Light rail urban renewal area.

<table>
<thead>
<tr>
<th>Development form (any land use)</th>
<th>Minimum front setback (m)</th>
<th>Minimum side setback (m)</th>
<th>Minimum rear setback (m)</th>
<th>Maximum site cover</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tower base</td>
<td>0m</td>
<td>0m</td>
<td>0m</td>
<td>90%</td>
</tr>
<tr>
<td>Tower, if on a site with a total area less than 1,000m²</td>
<td>4m</td>
<td>4m</td>
<td>4m</td>
<td>50%</td>
</tr>
<tr>
<td>Tower, if on a site with a total area of 1,000m² or more, but less than 2,000m²</td>
<td>4m</td>
<td>5m</td>
<td>5m</td>
<td>45%</td>
</tr>
<tr>
<td>Tower, if on a site with a total area of 2,000m² or more</td>
<td>4m</td>
<td>5m</td>
<td>6m</td>
<td>40% or 800m², whichever is the lesser of the two</td>
</tr>
</tbody>
</table>

### Table 8.2.12-4: Setback and site cover requirements – Secondary focus areas

This table sets out the minimum front, side and rear setbacks and site cover requirements for development within the Secondary focus areas of the Light rail urban renewal area.

<table>
<thead>
<tr>
<th>Development form (any land use)</th>
<th>Minimum front setback (m)</th>
<th>Minimum side setback (m)</th>
<th>Minimum rear setback (m)</th>
<th>Maximum site cover</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tower base</td>
<td>0m</td>
<td>3m</td>
<td>3m</td>
<td>75%</td>
</tr>
<tr>
<td>Tower, if on a site with a total area less than 1,000m²</td>
<td>4m</td>
<td>4m</td>
<td>4m</td>
<td>50%</td>
</tr>
<tr>
<td>Tower, if on a site with a total area of 1,000m² or more, but less than 2,000m²</td>
<td>4m</td>
<td>5m</td>
<td>5m</td>
<td>45%</td>
</tr>
<tr>
<td>Tower, if on a site with a total area of 2,000m² or more</td>
<td>6m</td>
<td>5m</td>
<td>6m</td>
<td>40%</td>
</tr>
</tbody>
</table>

### Table 8.2.12-5: Setback and site cover requirements – Frame areas

This table sets out the minimum front, side and rear setbacks and site cover requirements for development within the Frame areas of the Light rail urban renewal area.

<table>
<thead>
<tr>
<th>Development form (any land use)</th>
<th>Minimum front setback (m)</th>
<th>Minimum side setback (m)</th>
<th>Minimum rear setback (m)</th>
<th>Maximum site cover</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tower base</td>
<td>3m</td>
<td>3m</td>
<td>3m</td>
<td>65%</td>
</tr>
<tr>
<td>Tower, if on a site with a total area less than 1,000m²</td>
<td>6m</td>
<td>6m</td>
<td>6m</td>
<td>50%</td>
</tr>
<tr>
<td>Tower, if on a site with a total area of 1,000m² or more, but less than 2,000m²</td>
<td>6m</td>
<td>6m</td>
<td>6m</td>
<td>45%</td>
</tr>
<tr>
<td>Tower, if on a site with a total area of 2,000m² or more</td>
<td>6m</td>
<td>6m</td>
<td>6m</td>
<td>40%</td>
</tr>
</tbody>
</table>

### Table 8.2.12-6: Setback and site cover requirements – Transition areas

This table sets out the minimum front, side and rear setbacks and site cover requirements for development within the Transition areas of the Light rail urban renewal area.

<table>
<thead>
<tr>
<th>Development form (any land use)</th>
<th>Minimum front setback (m)</th>
<th>Minimum side setback (m)</th>
<th>Minimum rear setback (m)</th>
<th>Maximum site cover</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tower base</td>
<td>4m</td>
<td>4m</td>
<td>4m</td>
<td>60%</td>
</tr>
<tr>
<td>Development form (any land use)</td>
<td>Minimum front setback (m)</td>
<td>Minimum side setback (m)</td>
<td>Minimum rear setback (m)</td>
<td>Maximum site cover</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>--------------------------</td>
<td>--------------------------</td>
<td>--------------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>Tower, if on a site with a total area less than 1,000m²</td>
<td>6m</td>
<td>6m</td>
<td>6m</td>
<td>50%</td>
</tr>
<tr>
<td>Tower, if on a site with a total area of 1,000m² or more, but less than 2,000m²</td>
<td>6m</td>
<td>6m</td>
<td>6m</td>
<td>45%</td>
</tr>
<tr>
<td>Tower, if on a site with a total area of 2,000m² or more</td>
<td>6m</td>
<td>8m</td>
<td>8m</td>
<td>40%</td>
</tr>
</tbody>
</table>