ATTACHMENT K

CHANGES TO OUR CITY OUR PLAN AMENDMENT PACKAGE FOLLOWING PUBLIC CONSULTATION

Item 15 – Targeted growth areas

November 2019
# Table of Contents

1. Introduction ................................................................................................................................................. 3
2. Purpose .......................................................................................................................................................... 3
3. Scope ........................................................................................................................................................... 3
5. Methodology for Post Consultation Review ............................................................................................. 7
6. Overview of Consultation Feedback ........................................................................................................ 15
7. Targeted Growth Areas – Additional context and urban design assessment ........................................ 17
8. Targeted Growth Areas – Changes to proposed zoning, height and density ........................................ 24
9. Targeted Growth Areas – Growth forecasting based on proposed changes to zoning, height and density .............................................................................................................................................. 40
10. Targeted Growth Areas – Other City Plan amendments to enhance liveability ................................... 41
11. Targeted Growth Areas – Infrastructure Considerations ........................................................................ 48
12. Consultation Feedback - Key Themes ..................................................................................................... 49
13. Recommendations .................................................................................................................................... 68
14. Conclusion ................................................................................................................................................ 69

Appendix A: Proposed zoning, height and density changes by sub area ................................................... 70
Appendix B: Neighbourhood Element Overlay Code and Map ..................................................................... 77
Appendix C: Table of Assessment Extract – Table 5.10.17 Neighbourhood elements overlay ................. 83
1. **Introduction**

The Gold Coast is Australia’s fastest growing non-capital city. To protect our iconic skyline, world heritage-listed rainforests and enviable lifestyle, the City of Gold Coast (city) is committed to managing this growth responsibly.

The City Plan is the city’s tool to responsibly manage growth and development across the city to meet the Queensland Government’s growth targets by 2041 as determined within *South East Queensland Regional Plan 2017* (ShapingSEQ).

For this reason, Our City Our Plan identified three (3) targeted growth areas (TGA) to assist the city, in part, to meet the State imposed growth targets in a responsible way. The TGA are within Southport West, Biggera Waters and Labrador. These growth areas were identified directly in response to a likely shortfall in dwelling supply over the next 25 years. Based on changes proposed through the Our City Our Plan Round 1 consultation, it was anticipated the three TGA would accommodate approximately 12,000 additional dwellings.

Providing for housing choice as the population grows enables the opportunity for more people to stay in the neighbourhood in which they have an attachment and established social connections as their housing needs change over time. The changes proposed not only aim to address State requirements, but also aim to expand opportunities for more housing choice, providing more opportunity to better meet the needs of the future generations.

This report outlines consideration of all public submissions made during the first round of public consultation from 8am on 27 September 2019 to 5pm on 11 November 2019 in relation to Theme 3, Item 15 of the Our City Our Plan amendment package. This report was prepared given the quantum of submissions received during the consultation period, which relate to this theme and due to the nature of change which were proposed.

2. **Purpose**

The purpose of this report is to balance the planned growth within the TGA with the community feedback received in relation to Theme 3, Item 15 of the Our City Our Plan amendment package.

3. **Scope**

The scope of this report is to:

- Analyse community feedback received in relation to Theme 3, Item 15 of the Our City Our Plan amendment package, being the identified TGA within Biggera Waters, Labrador and Southport West;
- In consideration of the community feedback:
  - analyse the proposed zoning, building height and residential densities within the TGA;
  - identify other consequential amendments to Our City Our Plan amendment package to create high-quality neighbourhood environments, while responding to important neighbourhood qualities and elements; and
- Determine whether the recommended changes to the proposed zoning, building height and residential densities within the TGA are projected to deliver the identified shortfall in achieving the city’s consolidation area growth targets.

As outlined in ShapingSEQ, the Gold Coast’s population is anticipated to continue to grow at around 15,000 additional people per year. As a result, the City Plan must respond, by seeking to responsibly manage growth in a way that maintains the Gold Coast’s enviable lifestyle and city liveability.

To guide the responsible management of growth, the ShapingSEQ provides a long-term sustainable growth management framework for the South East Queensland region.

Under ShapingSEQ, the city’s growth obligations are as follows:

![Figure 1: Gold Coast growth targeted identified by ShapingSEQ](image)

ShapingSEQ requires 80 per cent of the above growth to occur within the city’s consolidation area and 20 per cent is to occur within the city’s expansion area. Growth can no longer be accommodated at the edges of the city and means the City Plan needs to accommodate additional dwellings, through infill development. Infill development involves:

- diversifying housing choice to support changing lifecycle needs and lifestyle drivers;
- using land and infrastructure more efficiently;
- locating people and jobs closer together;
- improving connections and accessibility through investing in active and public transport; and
- valuing good quality design and creating high-quality neighbourhood environments, while responding to important local neighbourhood qualities.

Appropriately planning for additional growth will ensure that the city can continue to protect the natural environment, productive land, resources, landscape values and cultural heritage for future generations.

4.1 Our Plan for managing and distributing growth

The identified TGA changes are the city’s first step in, responding to the future growth targets, which aim to better position the city to respond to the ongoing growth anticipated. Over time, additional growth areas will be strategically identified, through future rolling amendments to the City Plan.

4.1.1 The 5 Year Growth Allocation Project

Council undertook a 5 Year Growth Allocation Project (5 Year GAP) to determine the City Plan’s theoretical planned dwelling capacity of the city’s consolidation area and to understand the likelihood of this theoretical planned dwelling capacity being realised as built dwellings to 2041.

The 5 Year GAP concluded that whilst the city has adequate theoretical planned dwelling capacity to meet the 2041 consolidation area dwelling targets within the new South East Queensland (SEQ) Regional Plan 2017, the realistic dwelling capacity based on historical conversion rates is lower than required, meaning the 2041 dwelling targets would not be achieved based on the City Plan’s current planned building heights and densities.

Based on the above findings, the 5 Year GAP used a multi-criteria analysis and infrastructure review to shortlist key statistical areas with opportunity for additional growth.

To accommodate the initial 5 years of dwelling growth, the 5 year GAP identified Biggera Waters, Labrador and Southport West as the initial three (3) TGA within the city’s consolidation area.
It is critically important to note that the changes proposed in the three (3) TGA, based on the Round 1 consultation version of Our City Our Plan, only accommodate a proportion of our city’s future growth. Based on the assumed planned to built conversion rates, it was anticipated the three TGA would accommodate approximately 12,000 additional dwellings. This represented about 8% above the projected dwelling growth to 2041, as identified by ShapingSEQ, to better respond to the identified dwelling supply shortfall.

As such, the remaining projected dwelling growth to 2041 will need to be accommodated in other parts of the city. For this reason, the 5 Year GAP also considered how the dwelling targets will be achieved to 2041. Subsequently, Council resolved that a work program be developed to determine a consistent approach for identifying future TGA and how to determine the appropriate City Plan provisions to support this additional growth.

This recognises that future growth must be distributed throughout the city, in a way that manages the transition to an infill city in a way that maintains important neighbourhood qualities and our enviable lifestyle.

### 4.1.2 City Plan amendments to manage and distribute future growth

As shown in Figure 2, the Our City Our Plan amendment package is one of the amendment packages, amongst a schedule of rolling amendments to City Plan that collectively assist in managing the city’s growth targets identified by ShapingSEQ. As identified above, the TGA of Biggera Waters, Labrador and Southport West are proposed to accommodate only a portion of the city’s future growth. As shown below, ongoing amendments to the City Plan will identify growth areas, in both the city’s consolidation and expansion areas, in response to the ShapingSEQ growth targets.

![Figure 2: Future City Plan amendments to respond to ShapingSEQ growth targets](image)

Furthermore, the future growth which has been planned for Biggera Waters, Labrador and Southport West through the Our City Our Plan amendment, is reflective of the population projections by the Queensland Government Statisticians Office (QGSO).
However, the Our City Our Plan amendments theoretically bring forward the planning horizon of the timing of this growth. As such, it is critical that the City Plan amendments manage this growth to achieve high quality development outcomes that respond to important neighbourhood qualities.

Whilst changes to City Plan are an important factor in managing growth, actual growth within the TGA will be dependent upon a range of market drivers that will ultimately determine the propensity for change. These drivers include, but are not limited to:

- existing property owners willingness to sell,
- property developers willingness to acquire land (including necessary site amalgamations),
- broader market supply, and
- demand factors and the availability of finance for development.

Ultimately, the City Plan amendments are a proactive measure to manage this previously planned growth in a coordinated manner, responding to the risks that come with adhoc growth being delivered by the market.

4.2 Alignment of the Our City Our Plan TGA to State Population Projections

As outlined above, the growth which has been allocated to Biggera Waters, Labrador and Southport West through the Our City Our Plan amendment, is generally reflective of the population projections by the Queensland Government Statisticians Office (QGSO) for these neighbourhoods. The QGSO have already planned for:

- A population increase of 12,795 people in Biggera Waters SA2 to 2041;
- A population increase of 17,549 people in Labrador SA2 to 2041; and
- A population increase of 32,219 people in Southport North SA2 and Southport South SA2 to 2041.

Based on what was proposed in the Our City Our Plan (Round 1) amendments:

- The Biggera Waters TGA would support a population increase of approximately 3,900 people;
- The Labrador TGA would support a population increase of approximately 16,400 people; and
- The Southport TGA would support a population increase of approximately 8,000 people.

Based on the changes proposed to the Our City Our Plan amendments following public consultation (as detailed in the subsequent section of this report):

- The Biggera Waters TGA would support a population increase of approximately 1,400 people;
- The Labrador TGA would support a population increase of approximately 10,500 people; and
- The Southport TGA would support a population increase of approximately 9,000 people.

It is clear that based on what was proposed in the Our City Our Plan amendments, the TGA are generally in line with the future population allocated for these suburbs by the QGSO. Whilst the Our City Our Plan amendments bring forward the timing of future growth in these suburbs, it has been and will continue to be supported by improvements to City Plan provisions to encourage well-designed neighbourhoods, high quality architecture and urban design outcomes.
5. Methodology for Post Consultation Review

The overall methodology for this project, being the consideration of community feedback in relation to the identified TGA at Biggera Waters, Labrador and Southport West, is outlined in Figure 3 below.

Figure 3: Methodology overview

The following subsections provide further details regarding key stages of the abovementioned methodology.
5.1 Identification of sub-areas for investigation

The first step of the project methodology was to identify sub areas within each TGA to allow for a finer grain planning review of community feedback, to determine if changes to Our City Our Plan were required.

Sub areas within each TGA were identified based on a range of factors including topography, urban structural elements (such as key roads, intersections or breaks) and consistent and contiguous zoning, building height and/or residential density categories.

The identification of the sub areas within each TGA allows for points raised in individual submissions to be attributed to a certain spatial location, which allows for a more detailed understanding of community feedback to be gained. As such, this step involved the grouping of comparable streets and street blocks together.

The sub areas are also to be used as the mechanism to describe proposed changes to Our City Our Plan zoning, building heights and residential density allocations within the TGA in response to community feedback.

The sub areas for each TGA are shown below.
Targeted growth areas - Biggera Waters - Sub areas

Figure 4: Biggera Waters sub areas
Targeted growth areas - Labrador - Sub areas

City Plan

1. Sub areas
2. Property boundaries
3. Waterway or waterbody

Figure 5: Labrador sub areas
Figure 6: Southport West sub areas
5.2 Step 2 of the Building Height Application Methodology

At the time when the Biggera Waters, Labrador and Southport West TGA were originally identified through the 5 Year GAP, a consistent citywide Building Height Application Methodology (BHAM) had not been developed or endorsed by Council.

Council, on the 12 November 2019, endorsed the BHAM (Figure 7) to outline a consistent, robust and repeatable process that is to be used when reviewing the City Plan Building height overlay map.

To achieve consistency in decision making around building height, the BHAM is to be applied as part of any future strategic planning project that influences building height outcomes in the city. Figure 7 below is a summary of the BHAM.

![Figure 7: Overview of BHAM](image)

Specifically, Step 2 of the above BHAM has been used to inform the consideration of community feedback received in relation to building heights within the identified TGA at Biggera Waters, Labrador and Southport West.

In particular, it is noted that Step 2 of the BHAM has been applied to understand how the endorsed citywide Building Height Principles apply to TGA at an intermediate context, based on natural and built form values and the existing and planned character.
This preliminary building height category determination, which is the outcome of Step 2 of the BHAM, has been used to inform proposed changes to building height in response to community feedback, as detailed in Section 8 of this report.

The full BHAM has been adapted for this project as a number of subsequent steps have either been separately integrated into the project specific methodology or have already been undertaken as part of the initial 5 Year GAP.

5.3 Neighbourhood Qualities Mapping

One of the strongest themes that emerged through the community feedback was that residents within the TGA have a strong place attachment.

Place attachment can generally be described as a person-place bond that evolves from specifiable conditions of place and characteristics of people. There is extensive research that demonstrates the way in which place attachment develops and evolves over time. Amongst other things, familiarity with a place can be one common factor that increases the strength of place attachment.

Given the strong and clear place attachment that became evident through the public consultation process, Council engaged a consultant to undertake a neighbourhood qualities mapping exercise.

This neighbourhood qualities mapping process will be used to inform proposed changes to building height in response to community feedback, as detailed in Section 8 of this report.

Additionally, the neighbourhood qualities mapping will also be used to assist in the development of a new Neighbourhood elements overlay and associated code which is to be introduced into the City Plan, to regulate neighbourhood planning provisions within the TGA. The intended outcomes of the proposed Neighbourhood elements overlay are detailed in Section 10 of this report.

5.4 Residential Density Calibration

Through the public submissions, several points were raised, highlighting potential concern that the residential density allocations within the TGA may lead to intensive built form outcomes. In order to address this concern, a residential density calibration framework was developed to align residential density allocations within the TGA, against preferred residential typologies envisaged by the relevant zone of the City Plan.

The residential density calibration framework is shown below in Table 1.

Table 1: Residential density calibration framework for TGA

<table>
<thead>
<tr>
<th>Proposed zone</th>
<th>Proposed Building Height</th>
<th>Proposed residential density</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low density residential</td>
<td>9 metres (Approximately 2 storeys)</td>
<td>Not shown on the Residential density overlay map OR RD1 – 1 dwelling per 400m²</td>
</tr>
<tr>
<td>Low-medium density residential</td>
<td>9 metres (Approximately 2 storeys)</td>
<td>RD4A – 1 dwelling per 150m²</td>
</tr>
<tr>
<td></td>
<td>12 metres (Approximately 3 storeys)</td>
<td>RD5 – 1 bedroom per 50m²</td>
</tr>
<tr>
<td></td>
<td>16 metres (Approximately 4 storeys)</td>
<td>RD5 – 1 bedroom per 50m²</td>
</tr>
<tr>
<td>Medium density residential</td>
<td>17 metres (Approximately 4 storeys)</td>
<td>RD6 – 1 bedroom per 33m²</td>
</tr>
<tr>
<td></td>
<td>26 metres (Approximately 6 storeys)</td>
<td>RD7 – 1 bedroom per 25m²</td>
</tr>
<tr>
<td>Storeys</td>
<td>Residential Density Requirements</td>
<td></td>
</tr>
<tr>
<td>----------------------------</td>
<td>----------------------------------</td>
<td></td>
</tr>
<tr>
<td>33 metres (Approximately 8 storeys)</td>
<td>RD8 – 1 bedroom per 13m²</td>
<td></td>
</tr>
<tr>
<td>Above 33 metres (More than 8 storeys)</td>
<td>RD8 – 1 bedroom per 13m²</td>
<td></td>
</tr>
</tbody>
</table>

Note: The likely number of storeys listed above is indicative. The numbers of storeys will vary according to building design. The proposed Building height overlay map will define building height in metres only.

The residential density calibration framework will be used to inform proposed changes to building height in response to community feedback, as detailed in Section 8 of this report.
6. Overview of Consultation Feedback

Our City Our Plan was open for community feedback from Friday 27 September 2019 to Monday 11 November 2019. The following section of this report provides a summary of the community consultation feedback received in relation to Theme 3, Item 15 of the Our City Our Plan amendment package, being the identified TGA at Biggera Waters, Labrador and Southport West.

<table>
<thead>
<tr>
<th>TGA</th>
<th>Support or support in part</th>
<th>Position not specified</th>
<th>Oppose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Biggera Waters</td>
<td>19</td>
<td>136</td>
<td>130</td>
</tr>
<tr>
<td>Labrador</td>
<td>32</td>
<td>135</td>
<td>226</td>
</tr>
<tr>
<td>Southport West</td>
<td>25</td>
<td>37</td>
<td>151</td>
</tr>
</tbody>
</table>

126 submissions did not specify a position.

3,432 households in Biggera Waters. Submissions represent about 8% of total households.

8,738 households in Labrador. Submissions represent 4% of total households.

5,307 households in Southport West. Submissions represent 4% of total households.
In addition to the above summary, **Figure 8** below shows the spatial distribution of submissions made in relation to Item 15 of the Our City Our plan amendment package.

![Figure 8: Spatial distribution of public submissions relating to Item 15](image)

A detailed analysis has been provided in **Section 12** of this report responding to the community consultation feedback received within the TGA. This feedback has been grouped into key themes being Planning, Infrastructure, Environment, Design, Economy, Social and Natural hazards, to accurately capture the support and concerns raised.
7. Targeted Growth Areas – Additional context and urban design assessment

7.1 City Context

The TGA are situated north of Surfers Paradise between Southport CBD and Paradise Point. The TGA have traditionally been characterised with low density residential development, with greater residential development generally fronting the Broadwater. This has led to a structured settlement pattern with a high reliance on cars for transportation.

Since the original establishment of Southport West, Labrador and Biggera Waters, the Gold Coast now services a significantly larger population to the west and north. People living on the Gold Coast have a strong connection with water, but more specifically to the beach. Therefore, to service the western and northern communities, there are four main road corridors which transport residents closer to the beach. Those road corridors being Nerang Street, Smith Street, Frank Street and Brisbane Road all now carry significant proportions of the population everyday with the increasing development in the northern areas of the Gold Coast.

Aside from essential services provided by Southport CBD and Harbour Town, the community is serviced by the existing local commercial strip development along Frank Street and Brisbane Road and pockets of local business areas.

7.2 Biggera Waters

The TGA is bounded by the Broadwater to the east, Limetree Parade and Broadwater Streets to the north, Oxley Drive to the west and Brisbane Road to the south. The area is generally flat, however a minor ridge begins at the southern bank, extending south and increasing in height across Brisbane road. The Biggera Creek canal system dissects the centre of the TGA.

Two higher order regional roads (Oxley Drive and Brisbane Road) and two arterial roads (Hollywell Road and Marine Parade) bound and dissect the TGA, which offers strong connectivity with the wider city as described earlier. The urban form generally follows the grid pattern of local collector roads which results in a highly permeable network of streets, which benefit both vehicular and pedestrian movement as shown in Figure 12. Brisbane Road is a wide street and would benefit from tall shade tree planting to improve the sense of arrival into the city.

The area has a high level of amenity based on its proximity to the water, which includes views from public spaces and private properties to the Broadwater and the Biggera Creek canal system. This strong connection with water is a defining characteristic of the local area. Three key water crossings are located at the north west (Limetree Parade), the centre (Hollywell Road) and the north east (Marine Parade) of the TGA. These water crossings offer views through and across water bodies and reinforce a sense of place which connects habitation, recreation and water.

Multiple green spaces (i.e. parks and bushland) break up the urban form and promote a leafy green character with shaded recreational areas. Smaller pocket parks are located at the end of streets and at the edge of waterways, which strengthen the visual connection and physical access to the water. A strong green edge along Marine Parade provides a key connection with the Broadwater and is improved by high capacity public footpath, play/exercise equipment and BBQ facilities, which service the local and wider population.

The Biggera Waters State School is centrally located within the TGA on the northern bank of the Biggera Creek canal system. It is a key community facility which services both the immediate and surrounding area. The neighbourhood centre on Hollywell Road offers retail, convenience and commercial uses, which service the local population. Commercial mixed use areas are located along the edge of Brisbane Road. These are located outside of established residential areas and are highly visible to the major road.

Current housing stock includes a mix of low-rise detached dwellings, duplexes, townhouses, two and three storey walk-up apartments and mid to high-rise apartment buildings. The tallest and most intense development
is located along the Broadwater’s edge, with height and intensity of development decreasing moving west towards Oxley Drive. It is however related to note that more intensive residential development has recently been constructed on land immediately adjoining Harbour, although this land is outside the nominated Biggera Waters TGA boundary.

7.3 Labrador

Labrador’s built environment occurs on a grid like street pattern that offers good accessibility and view corridors to the Broadwater and hinterland. There is a clear ridgeline traversing north south of the area, which gives a clear view point both to the west and east of the ridge as seen in Figure 11.

This ridgeline currently contains low built form with dwelling houses and attached housing. The detached housing located on the ridgelines contain existing mature vegetation in the established backyards providing visual amenity, structure, shade and privacy for the area.

The entrance to Labrador through Brisbane Road is traditionally known as the entrance to the Gold Coast, offering a memorable viewshed of the Broadwater at the crest, before meandering down to the Labrador foreshore.

The built form is an eclectic mix of styles and developments representing various stages in Labrador’s growth as a suburb. Very little remains of any early historical built form, however places such as the Chirn Park retail village identify with unison built form and significant trees.

Loders Creek and Biggera Creek are two significant creek systems contained within Labrador with unique ecological values and functions. The Biggera Creek corridor forms an open space backdrop to Labrador, as well as functioning as a stormwater catchment. Some filtered views exist and there is potential for the creek corridor to become an integral part of a multifunctional linkage park space. Loders Creek has been extensively modified for infrastructural requirements in its upper regions, however contains remanet and significant riparian habitat.

7.4 Southport West (Northern Area)

The Southport West (Northern area) is bounded by Stevens Street to the north and Queen Street to the south, Kumbari Avenue to the west and the Gold Coast Highway to the east. Smith Street Motorway acts as a hard edge separating two neighbourhood precincts in Southport. This also occurs on Nerang Street with a divide between industrial fronting businesses on the northern side and residential uses located on the southern side.

This area does not have as structured settlement pattern like Labrador, with many neighbourhoods containing cul-de-sac’s and dead end streets limiting connectivity and legibility. It was identified that the areas south of Chirn Park contained a specific architectural qualities, generally located in the elevated area adjacent to the Southport State High School as seen in Figure 10.

The Northern Area of the Southport West TGA contains strong access to public infrastructure including Queens Cricket Club, Melrose park, Eleanor Perkins park, Gold Coast Touch Centre, the Southport Broadwater park, a number of schools including Southport State High school, Southport State Primary school, Smith Street and Queen Street Light Rail station and Nerang Street Light Rail station.

This area is identified with generally wider streets with some areas containing boulevards and larger street trees worthy of maintaining. Improving the street trees in the neighbourhood areas will help achieve greater continuity between the public and private areas and parks. Between the schools there is an important pocket of industry and given there is limited industry located in the immediate area, it has an important role and function.

Loders Creek also traverses through the Northern Area of the Southport West TGA, where it has potential for the creek corridor to become an integral part of a multifunctional linkage park space. The Creek is however extensively modified for infrastructural requirements in its upper regions, which will need to factor with future development opportunities.
7.5 Southport West (Southern Area)

The Southern Area of the Southport West TGA is bounded by Ferry Road to the east, Queen Street and Nerang Street to the north, Wardoo Street to the west and Shirley Street to the south. The area is generally flat; however, minor ridges peak at the western end of Minnie Street and Shirley Street. The topography falls into a basin at the centre of the area, at the location of the neighbourhood centre and the parkland along Alicia Street.

The area is serviced by a regional road (i.e. Wardoo Street) and two arterial roads (i.e. Nerang Street and Queen Street) which provide good connectivity with the surrounding area. The urban form generally follows the grid pattern of local collector roads which intersect with the higher order streets. The lighter rail services the area with stations located in the north west (i.e. Queen Street) and east (i.e. Nerang Street).

A number of green spaces are distributed throughout the area and function as bushland reserves, linear parks and pocket parks. These spaces are generally passive recreational areas, but provide a green edge to the suburban form with pedestrian pathways connecting through the street network, as seen in Figure 9.

The Southport Fire Station and QLD Ambulance Service have depots along Nerang Street. These facilities service the immediate and wider area. Industry uses are located generally on and around Minnie Street, again servicing the surrounding area. Neighbourhood centres service the immediate population which is generally comprised of low-rise detached dwellings, duplexes and town houses.
Figure 9: Southport West (Southern Area) neighbourhood qualities mapping
Figure 10: Southport West (Northern Area) neighbourhood qualities mapping
Figure 11: Labrador neighbourhood qualities mapping
8. **Targeted Growth Areas – Changes to proposed zoning, height and density**

As identified earlier in this report, a range of localised and fine grain planning considerations were raised through the Our City Our Plan public consultation process. As a result, a further holistic review of zoning, building height and residential density within the nominated TGA has been undertaken.

To ensure these local neighbourhood qualities were captured in this subsequent review, individual sub areas were identified within each TGA to allow for detailed analysis and synthesis of feedback received through the community consultation process.

The results of this review have resulted in proposed changes to the Our City Our Plan amendments. The key changes are summarised in Table 2 below and graphically illustrated on the zoning, building height and residential density mapping presented on the subsequent pages of this report.

**Table 2: Overview of key changes to TGA proposed zoning, height and density**

<table>
<thead>
<tr>
<th>TGA</th>
<th>Key Changes</th>
</tr>
</thead>
</table>
| Biggera Waters (incl. parts of Runaway Bay) | • The Biggera Waters TGA was split into 12 sub areas for investigation.  
• Of the 12 sub areas, following consultation:  
  - the zoning, building height or residential density has been decreased in 6 sub areas;  
  - no changes are proposed in 5 sub areas; and  
  - the zoning, building height or residential density has been increased in 1 sub area.  
• At either end of Marine Parade (sub areas 1 and 6) building height has been reduced from 53 metres to 44 metres. This change seeks to provide a more localised transition in building height to adjoining neighbourhoods and create variation through built form relief, to the 53 metre building height in sub area 4.  
• In sub area 2, the residential density has been recalibrated from RD8 to RD7, to better align with expected typology outcomes.  
• Zoning changed from a combination of Low density residential and Low-medium density residential to Medium density residential and building height change from a combination of 9 metres and 12 metres to 17 metres for sub area 3. This change is a result of community feedback seeking an equitable allocation of future growth to this specific sub area, whilst also providing a more appropriate transition to the recent Medium density development located at Harbourside Court.  
• A reduction in the allocated building height from 26 metres to 17 metres for properties on the western side (sub area 7), to provide a built form transition to land located on the opposite side of Biggera Creek.  
• Zoning change from Medium density residential to Low-medium density residential for sub areas 9 and 11. As a consequence, the nominated building height has also been changed from 26 metres to 16 metres and residential density changes from RD8 to RD5. This change reflects the community feedback raised regarding width of the streets in these sub areas. This change also seeks to provide a built form transition to sub area 12, which has a 12 metre building height designation. |
### Key Changes

<table>
<thead>
<tr>
<th>TGA</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Labrador</td>
<td>- The Labrador TGA was split into 17 sub areas for investigation.</td>
</tr>
<tr>
<td></td>
<td>- Of the 17 sub areas, following consultation:</td>
</tr>
<tr>
<td></td>
<td>- the zoning, building height or residential density has been decreased in 13 sub areas;</td>
</tr>
<tr>
<td></td>
<td>- no changes are proposed in 2 sub areas; and</td>
</tr>
<tr>
<td></td>
<td>- the zoning, building height or residential density has been increased in 2 sub areas.</td>
</tr>
<tr>
<td></td>
<td>- A range of changes have been made to reflect community feedback about the village qualities of the Chirn Park neighbourhood centre, including:</td>
</tr>
<tr>
<td></td>
<td>- The zoning of sub area 1 (located north of Stevens Street and east of Loders Creek) has been reduced from High density residential to Medium density residential and building height has been reduced from 53 metres to 33 metres. This change reflects surrounding changes, particularly those around Chirn Park and provides a more appropriate built form transition to surrounding sub areas.</td>
</tr>
<tr>
<td></td>
<td>- Sub area 2 (located north of Stevens Street and incorporates land that immediately adjoins the Chirn Park neighbourhood centre) has been reduced from Medium density residential with a 26 metre building height to Low-medium density residential with a 12 metre building height.</td>
</tr>
<tr>
<td></td>
<td>- Sub area 3 (located north of Stevens Street and to the west of the Chirn Park neighbourhood centre) has been included in the Medium density residential zone, with a 17 metre building height. Again, this change seeks to provide appropriate built form transition to surrounding sub areas.</td>
</tr>
<tr>
<td></td>
<td>- The building height of sub area 5 (which includes 180 Marine Parade) has been reduced from 110 metres to 80 metres. This recommended change addresses the broad community concerns, whilst still allowing for the nominated building height to achieve a gateway site outcome.</td>
</tr>
<tr>
<td></td>
<td>- A consistent zoning (Low-medium density residential) and building height (16 metres) has been applied to sub area 8, to provide appropriate built form transition to surrounding sub areas, particularly sub area 9.</td>
</tr>
<tr>
<td></td>
<td>- It is proposed that sub area 9 will be retained in the Low density residential zone with a 9 metre building height, reflecting the topography of this sub area and community feedback seeking a more deliberate and abrupt transition in built form outcomes, which reflects community feedback, as opposed to the more gradual transitions originally proposed through the Our City Our Plan amendments.</td>
</tr>
<tr>
<td></td>
<td>- A consistent building height of 67 metres has been applied to sub area 11, reflecting community feedback that intensive development should be located along the Broadwater edge.</td>
</tr>
<tr>
<td></td>
<td>- The residential density allocation in sub area 12 is proposed to be reduced from RD8 to RD7, to more closely align with the expected typology outcomes for the Medium density residential zone, where a 26 metre building height has been applied.</td>
</tr>
<tr>
<td></td>
<td>- The building height in sub area 13 has been reduced to 17 metres, to provide a transition to the sub area 9, which is proposed to be retained in the Low density residential zone.</td>
</tr>
<tr>
<td>TGA</td>
<td>Key Changes</td>
</tr>
<tr>
<td>-----</td>
<td>-------------</td>
</tr>
<tr>
<td></td>
<td>• The zoning, building height and residential density in sub area 14 has been reduced to Low-medium density residential, a 9 metre building height and a RD4A residential density allocation. This change is in response to the topographical features of this sub area, nothing there is a clear topographical change in this particular area.</td>
</tr>
<tr>
<td></td>
<td>• Sub area 15, at the northern extent of Labrador, has been amended, by consistently applying the Medium density residential zone and a 26 metre building height to the entire sub area.</td>
</tr>
<tr>
<td></td>
<td>• The zoning, building height and residential density in sub area 16 has been reduced to Low-medium density residential, a 9 metre building height and a RD4A residential density allocation. This change reflects the location of this sub area and provides a transition in built form outcomes from surrounding areas.</td>
</tr>
<tr>
<td></td>
<td>• The building height of sub area 17, at the norther extent adjoining Brisbane Road, has been reduced from 26 metres to 17 metres, recognising the topographical features of this sub area.</td>
</tr>
<tr>
<td>Southport West</td>
<td>• The Southport West TGA was split into 19 sub areas for investigation.</td>
</tr>
<tr>
<td></td>
<td>• Of the 19 sub areas, following consultation:</td>
</tr>
<tr>
<td></td>
<td>- the zoning, building height or residential density has been decreased in 10 sub areas;</td>
</tr>
<tr>
<td></td>
<td>- no changes are proposed in 4 sub areas; and</td>
</tr>
<tr>
<td></td>
<td>- the zoning, building height or residential density has been increased in 5 sub areas.</td>
</tr>
<tr>
<td></td>
<td>• A Low-medium density residential zone and a 16 metre building height has been consistently applied to sub areas 1 and 2, reflecting the opportunity for low rise housing choice in these areas.</td>
</tr>
<tr>
<td></td>
<td>• The building height in sub area 4 has been increased to 33 metres, acknowledging this sub area directly adjoins the Light rail corridor.</td>
</tr>
<tr>
<td></td>
<td>• The zoning and building height in sub area 10 is proposed to be changed to Medium density residential with a 17 metre building height designation. This change seeks to provide a more appropriate built form transition, whilst acknowledging additional building height may be required in this sub area to manage flood constraints.</td>
</tr>
<tr>
<td></td>
<td>• A range of changes have been made to reflect community feedback about the village qualities of the Chirn Park neighbourhood centre, including:</td>
</tr>
<tr>
<td></td>
<td>- The building height of sub area 11 and sub area 14 has been reduced from 16 metres to 12 metres.</td>
</tr>
<tr>
<td></td>
<td>- Sub area 13 has been changed from Medium density residential with a 26 metre building height to Low-medium density residential with a 16 metre building height given its proximity to Chirn Park.</td>
</tr>
<tr>
<td></td>
<td>- The building height of sub area 19 (located south of Stevens Street and to the west of the Chirn Park neighbourhood centre) has been reduced from 26 metres to 17 metres. This change seeks to provide appropriate built form transition to surrounding sub areas.</td>
</tr>
<tr>
<td></td>
<td>- The inclusion of 40 Musgrave Avenue Southport (Lot 25 on SP295368), 19 Fisher</td>
</tr>
</tbody>
</table>
Key Changes

Avenue Southport (Lot 1&2 on BUP9943), 55 Brooke Avenue Southport (Lot 40 on RP61580) and 20 Musgrave Avenue Southport (Lot 0 on SP214491) into the Neighbourhood centre zone from the Low-density residential zone and Medium density residential zone as shown on Figure 13.

- Sub area 15 is proposed to be retained in the Low density residential zone. As part of the new Neighbourhood elements overlay being introduction, this area is also proposed to be included in a Traditional residential area.
- The zoning and building height in sub area 18 has been increased from Low-medium density residential to Medium density residential, with a proposed building height of 17 metres. This change reflects that this sub area adjoining a significant public open space area which supports a modest intensification, recognising the park can become a focal point of the community.

A reference table is provided below, to assist in understanding the scale and nature of the proposed changes by sub area.

Table 3: Overview proposed changes from Round 1 consultation by sub area

<table>
<thead>
<tr>
<th>Sub area</th>
<th>Zoning change</th>
<th>Building height change</th>
<th>Residential density change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Biggera Waters</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>No change</td>
<td>▼</td>
<td>No change</td>
</tr>
<tr>
<td>2</td>
<td>No change</td>
<td>No change</td>
<td>▼</td>
</tr>
<tr>
<td>3 *</td>
<td>▲</td>
<td>▲*</td>
<td>▲*</td>
</tr>
<tr>
<td>4</td>
<td>No change</td>
<td>No change</td>
<td>No change</td>
</tr>
<tr>
<td>5</td>
<td>No change</td>
<td>No change</td>
<td>No change</td>
</tr>
<tr>
<td>6</td>
<td>No change</td>
<td>▼</td>
<td>No change</td>
</tr>
<tr>
<td>7</td>
<td>No change</td>
<td>▼</td>
<td>▼</td>
</tr>
<tr>
<td>8</td>
<td>No change</td>
<td>No change</td>
<td>No change</td>
</tr>
<tr>
<td>9</td>
<td>No change</td>
<td>▼</td>
<td>▼</td>
</tr>
<tr>
<td>10</td>
<td>No change</td>
<td>No change</td>
<td>No change</td>
</tr>
<tr>
<td>11</td>
<td>No change</td>
<td>▼</td>
<td>▼</td>
</tr>
<tr>
<td>12</td>
<td>No change</td>
<td>No change</td>
<td>No change</td>
</tr>
<tr>
<td><strong>Labrador</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>▼</td>
<td>▼</td>
<td>No change</td>
</tr>
<tr>
<td>2</td>
<td>▼</td>
<td>▼</td>
<td>▼</td>
</tr>
<tr>
<td>3 *</td>
<td>▲</td>
<td>▲*</td>
<td>▲*</td>
</tr>
<tr>
<td>4</td>
<td>No change</td>
<td>No change</td>
<td>No change</td>
</tr>
<tr>
<td>5</td>
<td>No change</td>
<td>▼</td>
<td>No change</td>
</tr>
<tr>
<td>6</td>
<td>No change</td>
<td>No change</td>
<td>No change</td>
</tr>
<tr>
<td>7</td>
<td>No change</td>
<td>No change</td>
<td>▼</td>
</tr>
<tr>
<td>Sub area</td>
<td>Zoning change</td>
<td>Building height change</td>
<td>Residential density change</td>
</tr>
<tr>
<td>----------</td>
<td>---------------</td>
<td>------------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>8 *</td>
<td>▼</td>
<td>▼*</td>
<td>▼*</td>
</tr>
<tr>
<td>9</td>
<td>▼</td>
<td>▼</td>
<td></td>
</tr>
<tr>
<td>10 *</td>
<td>No change</td>
<td>▲*</td>
<td>No change</td>
</tr>
<tr>
<td>11</td>
<td>No change</td>
<td>▲</td>
<td>No change</td>
</tr>
<tr>
<td>12</td>
<td>No change</td>
<td>No change</td>
<td>▼</td>
</tr>
<tr>
<td>13</td>
<td>No change</td>
<td>▼</td>
<td>▼</td>
</tr>
<tr>
<td>14</td>
<td>▼</td>
<td>▼*</td>
<td>▼*</td>
</tr>
<tr>
<td>15 *</td>
<td>▼*</td>
<td>▼*</td>
<td>▼*</td>
</tr>
<tr>
<td>16 *</td>
<td>▼</td>
<td>▼*</td>
<td>▼*</td>
</tr>
<tr>
<td>17</td>
<td>No change</td>
<td>▼</td>
<td>▼</td>
</tr>
</tbody>
</table>

**Southport West**

<table>
<thead>
<tr>
<th>Sub area</th>
<th>Zoning change</th>
<th>Building height change</th>
<th>Residential density change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 *</td>
<td>No change</td>
<td>▲*</td>
<td>▲*</td>
</tr>
<tr>
<td>2 *</td>
<td>No change</td>
<td>▲*</td>
<td>No change</td>
</tr>
<tr>
<td>3</td>
<td>No change</td>
<td>No change</td>
<td>▼</td>
</tr>
<tr>
<td>4</td>
<td>No change</td>
<td>▲</td>
<td>No change</td>
</tr>
<tr>
<td>5</td>
<td>No change</td>
<td>No change</td>
<td>▼</td>
</tr>
<tr>
<td>6</td>
<td>No change</td>
<td>No change</td>
<td>No change</td>
</tr>
<tr>
<td>7</td>
<td>No change</td>
<td>No change</td>
<td>▼</td>
</tr>
<tr>
<td>8</td>
<td>No change</td>
<td>No change</td>
<td>No change</td>
</tr>
<tr>
<td>9</td>
<td>No change</td>
<td>No change</td>
<td>▼</td>
</tr>
<tr>
<td>10</td>
<td>▲</td>
<td>▲</td>
<td>▲</td>
</tr>
<tr>
<td>11</td>
<td>No change</td>
<td>▼</td>
<td>No change</td>
</tr>
<tr>
<td>12</td>
<td>No change</td>
<td>No change</td>
<td>No change</td>
</tr>
<tr>
<td>13</td>
<td>▼</td>
<td>▼</td>
<td>▼</td>
</tr>
<tr>
<td>14</td>
<td>No change</td>
<td>▼</td>
<td>No change</td>
</tr>
<tr>
<td>15</td>
<td>▼</td>
<td>▼</td>
<td>▼</td>
</tr>
<tr>
<td>16 *</td>
<td>No change</td>
<td>▼*</td>
<td>No change</td>
</tr>
<tr>
<td>17</td>
<td>No change</td>
<td>No change</td>
<td>No change</td>
</tr>
<tr>
<td>18 *</td>
<td>▲</td>
<td>▲*</td>
<td>▲</td>
</tr>
<tr>
<td>19</td>
<td>No change</td>
<td>▼</td>
<td>▼</td>
</tr>
</tbody>
</table>

**LEGEND:** ▲ Increase  ▼ Decrease

* Sub area with multiple zoning, building height and/or residential density designations. Changes shown only reflect majority change, refer to mapping for detailed changes.
In addition to the summary outlined above, a detailed overview of the proposed changes to the zoning, building height and residential density within the nominated, by specific sub areas are presented in Table 7, which is located within Appendix A.

The proposed changes to zoning, building height and residential density within the TGA seek to strike an appropriate balance between the assessment of community feedback and facilitating future growth and housing diversity within the city.

As a result of this balancing exercise, the proposed changes to zoning, building height and residential density within the sub areas of each TGA are either:

1. decreasing;
2. being maintained as originally proposed; or
3. increasing.

This is necessary to ensure growth is responsibly managed and allocated throughout the identified TGA and the city.
Figure 13: Inclusion of new Neighbourhood centre zone properties in Chirn Park
Figure 14: Biggera Waters – Zoning consultation changes
Figure 15: Biggera Waters – Building height consultation changes
Figure 16: Biggera Waters – Residential density consultation changes
Figure 17: Labrador - Zoning consultation changes
Figure 18: Labrador – Building height consultation changes
Figure 19: Labrador – Residential density consultation changes
Figure 20: Southport West – Zoning consultation changes
Figure 21: Southport West – Building height consultation changes
Figure 22: Southport West – Residential density consultation changes
9. **Targeted Growth Areas – Growth forecasting based on proposed changes to zoning, height and density**

As outlined earlier, the identification of the TGA are to support the achievement of the dwelling target shortfall to 2041, in the first 5 year cohort. To understand the implications of the proposed changes to zoning, building height and residential density in response to public submissions, growth forecasting has been calculated.

This growth forecasting has used the endorsed assumptions used in the 5 Year GAP to determine the City Plan’s theoretical planned dwelling capacity of the city's consolidation area. This approach ensures a like for like comparison, so the implications of the proposed changes can be understood.

The results from testing the proposed changes are summarised in the below table.

**Table 4: Overview of growth forecasting based on proposed changes to zoning, height and density**

<table>
<thead>
<tr>
<th>Location</th>
<th>Additional dwellings based on Our City Our Plan (Round 1 Consultation)</th>
<th>Additional dwellings based on changes proposed in response to public submission</th>
<th>Change based on changes made in response to public submissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Biggera Waters</td>
<td>18.8% Increase in planned dwellings</td>
<td>6.90% Increase in planned dwellings</td>
<td>11.9% Decrease</td>
</tr>
<tr>
<td>Labrador</td>
<td>19.7% Increase in planned dwellings</td>
<td>12.7% Increase in planned dwellings</td>
<td>7% Decrease</td>
</tr>
<tr>
<td>Southport West</td>
<td>14.6% Increase in planned dwellings</td>
<td>16.6% Increase in planned dwellings</td>
<td>2% Increase</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>17.9% Increase in planned dwellings</strong></td>
<td><strong>13.3% Increase in planned dwellings</strong></td>
<td><strong>6% Decrease</strong></td>
</tr>
</tbody>
</table>

As outlined, the key purpose of this report is to balance the planned growth within the TGA with the community feedback received in relation to Our City Our Plan amendment package.

As shown above, the recommended changes to the proposed zoning, building height and residential densities within the TGA have resulted in a 6% decrease in the additional planned dwellings, this equates to a loss of about 3,000 dwellings when compared to the Our City Our Plan Round 1 Consultation.

Given this loss, it is important to note that, the proposed changes will no longer support the full achievement of the 5 year cohort dwelling shortfall. However, this loss of additional planned dwellings is considered appropriate, given the balancing exercise undertaken to respond to the localised and fine grain planning considerations raised through the Our City Our Plan public consultation process.

It is however important to note that as part of future amendments to the City Plan, the city will need to investigate how this loss can be accommodated in other neighbourhoods throughout the city, given our statutory obligation to plan for an additional 158,900 dwellings by 2041 and to assist in providing greater housing choice and diversity within the city.
10. Targeted Growth Areas – Other City Plan amendments to enhance liveability

One of the key themes raised through the community consultation process was the importance of managing new development to ensure important elements and liveability of the identified neighbourhoods are maintained in the long term.

To achieve this, the intent of future development in the area should reflect an attractive, leafy, connected and varied residential neighbourhood. These high level outcomes reflect some of the important neighbourhood qualities identified by the community through the consultation process.

These outcomes are to be reflected in proposed changes to the City Plan. The key changes are listed below and then further explained in this section of the report.

Key policy changes in the order of the City Plan regulatory hierarchy:

- Amendments to the Strategic Framework, including:
  - Removal of the 50% Building height exceedance test for all development in the TGA;
  - New policy link to the new Neighbourhood elements overlay;

- Introducing an Impact Assessment trigger for site cover exceedance in the TGA in the Low-medium density residential zone, Medium density residential zone, and High density residential zone;

- New Neighbourhood elements overlay (excluding Dwelling houses and Dual occupancy development) to assist in managing:
  - Neighbourhood qualities;
  - Green street provisions;
  - Cross block links;
  - Gateway sites;
  - Corner sites and Water crossings;
  - Public open space interface;
  - Street tree provisions; and
  - Traditional residential areas.

- Removal of Light rail urban renewal overlay area from the TGA; and

- Amendments to Multiple accommodation code relating to roof forms.

10.1 Strategic Framework

10.1.1 Removal of the 50% exceedance test

A number of consequential changes have occurred as a result of the proposed introduction of a new Neighbourhood elements overlay. One of these changes is the removal of the 50% building height exceedance test from the TGA. This approach seeks to provide greater confidence to the community about building height outcomes that can be expected within the TGA.

The newly adopted BHAM has been used, by applying the seven (7) endorsed building height principles to benchmark and review the building height allocations in the TGA. The proposed building height changes are now reflective of a researched and robust understanding of the immediate area, with ground truthing and analysis through the BHAM as stated within Section 5.2 of this report.
In summary, the building height outcomes within the TGA are a deliberate and planned outcome, based on the application of the BHAM. As a result, it is proposed to remove the opportunity for an exceedance of the nominated building height to be argued through individual development applications within the TGA.

### 10.1.2 New Neighbourhood elements overlay connection with Strategic framework

With the introduction of the new Neighbourhood elements overlay code within the TGA, a policy link is required within the Strategic framework of City Plan for impact assessable development. The policy has been added to the Fostering a well-designed city theme within the Strategic framework, as the policy changes are to guide built form, architectural design and landscaping improvements within the TGA.

This Strategic framework theme, as part of the original amendments in the Our City Our Plan, is divided into 6 design principles:

- Responsive;
- Connected;
- Engaged;
- Subtropical;
- Attractive; and
- Adaptable.

The policy changes proposed provide a clear line of sight to the design outcomes sought within the Neighbourhood elements overlay code, within each of the relevant six (6) design principles in the Strategic framework.

### 10.2 Tables of assessment

#### 10.2.1 Site Cover Impact Assessment trigger within the TGA

The Tables of assessment have been amended to reflect the desired outcomes sought for the TGA areas. The Tables of assessment now include an impact assessment trigger for site cover within the Low-medium density residential zone, the Medium density residential zone and the High density residential zone for all land uses (excluding Dwelling houses).

The relevant site cover, based on zone and type of development, is outlined below.

**Table 5: Site coverage for residential zones**

<table>
<thead>
<tr>
<th>Zones</th>
<th>Type of development</th>
<th>Site coverage applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low-medium density residential zone</td>
<td>buildings up to 9m in height on a site greater than 400m²</td>
<td>a 50% site cover is applicable</td>
</tr>
<tr>
<td></td>
<td>buildings up to 9m in height on a site less than 400m²</td>
<td>a 60% site cover is applicable</td>
</tr>
<tr>
<td></td>
<td>for all other instances</td>
<td>a 60% site cover is applicable</td>
</tr>
<tr>
<td>Medium density residential zone</td>
<td>buildings up to 9m in height on a site greater than 400m²</td>
<td>a 50% site cover is applicable</td>
</tr>
<tr>
<td></td>
<td>buildings up to 9m in height on a site less than 400m²</td>
<td>a 60% site cover is applicable</td>
</tr>
<tr>
<td>Zones</td>
<td>Type of development</td>
<td>Site coverage applicable</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td></td>
<td>buildings greater than 9m but up to 16m in height</td>
<td>a 60% site cover is applicable</td>
</tr>
<tr>
<td></td>
<td>buildings greater than 16m up to 33m in height</td>
<td>a 50% site cover is applicable</td>
</tr>
<tr>
<td>High density residential zone</td>
<td>buildings up to 9m in height on a site greater than 400m²</td>
<td>a 50% site cover is applicable</td>
</tr>
<tr>
<td></td>
<td>buildings up to 9m in height on a site less than 400m²</td>
<td>a 70% site cover is applicable</td>
</tr>
<tr>
<td></td>
<td>buildings greater than 9m but up to 16m in height</td>
<td>a 60% site cover is applicable</td>
</tr>
<tr>
<td></td>
<td>buildings greater than 16m but up to 33m in height</td>
<td>a 50% site cover is applicable</td>
</tr>
<tr>
<td></td>
<td>buildings greater than 33m but up to 55m in height</td>
<td>a 40% site cover is applicable</td>
</tr>
<tr>
<td></td>
<td>buildings greater than 55m in height</td>
<td>a 30% site cover is applicable</td>
</tr>
</tbody>
</table>

Site Cover is defined in City Plan as follows:

The proportion of the site covered by a building(s), structure(s) attached to the building(s) and carport(s), calculated to the outer most projections of the building(s) and expressed as a percentage. The term does not include:

- any structure or part thereof included in a landscaped open space area such as a gazebo or shade structure
- basement car parking areas located wholly below ground level
- eaves and sun shading devices.

This impact assessment trigger for site cover is to assist in achieving the leafy neighbourhood outcome. This is a distinct policy change, which is in response to the community feedback and reinforces the importance of achieving a balance between built form and landscaping as part of development, specifically in the TGA.

Where a development application (other than for a Dwelling house) does not comply with the acceptable outcome relating to site cover of the relevant zone (as per Table 5 above), the procedures of impact assessment will apply as specified in the Planning Act.

An impact assessable development application must be assessed against the City Plan as a whole, to the extent relevant. This ensures the development is carefully managed and the design is assessed based on whether it is responsive to the neighbourhood qualities. The impact assessment process also requires the development application to be publicly notified, providing the community with the opportunity to make a submission providing submitters with appeal rights in accordance with the provisions of the Planning Act.

10.3 Neighbourhood elements overlay

The Neighbourhood elements overlay seeks to create attractive, leafy, connected and varied residential neighbourhoods through the eight (8) outcomes identified below in Figure 23:
As part of the new Neighbourhood elements overlay code, specific provisions are proposed relating to the delivery of cross block links.

The creation of new cross block links on private property will constitute development infrastructure. However, the infrastructure is not included in the LGIP, and therefore is not considered trunk infrastructure. A requirement to provide the infrastructure would be imposed as non-trunk infrastructure.

Refer to CONFIDENTIAL Attachment S of the Our City Our Plan Agenda Report regarding proposed cross block links. The attachment highlights that eight (8) individual properties have been identified within the TGA where future cross blocks links are desirable. Based on the proposed provisions in the Neighbourhood elements overlay code, a 3.5 metre wide area will be required on these properties for the future cross block link along with other design parameters.

As outlined in CONFIDENTIAL Attachment S of the Our City Our Plan Agenda Report, advice has been received that imposing conditions regarding the delivery of cross blocks links may have financial implications for the Council, should a development proponent make a conversion application under the Planning Act.

Section 7 of the City of Gold Coast Charges Resolution (No. 1) of 2019 outlines the criteria upon which conversion applications are assessed against. The financial liability to the Council would arise from both the value of the land and the value of the works required for the cross block link.
10.4 Light Rail Urban Renewal Overlay

With the introduction of the Neighbourhood element overlay in the TGA, the Light rail urban renewal overlay area (LRUROA) will be removed from the TGA. Currently the purpose of the LRUROA is to facilitate the renewal and transformation of the Light rail urban renewal area, as identified on the Light rail urban renewal area overlay map, into a corridor of distinctive and high quality urban environments.

More specifically within the TGA the LRUROA applies as a Transition area, which seeks to achieve the following overall outcomes:

(a) Development has a bulk, scale, form and intensity that is reflective of the role and function of the relevant focus area in which it is located.

(b) Scale and intensity of development deliberately transitions from the Primary focus area to the Transition focus area to create distinctive and high quality urban environments.

There is a clear conflict between the two (2) overlays and an overlap in the location of both overlays in the TGA (specifically Southport West TGA). As such, the LRUROA has been removed from the areas directly intersecting with the TGA as indicated below in Figure 24 as the green cross hatch.

The LRUROA is being removed from the TGA because the Transition area within the LRUROA does not align with the changes sought for the TGA. The outcomes of the Transition area seek to deliver a deliberate transition in scale, form and intensity of adjacent neighbourhoods. This however is not appropriate given the outcome of the local planning investigation which has occurred in the TGA. The Neighbourhood elements overlay will be applied to better align with the outcomes sought for the neighbourhood adjacent to the Light rail (specifically the Southport West TGA) area.
Figure 24: Relationship between Light rail urban renewal area overlay and Neighbourhood elements overlay
10.5 Roof forms

Through the Our City Our Plan consultation process, a range of feedback was received in relation to the TGA and more broadly through the city in relation to the importance of new development delivering varied and interesting roof forms.

The submissions raise particular concern regarding recent developments, with building heights between nine (9) metres (3 storeys) and sixteen (16) metres (4-5 storeys) not providing articulated roof forms.

Specifically, the floor to ceiling heights of buildings are being reduced to deliver more habitable levels in the same meterage of height, with a flat roof. The building height allocation shown on the Building height overlay map includes an allowance for development to provide articulated roof forms that are responsive to the subtropical climate.

In response to this community feedback, the roof form provisions in the Multiple accommodation code of the City Plan are proposed to be refined, to assist in creating more articulated roof forms. The performance outcome is to be amended to read as follows:

A visually interesting roof form is provided within the building height identified on the Building height overlay map which:

(a) achieves variation in design and form;

(b) enhances the overall design of the building;

(c) responds positively to the urban context and climate;

(d) allows for the screening and integration of service structures, lift motor rooms and mechanical plant and equipment; and

(e) acoustically treats and screens mechanical plant and equipment when the roof top is used for recreation.

Further to the above performance outcome, a new acceptable outcome has been introduced in the Multiple accommodation code; specifically for Multiple dwellings within the Low-medium density residential zone requiring the top two (2) metres of the building height identified on the building height overlay map to be exclusively used for roof forms.

This policy refinement is to strengthen the existing policy in City Plan, with a quantifiable measure that will give greater guidance to the development industry on the desired outcome of the Low-medium density residential zone. Other changes to the provision will also encourage more articulated roof forms that will help to create a well-designed city, with an interesting skyline.

Whilst this policy refinement is proposed to be implemented citywide (Attachment H of the Our City Our Plan Agenda Report), it is an important and fundamental policy change relevant to the TGA, given the proposed extent of the Low-medium density residential zoning and the matters raised by the community in relation to the TGA.
11. Targeted Growth Areas – Infrastructure Considerations

11.1 Local Government Infrastructure Plan

The city monitors and manages its demand of trunk infrastructure (including water supply, sewerage, transport, stormwater quality and public parks and land for community facilities networks) and services regularly through its growth monitoring program and infrastructure demand modelling. These programs of work are reviewed periodically by each infrastructure and service provider on a network by network basis to ensure that the city’s levels and quality of infrastructure and services meet the endorsed standards in the City Plan.

In addition, the city is also required to undertake major amendment of its Local Government Infrastructure Plan (LGIP) every five (5) years as required by the Planning Act to integrate infrastructure planning and land use planning identified in the City Plan and ensure that trunk infrastructure is planned and provided in a cost effective, efficient and orderly manner.

The city implemented a new LGIP as Part 4 of the City Plan on 27 June 2018 (LGIP 1) and City officers have commenced the preparation of the next revision of the LGIP to identify the infrastructure necessary to support the intended urban development pattern in the City Plan.

11.2 Targeted Growth Areas Infrastructure Review

The identification of Biggera Waters, Labrador and Southport West TGA were informed by analysing where growth could be located to leverage existing infrastructure, based on LGIP 1. This factor was used as one input, amongst a range of other relevant strategic planning considerations, as outlined earlier within this report.

Whilst the future demand for trunk infrastructure in these targeted growth areas has not been incorporated into LGIP 1, a future amendment to the LGIP is proposed which will consider the realistic take up of development opportunities as a result of the TGA proposed in the Our City Our Plan amendment package.

Should development proceed as planned in the identified TGA, funding for sufficient infrastructure to accommodate the additional development will be proposed through the city’s capital expenditure program (CAPEX) program.

11.3 Planned infrastructure capital works

The city has a range of planned infrastructure capital works that are relevant to the identified TGA, which will be delivered over the next 5-10 years. The 41 planned infrastructure capital works projects to be provided in, or which influence the TGA are outlined in CONFIDENTIAL Attachment T of the Our City Our Plan Agenda Report.

11.4 Infrastructure Considerations Summary

Strategic planning has a key role in supporting development, supported by trunk infrastructure that is planned and provided in a cost effective, orderly and efficient manner.

The city is committed to ensuring that the identified TGA growth areas, including Biggera Waters, Labrador and Southport West; are supported by the necessary trunk infrastructure investment. Its delivery is managed through the city’s annual CAPEX program and the LGIP as outlined in Section 11.1.
12. Consultation Feedback - Key Themes

Community consultation feedback received regarding the TGA have been grouped into key themes. These themes are outlined below along with the number of submissions which raised each particular theme and a response to each theme.

12.1.1 Theme: Planning

**General concern to increasing zoning allocation, building height and or density.**

<table>
<thead>
<tr>
<th>Oppose</th>
<th>Points of submission</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>311</td>
</tr>
</tbody>
</table>

Response:

As identified earlier in this report, the Our City Our Plan amendments are proposed in response to the consolidation area growth targets identified in the ShapingSEQ. The proposed amendments are in response to the city’s statutory obligation to plan for an additional 158,900 dwellings by 2041 and to assist in providing greater housing choice and diversity within the city.

The zoning, building height and residential density applied to the Our City Our Plan amendments (Round 1) considered a range of factors:

- Proximity to amenity features (i.e. Broadwater and public open space areas);
- Proximity to public transport, including the Gold Coast Light Rail and high frequency bus services;
- Proximity to employment areas and mixed use activity centres;
- Maintaining a sustainable city shape in relation to building height policy; and
- Achieving appropriate transitions within each targeted growth area.

Notwithstanding, a range of localised and fine grain planning considerations were raised through the Our City Our Plan public consultation process. As a result, a further holistic review of zoning, building height and residential density within the nominated TGA has been undertaken.

To ensure these local neighbourhood qualities were captured in this subsequent review, individual sub areas were identified within each TGA to allow for detailed analysis and synthesis of feedback received through the community consultation process.

The results of this review and the proposed refinement to the Our City Our Plan amendments are presented in Section 8 of this report.

The proposed changes to zoning, building height and residential density within the TGA seek to strike an appropriate balance between community feedback and facilitating future growth and housing diversity within the city.

As a result of this balancing exercise, the proposed changes to zoning, building height and residential density within the sub areas of each TGA are either:

1. decreasing;
2. being maintained as originally proposed; or
3. increasing.

This is necessary to ensure growth is responsibly managed and allocated throughout the identified TGA and the city.

**Changes will support regeneration, new and more diverse housing supply, missing middle housing typologies and infill development**

**Response:**

Support for infill development outcomes within the city and the identification of future TGA is expressly noted. The settlement pattern of the Gold Coast has been evolving continually. As the city continues to grow and mature into the future, existing suburbs and neighbourhoods will need to change and adapt to accommodate a share of the increase in population.

Increased infill development is consistent with ShapingSEQ, which requires that 80 percent of the city’s growth occurs within the consolidation area and 20 percent occurs within the expansion area. In summary, growth can no longer be accommodated at the edges of the city meaning the city needs to appropriately plan for infill development to accommodate this growth.

The Our City Our Plan changes seek to respond to this by identifying neighbourhoods with attributes which support appropriate growth. This includes the introduction of a new zone to allow for some additional density to be delivered in appropriate parts of the city. This new zone is proposed to be included in the identified TGA.

The new zone being implemented is the Low-medium density residential zone. The purpose of this zone is to provide for:

(a) a range of low-medium density residential activities, in a variety of architectural forms, supported by community uses and small-scale services that serve local residents’ daily needs;

(b) urban consolidation, through innovative housing typologies, to support the efficient use of land, encourage housing diversity and to maximise the use of physical and social infrastructure; and

(c) well-designed, walkable neighbourhoods with buildings that reinforce a distinctive subtropical character and responds to its urban context, including significant local features and views, including maintaining views or vistas to or from heritage places, landmarks, natural assets and significant public open spaces.

This zone code specifically seeks to achieve a diverse housing typology outcome depending on site context, including the following typology illustration in Figure 25 below.

**Figure 25:** Illustration showing housing typologies expected within the Low-medium density residential zone

This new Low-medium residential density zone will allow a housing typology called ‘the missing middle’. This encourages a gentle increase in residential density in areas that are well serviced, close to high amenity and well positioned within the city for additional growth.
Support development close to the Broadwater and near public transport

Response:

Submitters support for infill development being located within proximity to the Broadwater and high frequency public transport is expressly noted.

To assist with the identification of the TGA, a multi-criteria analysis (MCA) was undertaken based on the themes of amenity, transport and employment, refer to Figure 26. These themes represent the key city shaping drivers and have been derived from the strategic framework of City Plan.

![Figure 26: Key themes used to develop MCA](image)

The Our City Our Plan TGA are well located to public transport, large employment hubs such as the Southport CBD and access to important residential amenity, including the Gold Coast Broadwater and accordingly the MCA applied, identified these locations as being highly desirable to support future growth.

This approach, which was used to identify the Our City Our Plan TGA, recognises the important role strategic planning plays in terms of appropriately planning for increased housing diversity.

Allocation of TGA is supported and other parts of the city should be identified and included as TGA
Response:

Submitters support for the strategic identification of TGA throughout the city is expressly noted.

As per ShapingSEQ, the Gold Coast has been tasked with planning for an additional 127,900 dwellings, within our city’s consolidation by 2041. These new dwellings will support the long-term population growth, with the city expected to grow by 351,100 people, bringing our total population to approximately 928,000 people by 2041.

The identified TGA changes are the city’s first step in, responding to the future growth targets. In order to appropriately respond to ShapingSEQ’s targets, the city will continue to strategically investigate additional growth areas in years to come, which will be implemented through future rolling amendments to the City Plan.

The ongoing and strategic identification of the TGA will assist in repositioning the city to better respond to the anticipated growth, primarily though infill development, in a form and manner which maintains the city’s enviable lifestyle.

Response:

As outlined, a range of localised and fine grain planning considerations were raised through the Our City Our Plan public consultation process. As a result, a further holistic review of zoning, building height and residential density within the nominated TGA has been undertaken.

To ensure these local neighbourhood qualities were captured in this subsequent review, individual sub areas were identified within each TGA to allow for detailed analysis and synthesis of feedback received through the community consultation process.

The results of this review and the proposed refinement to the Our City Our Plan amendments are presented in **Section 8** of this report.

Specifically, in relation to Chirn Park and the surrounding neighbourhood, the following is noted:

- The Our City Our Plan amendments did not change the planning provisions relating to the Chirn Park neighbourhood centre. However, based on site analysis, it was evident that the Chirn Park neighbourhood centre has slightly expanded in recent years.
  
  Therefore, it is now proposed to expand the Neighbourhood centre zone to appropriately reflect the existing on ground land uses. No changes are proposed to building height or residential density within this neighbourhood centre.

- The allocation of zoning, building height and residential density immediately surrounding the Chirn Park neighbourhood centre has been reduced in response to the community feedback. The original amendment’s proposed building heights of up to 26 metres. This has been reduced to a mix of 17 metres, 16 metres and 12 metres building heights in the areas surrounding the Chirn Park neighbourhood centre, in response to localised considerations.
The new proposed zoning, building heights and residential densities surrounding Chirn Park seek to provide a more gentle transition from the village centre to the surrounding residential areas. However, the allocation of building height still acknowledges that the Chirn Park neighbourhood centre is an important attractor within the local area and as such, there is planning merit in locating the right type of growth in proximity to this vibrant and active neighbourhood centre.

These changes seek to encourage some additional infill development, but at a reduced scale than what was previously proposed in round 1 consultation.

**Proposed changes will result in a loss of the character / history / charm of the neighbourhoods**

**Response:**

One of the themes that emerged through the public feedback was that residents within the TGA have a strong place attachment.

Place attachment can generally be described as a person-place bond that evolves from conditions of place and characteristics of people. There is research that demonstrates the way in which place attachment develops and evolves over time. Amongst other things, familiarity with a place can be one common factor that increases the strength of place attachment.

Whilst this place attachment is somewhat influenced by the built form of a neighbourhood, there is also a strong link to residents in TGA feeling at home in the place where they live and with whom they live with.

This acknowledges that the neighbourhood is ultimately shaped by the community and the people who live in it, rather than a certain built form outcome.

Despite there being a strong attachment to single detached dwellings, this form of housing is not sustainable in the long term. If we were to restrict our neighbourhoods to this form of housing, housing affordability will become an ever-increasing issue, and it will unfairly determine who can live in certain neighbourhoods of our city.

For this reason, our strategic planning must support future growth by delivering greater housing choice and diversity, especially in parts of our city that have locational amenity drivers. This ensures we enable access to high value community amenity in a more equitable solution as the city continues to grow.

Notwithstanding, a range of localised and fine grain planning considerations were raised through the Our City Our Plan public consultation process. As a result, a further holistic review of zoning, building height and residential density within the nominated TGA has been undertaken.

As a result of this review, we are proposing to introduce a traditional residential area provision, which will specifically apply to sub area 15 of the Southport West TGA. This acknowledges the predominant architectural style in that sub area is an important neighbourhood quality and that should be protected as growth and more diverse dwellings are delivered in surrounding locations.

Additionally, we have identified a central part of Labrador (sub area 9), where it is proposed that Low density residential outcomes will be maintained. This reflects the natural topography of this specific location and the important role of achieving transitions in built form outcomes as neighbourhoods evolve over time.
Whilst the above examples highlight two very specific changes which are proposed, the holistic review of zoning, height and density within the TGA has sought to balance fine grain local planning outcomes, with the much broader citywide growth challenge.

Recognising the local characteristics and place qualities identified by the community through the Our City Our Plan community consultation process, the city is introducing a new Neighbourhood elements overlay map and associated code. This overlay will enable growth to be more closely managed, to assist in creating great neighbourhoods of the future.

This new overlay focuses on the qualities (Figure 27) that the community identified as being valuable attributes within their communities.

Figure 27: Overview of proposed Neighbourhood elements overlay

The proposed new overlay aims to create attractive, leafy, connected and varied residential neighbourhoods within the area shown on the Neighbourhood elements overlay map.

None of Labrador will be zoned Low density residential

21
Points of submission
Response:

As previously noted, a range of localised and fine grain planning considerations were raised through the Our City Our Plan public consultation process. As a result, a further holistic review of zoning, building height and residential density within the nominated TGA has been undertaken.

Following this holistic review and assessment of the public submissions, a central part of Labrador (sub area 9) has been identified, where it is proposed that the Low density residential zone be maintained due to particular characteristics of this area.

This area was identified based on community feedback, which highlighted that this particular area of Labrador should be maintained within the Low density residential zone for a number of reasons. These include, but are not limited to the following:

- topography of the sub area;
- urban structure;
- settlement pattern, including the predominant detached dwelling housing form;
- access and movement; and
- visual setting and views.

Whilst it is noted residents within a number of other sub areas within Labrador also sought for Low density residential zoning to be maintained, detailed ground truthing with Labrador, did not identify any other sub areas that shared the characteristics of sub area 9. The primary reason for this is that sub area 9 is located in an elevated position within Labrador, a topographical feature not found in other sub areas.

It is also relevant to note that whilst no other sub area of Labrador is proposed to be retained as Low density residential (other than sub area 9), there are a number of other sub areas which are proposed to now be in the Low-medium residential zone, and building height in some instances is proposed to be reduced to 9 metres (without any 50% uplift possible). This will provide appropriate transitions between zones and reflects community feedback about building height in these sub areas, whilst still maintaining opportunities for housing choices in these sub areas, like duplexes and triplexes.

Response:

The Our City Our Plan amendments cannot force existing residents within the nominated TGA to leave their neighbourhoods, nor will it displace existing renters.

Actual growth within the TGA will be dependent upon a range of market drivers that will ultimately determine the propensity for change. These drivers include, but are not limited to:

- existing property owners willingness to sell,
- property developers willingness to acquire land (including necessary site amalgamations),
- broader market supply, and
- demand factors and the availability of finance for development.

The City Plan amendments are a proactive measure to assist this previously planned growth to be delivered in a coordinated manner, responding to the risks that come with adhoc growth being delivered by the market.

The proposed changes are intended to deliver a greater diversity of housing choice within the TGA, allowing for a range of housing types to be provided that meet the varied needs of residents.

**Response:**

The feedback received that families have invested in their neighbourhoods is acknowledged, particularly in relation to renovations of existing housing stock. This is consistent with one of the strongest themes that emerged through the public consultation process, that residents within the TGA have a strong place attachment.

However, as outlined above, actual growth within the TGA will be dependent upon a range of market drivers that will ultimately determine the propensity for change.

It is not expected that these neighbourhoods will immediately change. Experience in other parts of the city indicates that market drivers will ultimately control the rate of change in any particular locality. The rate of change is heavily influenced by citywide market factors, including key supply and demand influences.

Gradual change is expected across the neighbourhoods over the next 25 years. Properties which are most likely to redevelop in the medium term are those which have not seen any improvement or investment in their dwellings in recent years.

**Response:**

Chevron Island was investigated to determine the most appropriate zoning, building height and residential density outcomes having regard to localised considerations, which included infrastructure capacity. The investigation included a number of inputs including an analysis of recent development applications and approvals, the ability for the infrastructure networks to sustainably accommodate further development intensification and existing and anticipated traffic congestion.

It was identified that whilst Chevron Island has a building height designation of HX (no applicable maximum building height) this outcome was misaligned with the planned residential density and the infrastructure capacity. For this reason, the zoning and building height allocation for Chevron Island were amended and more closely aligned with the intent and purpose of the Medium density residential zone.
Chevron Island was also identified within the frame area of the Light rail urban renewal area overlay which suggested significant uplift and transformation was desirable on Chevron Island. However, this misaligned with the intent of the zoning changes and therefore Chevron Island’s Light rail urban renewal overlay designation was changed to be included in the transition area.

The Our City Our Plan amendments relating to Chevron Island rationalises potential dwelling growth that can be accommodated, in the context of infrastructure capacity specifically transport, water and wastewater, stormwater, open space and community facilities.

Chevron Island is still expected to accommodate its proportion of future growth to 2041, by transitioning from a predominant two (2) storey low rise residential environment, to a medium density urban environment. This balancing of growth and infrastructure constraints is relevant to all areas of the city and the changes proposed in the TGA we informed partly by infrastructure capacity considerations.

Response:

The Our City Our Plan amendments set the building height on the site at 110 metres, as an opportunity for the site to represent a key focal point of difference between the end of Southport and the start of Labrador as a gateway.

After an analysis of the community feedback, changes to Our City Our Plan, specifically in relation to this site are considered appropriate. Section 8 of this report provides further detail in this regard.

The proposed changes to Our City Our Plan reduce the nominated building height for this particular site from 110 metres to 80 metres. This change responds to the community concerns raised, whilst still allowing for the nominated building height to achieve a gateway site outcome and achieve appropriate transitions to the sub area, which has a building height of 67 metres.

A new overlay code, the Neighbourhood elements code, has been prepared for the TGA which will guide development within the area. More specifically the new overlay code has provisions for a gateway site as follows:

- reinforcing a sense of arrival to the neighbourhood by marking a node, an intersection or major connection point in the city;
- connects to the public realm, with a permeable and legible built form, that increases the quality, scale and useability of the public realm; and
- exhibiting subtropical architectural design, modulation and articulation.

This overlay code seeks to manage the way in which the site is developed, which aims to deliver a true gateway into Labrador.

Additionally, in response to community feedback on building height more generally, the city is proposing to remove the application of the current City Plan 50% building height exceedance test from the TGA. This
approach seeks to provide greater certainty to the community about building height outcomes that can be expected within the TGA.

12.1.2 Theme: Infrastructure

Lack of infrastructure, services and amenities to support the proposed changes

Response:

The TGA identified in the Our City Our Plan amendments, were informed by infrastructure considerations and the consideration of accessibility to services and amenity. These considerations are necessary to responsibly locate growth within the city.

The Biggera Waters, Labrador and Southport West TGA were identified for a range of factors as outlined in Table 6 below.

Table 6: Infrastructure and amenity considerations that informed the identification of TGA

<table>
<thead>
<tr>
<th>Statistical area (SA2 level)</th>
<th>Justification for identification of TGA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Biggera Waters/Runaway Bay</td>
<td>This statistical area has:</td>
</tr>
<tr>
<td></td>
<td>- access to three frequent bus routes and two major arterial roads;</td>
</tr>
<tr>
<td></td>
<td>- access to the Broadwater;</td>
</tr>
<tr>
<td></td>
<td>- access to a Major centre (Harbour town);</td>
</tr>
<tr>
<td></td>
<td>- existing infrastructure which can be leveraged; and</td>
</tr>
<tr>
<td></td>
<td>- a significant area of land which as opportunity for uplift due to:</td>
</tr>
<tr>
<td></td>
<td>- single ownership per lot</td>
</tr>
<tr>
<td></td>
<td>- proximity to frequent bus routes</td>
</tr>
<tr>
<td></td>
<td>- proximity to a Major centre (Harbour town)</td>
</tr>
<tr>
<td></td>
<td>- proximity to a District centre (Runaway Bay centre) which forms part of the Runaway Bay statistical area.</td>
</tr>
<tr>
<td>Labrador</td>
<td>This statistical area has:</td>
</tr>
<tr>
<td></td>
<td>- access to three frequent bus routes and three major arterial roads;</td>
</tr>
<tr>
<td></td>
<td>- access to the Broadwater;</td>
</tr>
<tr>
<td></td>
<td>- existing infrastructure which can be leveraged; and</td>
</tr>
<tr>
<td></td>
<td>- a significant area of land which as opportunity for uplift due to:</td>
</tr>
<tr>
<td></td>
<td>- single ownership per lot</td>
</tr>
<tr>
<td></td>
<td>- proximity to frequent bus routes</td>
</tr>
<tr>
<td></td>
<td>- proximity to a Major centre (Harbour town) which forms part of the Runaway Bay statistical area.</td>
</tr>
<tr>
<td></td>
<td>- proximity to a Specialist centre (Knowledge precinct) which forms part of the Southport – North statistical area.</td>
</tr>
<tr>
<td>Statistical area (SA2 level)</td>
<td>Justification for identification of TGA</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td>Southport – North</td>
<td>- proximity to a Regional centre (Southport CBD) which forms part of the Southport North and Southport South statistical areas.</td>
</tr>
</tbody>
</table>

This statistical area has:
- access to the Stage 1 light rail corridor and four associated stations.
- access to four frequent bus routes and three major arterial roads;
- access to the Broadwater;
- access to a Regional centre (Southport CBD);
- access to a Specialist centre (Knowledge precinct);
- existing infrastructure which can be leveraged; and
- a significant area of land which as opportunity for uplift due to:
  - single ownership per lot; and
  - proximity to frequent bus routes and Stage 1 light rail corridor.

Southport – South

This statistical area has:
- access to the Stage 1 light rail corridor and two associated stations.
- access to one frequent bus routes and four major arterial roads;
- access to the Broadwater;
- access to a Regional centre (Southport CBD);
- access to a Specialist centre (Knowledge precinct);
- existing infrastructure which can be leveraged; and
- a significant area of land which as opportunity for uplift due to:
  - single ownership per lot; and
  - proximity to frequent bus routes and Stage 1 light rail corridor.

The city monitors and manages its demand for trunk infrastructure (including water supply, sewerage, transport, stormwater quality and public parks and land for community facilities networks) and services regularly through its growth monitoring program and infrastructure demand modelling. These programs of work are reviewed periodically by each infrastructure and service provider on a network by network basis to ensure that the city’s levels and quality of infrastructure and services meet the endorsed standards in the City Plan.

Whilst the future demand for trunk infrastructure in these targeted growth areas has not been incorporated into Local Government Infrastructure plan (LGIP) 1, a future amendment to the LGIP is proposed which will consider the realistic take up of development opportunities as a result of the TGA proposed in the Our City Our Plan amendment package.

Further information regarding infrastructure considerations associated with the TGA is outlined in Section 11 of this report.

THEME: Infrastructure

Lack of public transport to support the proposed changes

Points of submission

Oppose

108
Response:

The Gold Coast has historically been characterised by a dispersed, low-density settlement pattern. This growth pattern has increased the distance between residential communities, places of employment and key services. It has also increased the cost of connecting communities with essential services and infrastructure, increased the reliance on private vehicles and provided fewer opportunities for walking, cycling and public transport.

Land use and transport planning should be well integrated to maintain and improve the city's liveability as it grows. This includes improving transport services and infrastructure in the TGA, along with ensuring passenger and active transport connectivity is a focus of all major land use planning and development decisions.

As indicated in Figure 28 below, the TGA are currently serviced by a number of high frequency public transport services, as identified by TransLink, which run to a frequency of less than every 15 minutes between the hours of 7am and 7pm on weekdays.

The frequency of these existing services informed the identification of the TGA, compared to other parts of the city. This supports the further intensification of residential activities within the TGA, as part of our City’s plan to responsibly manage growth.

Figure 28: High frequency public transport services (Source: TransLink, 2019)
This approach to locating growth in areas with existing access to public transport is consistent with ShapingSEQ. Goal 1: Grow of ShapingSEQ sets out a range of elements and strategies. Amongst other things, Element 2: Focusing residential density seeks to ensure we plan for well-designed and increased residential densities at locations that have good access to high-frequency public transport and employment.

It is also relevant to note that the Our City Our Plan amendment has undergone a state interest review, in accordance with the plan making process outlined in the Minister's Guidelines and Rules.

Through this review process, the State government agencies, including the Department of Transport and Main Roads, are responsible for reviewing the proposed amendments to ensure State and regional planning matters are appropriately integrated into City Plan.

This formal process allows the Department of Transport and Main Roads; as the agency responsible for road and public transport delivery, to be notified of the city’s new TGA. This allows the State to ensure future investment and augmentation of the Gold Coast’s public transport networks are aligned with our city’s strategic land use planning.

### THEME: Infrastructure

#### Lack of public open space to support the proposed changes

**Response:**

The city acknowledges public open space is an essential ingredient for enhancing the liveability of a city and improving the quality of life for its residents. Parks provide an array of social, health, economic and environmental benefits to individuals and to the community as a whole.

The city monitors and manages its demand of trunk infrastructure (including water supply, sewerage, transport, stormwater quality, public parks and land for community facilities networks) and services regularly through its growth monitoring program and infrastructure demand modelling. These programs of work are reviewed by each infrastructure and service provider on a catchment by catchment basis and also periodically to ensure that the city’s levels and quality of infrastructure and services meet the endorsed standards in the City Plan.

Further information regarding infrastructure considerations, including public open space, associated with the TGA is outlined in Section 11 of this report.

### THEME: Infrastructure

#### Lack of active transport to support the proposed changes

**Response:**

The city acknowledges that investing in active transport is part of building an integrated, sustainable transport network that will allow all residents and visitors to experience the benefits of walking and cycling more and driving less.
The city leads the planning, delivery and maintenance of active transport infrastructure within city-controlled road reserves and parks. The city also works collaboratively with the State Government to deliver active transport infrastructure in State-controlled road reserves and on State-owned land.

The Gold Coast Active Transport Plan 2017-2027 (Active Transport Plan) sits as part of the broader City’s Transport Strategy 2031.

This plan provides detail on the types of actions required to implement better cycling and walking facilities on the Gold Coast. The Active Transport Plan outlines the city’s priority actions to deliver a high quality and safe active transport network for the Gold Coast.

The Active Transport Plan is informed by the City Plan, ensuring that future capital works and investment in active transport is aligned with the identified growth areas, particularly those within the city’s TGA.

It is also relevant to note that through the City Plan, the city also specifies a range of planning controls which aim to ensure that the transport needs of new development are met. This includes requirements for new development to provide infrastructure such as pathways, bikeways and end-of-trip facilities, supporting the integration of active transport in our communities.

**THEME: Infrastructure**

**Proposed changes will result in increased traffic congestion**

**Oppose**

**Points of submission**

**Response:**

The city acknowledges that efficient access and connectivity is essential to any liveable city and that there are many causes of congestion which require a mix of solutions to address.

In order to manage the increase in traffic congestion forecast over the next 10 to 20 years, the city aims to provide a suite of transport options that will lessen the role of private cars. One of the criteria for selecting the TGA was the access to high-frequency public transport, employment and services, therefore providing residents with the option of alternative means of transport.

The city’s priorities involve re-prioritising safety, mobility and public transport to ensure streets, centres and neighbourhoods are designed for people first, not cars. This means getting the most out of our road infrastructure and prioritising active transport like walking and cycling. Our focus will range from local travel around neighbourhoods to citywide options that connect our centres with efficient public transport.

**THEME: Infrastructure**

**Existing lack of on-street parking and proposed changes will generally exacerbate existing on-street parking issues in the neighbourhood**

**Oppose**

**Points of submission**
Response:

The City Plan is responsible for managing the impacts of development, including car parking demand generated by new development in the city. Amongst other things, the Transport code within the City Plan requires new development to provide off-street car parking to meet the demand likely to be generated by that particular development.

This policy approach aims to ensure that new development provides its car parking off-street, rather than relying on on-street car parking.

In the case of residential development, the City Plan requires both resident and visitor parking spaces to be provided off-street, ensuring that new development does not unreasonably impact upon the amenity of neighbourhoods.

**12.1.3 Theme: Environment**

Vegetation and wildlife is protected in the City Plan through the Environmental significance overlay. There will be no changes to the Environmental significance overlay in the TGA in the Our City Our Plan amendment package. Furthermore, it is noted that there are some key waterways which are located within the TGA. These key waterways will not be affected as a result of the proposed amendments to the City Plan. The City Plan assists in regulating future development and therefore provides acceptable outcomes relating to setbacks to waterways which will remain applicable to the TGA and assist in maintaining existing vegetation.

To address community concern regarding loss of trees in the neighbourhood, the city is introducing a new Neighbourhood elements overlay.

Specifically, a range of provisions are included which seek to ensure future development within the TGA maintains the existing green and leafy neighbourhood qualities. In particular, this will be achieved through:

- Requiring existing street trees to be maintained, wherever possible;
- Requiring new street trees to be planted; and
- Specific landscape provisions for identified future green streets within the neighbourhoods.

The above provisions recognise and respond to the community feedback which identified the importance of trees to the overall leafy qualities of the TGA neighbourhoods. They aim to ensure these qualities continue to play an important role in distinguishing these neighbourhoods, as new development occurs in the medium to long term.
Theme: Environment

Proposed changes will increase urban heat impacts in the neighbourhood

Response:

Urban heat islands, where urban areas are warmer than rural areas, are the result of dark man-made surfaces, such as roads and roofs, absorbing the sun’s heat, more engines and machinery generating heat, and less vegetation.

However, as the changes proposed for the TGA are an infill development outcome, it is not expected the changes themselves will result in a significant worsening of urban heat. This is due to the TGA area containing roads and roofs.

In response to this concern, the city is introducing a new Neighbourhood elements overlay, to ensure that growth can be more closely managed, with great design outcomes for neighbourhoods of the future.

This new overlay focuses on the qualities that the community identified as being valued attributes within their communities.

Specifically, a range of provisions are included which seek to ensure development within the TGA maintains the existing green and leafy neighbourhood qualities. In particular, this will be achieved through:

- Requiring existing street trees to be maintained, wherever possible;
- Requiring new street trees to be planted; and
- Specific landscape provisions for identified future green streets within the neighbourhoods.

Collectively, the above new provisions which will be introduced into the City Plan, seek to ensure that future growth and development in the TGA reflects the important green and leafy neighbourhood qualities that the community identified as being important. In part, this will also assist in managing and mitigating potential impacts of urban heat, by prioritising the importance of landscaping and vegetation within the neighbourhoods.

12.1.4 Theme: Design

Tall buildings will cause wall effect

Response:

The city acknowledges the community’s view that growth needs to be managed carefully to ensure our enviable lifestyle can be maintained.

As part of the Our City Our Plan amendment package, the city is introducing six key design principles to ensure good quality design is delivered as part of future development.
These principles recognise that every building, street and public space, big or small, contributes to the identity and experience of the city. They also acknowledge how critical the urban ground (street level up to 16m) of a building is to enhance the city’s enviable lifestyle.

In addition to the above and recognising the community feedback regarding the way in which future growth will be managed in the TGA; changes proposed to Our City Our Plan include introducing an Impact Assessment trigger for development where exceeding the relevant site cover for zone in which the development is located.

This policy change, specifically for the TGA, reinforces the importance of achieving a balance between built form and landscaping as part of future developments.

Where a development application (other than for a Dwelling house) does not comply with the acceptable outcome relating to site cover of the relevant zone in which the development is located, the requirements of impact assessment apply as specified in the Planning Act 2016 (the Planning Act).

An impact assessable development application is for development that must be assessed against all identified codes and the City Plan as a whole to the extent relevant. This is to ensure that any identified development impacts are addressed. These applications must also be publicly notified to take into account the community’s views.

12.1.5 Theme: Economy

There is no employment in the area to support an increased resident population

Response:

In 2013 Southport was designated the Gold Coast’s Central Business District (CBD) and identified as a Priority Development Area (PDA) by the Minister for Economic Development Queensland under the provisions of the Economic Development Act 2012.

The PDA has been established to achieve a number of things, including the attraction of national and international investment through a streamlined and facilitated approach to development. The TGA facilitate a concentration of population growth, placing population in and around the Gold Coast’s CBD to encourage growth in the PDA utilising the existing infrastructure.

With the growth in and around the Gold Coast CBD, the economic stimulation will likely encourage additional employment opportunities. Furthermore with the change of development opportunities within the TGA, there will be significant construction job prospects with the construction of any new approved dwellings. The new dwellings will therefore support both an increased population within the TGA and also stimulate job creation at a local government level.

It is also relevant to note that significant employment opportunities are not expected to occur with the TGA, as these parts of the city are identified for permanent residential living, in accordance with the City Plan defined settlement pattern. Employment activities are located in mixed use centres and business areas, as identified in the City Plan, but the TGA provides good access to other employment areas nearby.
Response:

Changes to a planning scheme which result in an increase to the potential dwelling yield of a property, can add significant value to that property.

A property with subdivision potential can generally attract a premium in value compared to similar properties without subdivision potential. Hypothetically, if two identical sites are placed side by side, one capable of yielding one dwelling and the other capable of yielding two or more dwellings, the latter site will have a higher market value due to the subdivision potential of the land. However, the property does not necessarily need to be subdivided to realise the additional value. The increase in market value can be realised because:

- the subdivision potential is a selling point used as part of a marketing campaign;
- the approval of a development application is obtained prior to sale; or
- the development profit is obtained through the actual subdivision of the property.

12.1.6 Theme: Social

Response:

The City Plan is the city’s planning scheme that considers mandated state and regional planning interests, as well as local matters. It outlines high level planning aspirations together with a set of specific development provisions that guide and regulate development outcomes throughout the city. It also identifies the infrastructure needs for the city up to 2021.

The primary purpose of the City Plan is to guide and regulate development outcomes. The City Plan however, cannot deal with or manage broader social, economic or socio-economic matters that do not have a direct relationship to development outcomes. These matters are outside the scope of the City Plan and are dealt with through a range of other legislative controls and government agencies.
12.1.7 Theme: Natural Hazards

**Response:**

The identified TGA, as with many other parts of the Gold Coast, are subject to flood risks.

Flooding is generally understood as the inundation of land from rivers breaking their banks usually as a result of rainfall. Elevated sea levels and extreme storm tides in response to cyclonic weather events can also result in land being inundated by water.

Through detailed flood modelling, mapping, planning, mitigation and managing the stormwater network, the city is committed to protecting the Gold Coast's built and natural environment against flooding.

The City Plan includes mapping which identifies the flood planning level across the city and identifies hazard areas that are subject to flood.

Any new development on land that is identified within the flood planning level map, is subject to assessment against the necessary provisions in the City Plan Flood overlay code.

The purpose of the Flood overlay code is to regulate development occurring in flood affected areas to ensure development does not cause, increase or have cumulative potential to cause or increase, the risks and/or hazards associated with flooding.
13. Recommendations

It is recommended Council endorse the following:

It is recommended:

1. the following changes be made to the Our City Our Plan amendment package:
   a) changes to the City Plan including zoning height and density located within the Targeted Growth Area as shown on:
      a. Figure 14: Biggera Waters – Zoning consultation changes;
      b. Figure 15: Biggera Waters – Building height consultation changes;
      c. Figure 16: Biggera Waters – Residential density consultation changes;
      d. Figure 17: Labrador - Zoning consultation changes;
      e. Figure 18: Labrador – Building height consultation changes;
      f. Figure 19: Labrador – Residential density consultation changes;
      g. Figure 20: Southport West – Zoning consultation changes;
      h. Figure 21: Southport West – Building height consultation changes; and
      i. Figure 22: Southport West – Residential density consultation changes.
   b) changes to the City Plan to reflect a new Neighbourhood elements overlay as detailed in Appendix B, including:
      a. New overlay code; and
      b. New overlay map.
   c) changes to the Strategic Framework within the City Plan (as shown in Attachment O of the Our City Our Plan Agenda Report) specifically to:
      a. 3.3.2 Element – Urban Neighbourhoods – 3.3.2.1(9)(c) and (11) to remove the Neighbourhood element area from the 50% exceedance test and deliberately state for no exceedances above the Building height overlay map; and
      b. 3.4.2 Element – Architecture and urban design – 3.4.2.1(11),(16),(20),(23) and (3) additional and modification of policy as line of sight to the newly introduced Neighbourhood elements overlay code.
   d) changes to the tables of assessment specifically Table 5.10.17: Neighbourhood element overlay with the introduction of the Neighbourhood elements overlay (as shown in Appendix C):
      a. All zones – changes only to Material Change of Use (excluding a Dwelling house or a Dual occupancy) specifically within the ‘Traditional residential area’ are elevated from accepted or accepted subjects to development to code assessment; and
      b. Low-medium density residential zone, Medium density residential zone and high density residential zone -- changes only to Material Change of Use for residential activities (excluding a Dwelling house) Site Cover impact trigger applies dependant on the zone.

2. the changes form part of the second round of public consultation of the Our City Our Plan amendment package.

3. note changes to multiple accommodation code relating to roof form (as shown in Attachment H of the Our City Our Plan Agenda Report), which will apply citywide.

4. note the advice contained in CONFIDENTIAL Attachment S of the Our City Our Plan Agenda Report regarding proposed cross block links.
14. Conclusion

This report has considered and assessed all public submissions made during the first round of public consultation from 27 September 2019 to 11 November 2019 in relation to Theme 3, Item 15 of the Our City Our Plan amendment package.

The public submissions raised a range of localised and fine grain planning considerations. As a result, a further holistic review of zoning, building height and residential density within the nominated TGA has been undertaken.

Based on the review presented in this report, changes to zoning, building height and residential density within the TGA are proposed, which seek to strike an appropriate balance between community feedback and facilitating future growth and housing diversity within the city.

As a result of this balancing exercise, the proposed changes to zoning, building height and residential density within the sub areas of each TGA are either:

1. decreasing;
2. being maintained as originally proposed; or
3. increasing in response to community feedback or localised planning considerations.

The recommended changes result in a 6% decrease in the additional planned dwellings, which equates to a loss of about 3,000 dwellings when compared to the Our City Our Plan Round 1 Consultation.

Given this loss, the proposed changes will no longer support the full achievement of the 5 year cohort dwelling shortfall identified in the 5 Year Gap. However, this loss of additional planned dwellings is considered appropriate, given the balancing exercise undertaken to respond to the localised and fine grain planning considerations raised through the Our City Our Plan public consultation process.

In addition, a range of other City Plan amendments have been proposed to enhance liveability within the identified TGA, including:

- Amendments to the Strategic Framework; including removal of the 50% Building height exceedance test for the identified TGA and new policy for the Neighbourhood elements overlay;
- Introducing an impact Assessment triggers for site cover exceedance (excluding a Dwelling House for land zoned in the Low-medium density residential zone, Medium density residential zone and the High density residential zone, within the TGA);
- Introducing a new Neighbourhood elements overlay code and associated map;
- Removal of Light rail urban renewal overlay area, where there is a duplication with the new Neighbourhood elements overlay map; and
- Amendments to Multiple accommodation code to promote more attractive and responsive roof forms for Multiple dwellings exceeding 9 metres, but not more than 33 metres.

Collectively, the above changes to the Our City Our Plan amendment package balance community views with the important task of delivering housing choice, aligned with population growth. This ensures we are planning for the future, ensuring our city is better placed to meet the needs of our future generations.
Appendix A: Proposed zoning, height and density changes by sub area
### Table 7: Targeted growth areas proposed zoning, height and density changes by sub areas

<table>
<thead>
<tr>
<th>Sub Area</th>
<th>Public Submissions ID's</th>
<th>City Plan Version 7</th>
<th>Our City Our Plan (Round 1)</th>
<th>Our City Our Plan (Round 2)</th>
<th>Analysis regarding sub area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Zone</td>
<td>Height</td>
<td>Height +50%</td>
<td>Density</td>
</tr>
<tr>
<td>Biggera Waters</td>
<td></td>
<td>Medium</td>
<td>29</td>
<td>43.5</td>
<td>RD6</td>
</tr>
<tr>
<td>1</td>
<td>#229 #535 #539 #630 #749 #757 #916 #1254</td>
<td>Medium</td>
<td>9</td>
<td>13.5</td>
<td>RD3</td>
</tr>
<tr>
<td>2</td>
<td>#143 #153 #166 #167 #215 #218 #243</td>
<td>Low</td>
<td>9</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>3</td>
<td>#170 #1125 #1146</td>
<td>Medium</td>
<td>29</td>
<td>43.5</td>
<td>RD6</td>
</tr>
<tr>
<td>4</td>
<td>#113 #241 #710 #739 #740 #766</td>
<td>Low</td>
<td>9</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>5</td>
<td>#20 #400 #762 #763</td>
<td>Medium</td>
<td>29</td>
<td>43.5</td>
<td>RD6</td>
</tr>
<tr>
<td>6</td>
<td>Medium</td>
<td>15</td>
<td>22.5</td>
<td>RD6</td>
<td>Medium</td>
</tr>
<tr>
<td>7</td>
<td>Medium</td>
<td>9</td>
<td>13.5</td>
<td>RD3</td>
<td>Low-Medium</td>
</tr>
<tr>
<td>8</td>
<td>#107 #188 #223 #379 #480 #503 #586 #694 #850 #945 #1259</td>
<td>Low</td>
<td>9</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

- **At either end of Marine Parade (sub areas 1 and 6) building height has been reduced from 53 metres to 44 metres. This change seeks to provide a more localised transition in building height to adjoining transition neighbourhoods and create variation through built form relief, to the 53 metre building height in sub area 4.**
- **In sub area 2, the residential density has been recalibrated from RD8 to RD7, to better align with expected typology outcomes, in accordance with project methodology, refer to Section 5.4 of the report.**
- **Sub area 2 is located close to Brisbane road as a key feeder road into the Gold Coast coastal strip from the north. This area is also located in a very walkable catchment being less than 400m to high frequency public transport and the Broadwater.**
- **Zoning changed from a combination of Low density residential and Low-medium density residential to Medium density residential and building height change from a combination of 9 metres and 12 metres to 17 metres for sub area 3.**
- **This change is a result of community feedback seeking an equitable allocation of future growth to this specific sub area, whilst also providing a more appropriate transition to the recent Medium density development located at Harbourside Court.**
- **These changes also acknowledge additional building height may be required in this sub area to manage flood constraints.**
- **No further changes are proposed in this sub area, as the project methodology reaffirmed that this sub area has the necessary qualities to appropriately accommodate infill development outcomes.**
- **The proposed changes which have been a recalibration of building height, residential density and zoning have not changed from first round of consult; this is a result of the accessibility to the neighbourhood centre which has larger built form. Therefore to provide appropriate transition the building height has remained 16 metres.**
- **This zone will allow a housing typology called ‘the missing middle’. This encourages a gentle increase in residential density in areas that are well serviced, close to high amenity and well positioned within the city for additional growth**
- **At either end of Marine Parade (sub areas 1 and 6) building height has been reduced from 53 metres to 44 metres. This change seeks to provide a more localised transition in building height to adjoining transition neighbourhoods and create variation through built form relief, to the 53 metre building height in sub area 4.**
- **This area is also located in a very walkable catchment being less than 400m to high frequency public transport and the Broadwater.**
- **A reduction in the allocated building height from 26 metres to 17 metres is proposed to provide a built form transition to land located on the opposite side of Biggera Creek.**
- **There were no submissions within this sub area and no change proposed within this sub area.**
- **Zoning change from Medium density residential to Low-medium density residential for sub areas 9 and 11. As a consequence, the nominated building height has also been changed from 26 metres to 16 metres and residential density changed from RD8 to RD5. This change reflects the community feedback raised regarding width of the streets in these sub areas. This change also seeks to provide a built form transition to sub area 12, which has a 12 metre building height designation.**
<table>
<thead>
<tr>
<th>Sub Area</th>
<th>Public Submissions ID's</th>
<th>City Plan Version 7</th>
<th>Our City Our Plan (Round 1)</th>
<th>Our City Our Plan (Round 2)</th>
<th>Analysis regarding sub area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Zone</td>
<td>Height</td>
<td>Density</td>
<td>Zone</td>
</tr>
<tr>
<td>10</td>
<td>#367 #449 #1148</td>
<td>Low</td>
<td>9</td>
<td>N/A</td>
<td>Low</td>
</tr>
<tr>
<td>11</td>
<td>#18 #109 #232 #262 #362 #623</td>
<td>Low &amp; Medium</td>
<td>9</td>
<td>N/A</td>
<td>Medium</td>
</tr>
<tr>
<td>12</td>
<td>#24 #123 #145 #269 #374 #396 #398 #402 #404 #408 #450 #452 #507</td>
<td>Low</td>
<td>9</td>
<td>N/A</td>
<td>Low-Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labrador</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>#42 #65</td>
<td>Medium</td>
<td>9</td>
<td>13.5</td>
<td>Medium</td>
</tr>
<tr>
<td>2</td>
<td>#23 #33 #49 #54 #165</td>
<td>Medium</td>
<td>9</td>
<td>13.5</td>
<td>Medium</td>
</tr>
<tr>
<td>3</td>
<td>#23 #613</td>
<td>Low</td>
<td>9</td>
<td>13.5</td>
<td>Low-Medium</td>
</tr>
<tr>
<td>4</td>
<td>#5 #7 #196 #277 #282 #310 #465 #476 #481 #585 #746 #748 #767 #779 #794 #802 #808 #919 #919 #1201</td>
<td>Medium</td>
<td>9</td>
<td>13.5</td>
<td>Low-Medium</td>
</tr>
<tr>
<td>5</td>
<td>#11 #12 #115</td>
<td>High</td>
<td>53</td>
<td>79.5</td>
<td>High</td>
</tr>
<tr>
<td>6</td>
<td>#2 #10 #106 #63 #360 #371 #461 #745 #793 #803</td>
<td>Medium</td>
<td>29</td>
<td>43.5</td>
<td>Medium</td>
</tr>
</tbody>
</table>

This area is also located in a very walkable catchment being less than 400m to high frequency public transport and the Broadwater. |

It is noted in the current city plan it is identified with a building height of 29 metres, however application of the 50% exceedance test would...
<table>
<thead>
<tr>
<th>Sub Area</th>
<th>Public Submissions ID’s</th>
<th>City Plan Version 7</th>
<th>Our City Our Plan (Round 1)</th>
<th>Our City Our Plan (Round 2)</th>
<th>Analysis regarding sub area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Zone</td>
<td>Height</td>
<td>Height +50%</td>
<td>Density</td>
</tr>
<tr>
<td>7</td>
<td>#26 #30 #31 #39 #48 #61 #122 #230 #427 #439 #541 #543 #549 #552 #557 #787 #789 #816 #901 #1256 #1266</td>
<td>Medium</td>
<td>9</td>
<td>13.5</td>
<td>RD3</td>
</tr>
<tr>
<td>8</td>
<td>#40 #72 #86 #104 #115 #176 #177 #178 #196 #261 #269 #910 #1136</td>
<td>Low</td>
<td>9</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>9</td>
<td>#16 #19 #54 #57 #112 #242 #264 #311 #334 #359 #396 #416 #451 #455 #472 #484 #526 #593 #736 #754 #755 #890 #916 #963 #973 #979 #990 #1092 #1244</td>
<td>Low</td>
<td>9</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>10</td>
<td>#16 #19 #34 #57 #112 #242 #264 #311 #334 #359 #396 #416 #451 #455 #472 #484 #526 #593 #736 #754 #755 #890 #916 #963 #973 #979 #990 #1092 #1244</td>
<td>Low</td>
<td>9</td>
<td>13.5</td>
<td>RD3</td>
</tr>
<tr>
<td>11</td>
<td>#8 #255 #292 #560 #1120 #1206</td>
<td>High</td>
<td>53</td>
<td>79.5</td>
<td>RD6</td>
</tr>
<tr>
<td>12</td>
<td>#27 #29 #36 #38 #41 #46 #50 #52 #69 #76 #88 #89 #94 #105 #109 #111 #114 #125 #160 #201 #211 #212 #246 #339 #387 #412 #413 #415 #417 #594 #597 #737 #815 #890 #935 #974 #1252 #1277 #1283</td>
<td>Low</td>
<td>9</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

- Support a building height up to 43.5m.
- No further changes are proposed in this sub area, as the project methodology reaffirmed that this sub area has the necessary qualities to appropriately accommodate more intense infill development outcomes.
- Sub area 7 is pocket located close to Frank Street and within a walkable catchment being less than 400m to high frequency public transport, the Broadwater and the Chirn Park neighbourhood centre.
- Residential density recalibrated in accordance with project methodology, refer to Section 5.4 of the report.
- No other changes are proposed, given general community feedback which identified greater height and density to be located closer to the Broadwater.
- The height and density are reflective of the immediate surrounding sub areas to ensure there is appropriate transition in built form outcomes.

- A consistent zoning (Low-medium density residential) and building height (16 metres) has been applied to sub area 8, to provide appropriate built form transition to surrounding sub areas, particularly sub area 9.
- A consistent building height of 67 metres has been applied to sub area 11, reflecting community feedback that intensive development should be located along the Broadwater edge.
- This area is also located in a very walkable catchment being less than 400m to high frequency public transport and the Broadwater and therefore the height calibration and residential density has been changed respectively.
- It is noted in the current City Plan it is identified with a building height of 53 metres, however with the 50% exceedance test applied there may be opportunity for a building height up to 79.5m. The proposed changes should therefore give more clarity to the community with the 50% exceedance no longer applicable to land within the TGA.
- The residential density allocation in sub area 12 is proposed to be reduced from RD6 to RD7, to more closely align with the expected typology outcomes for the Medium density residential zone, where a 26 metre building height has been applied. This is in accordance with project methodology, refer to Section 5.4 of the report.
- Sub area 12 is located close to Frank Street as a key feeder road into the Gold Coast coastal strip from the north. This area is also located in a very walkable catchment being less than 400m to high frequency public...
### Agenda

**Economy, Planning & Environment Committee Meeting 4 December 2019**

**Sub Area** | **Public Submissions ID’s** | **City Plan Version 7** | **Our City Our Plan (Round 1)** | **Our City Our Plan (Round 2)** | **Analysis regarding sub area**
---|---|---|---|---|---
13 | #32 #37 #43 #44 #45 #51 #73 #198 #199 #370 #804 | Low 9 N/A N/A Medium 26 RD8 | Medium 17 RD6 |
| | | | | | - No further changes are proposed in this sub area, as the project methodology reaffirmed that this sub area has the necessary qualities to appropriately accommodate infill development outcomes.
| | | | | | - The building height in sub area 13 has been reduced to 17 metres, to provide a transition to the sub area 9, which is proposed to be retained in the Low density residential zone.
| | | | | | - Residential density recalibrated in accordance with project methodology, refer to Section 5.4 of the report.
14 | #21 #25 #608 | Low 9 N/A N/A Medium 26 RD8 | Low-Medium 9 RD4A |
| | | | | | - The zoning, building height and residential density in sub area 14 has been reduced to Low-medium density residential, a 9 metre building height and a RD4A residential density allocation. This change is in response to the topographical features of this sub area, nothing there is a clear topographical change in this particular area.
| | | | | | - Residential density recalibrated in accordance with project methodology, refer to Section 5.4 of the report.
15 | #40 #224 #251 #261 #913 #914 #1160 #1170 #1195 #1197 #1198 #1200 #1257 #1290 | Medium 9 13.5 RD3 | Medium 26 RD8 |
| | | | | | - Sub area 15, at the northern extent of Labrador, has been amended, by consistently applying the Medium density residential zone and a 26 metre building height to the entire sub area.
| | | | | | - This sub area 15 is located along Brisbane road as a key feeder road into the Gold Coast coastal strip from the north. This area is also located in a very walkable catchment with majority being less than 400 metre to high frequency public transport and the Broadwater.
| | | | | | - Residential density recalibrated in accordance with project methodology, refer to Section 5.4 of the report.
16 | #54 #115 #769 #1124 | Medium 9 13.5 RD3 | Low-Medium 12 RD5 |
| | | | | | - The building height of sub area 17, at the norther extent adjoining Brisbane Road, has been reduced from 26 metres to 17 metres, recognising the location of this sub area and provides a transition in built form outcomes from surrounding areas.
| | | | | | - The zoning, building height and residential density in sub area 16 has been reduced to Low-medium density residential, a 9 metre building height and a RD4A residential density allocation. This change reflects the location of this sub area and provides a transition in built form outcomes from surrounding areas.
17 | #1 #147 #156 #317 #891 | Medium 9 13.5 RD3 | Medium 26 RD8 |
| | | | | | - The building height of sub area 17, at the norther extent adjoining Brisbane Road, has been reduced from 26 metres to 17 metres, recognising the location of this sub area and provides a transition in built form outcomes from surrounding areas.

### Southport West

| Sub Area | Public Submissions ID’s | City Plan Version 7 | Our City Our Plan (Round 1) | Our City Our Plan (Round 2) | Analysis regarding sub area |
---|---|---|---|---|---
1 | #78 #117 #194 #360 #436 #540 #601 #612 #615 #622 #695 #720 #770 #799 #919 #948 #1288 #1291 #1293 | Low 9 N/A RD1 | Low-Medium 12 N/A | Low-Medium 16 RD5 |
| | | | | | - This sub area was identified with an existing low rise dwelling outcome and therefore the proposed changes of 16m are to reflect the sub areas location to the surrounding context including, the Gold Coast CBD, employment opportunities on Ferry road and connectivity to open space including Ron Short Park, Keeraba Park and Ward Park.
| | | | | | - The changes will support gentle and modest housing choice outcomes within the sub area, whilst providing an appropriate built form transition to sub areas within increased building height to the immediate north.
| | | | | | - It is noted that under the current City Plan there is opportunity for some properties to achieve 22.5m in building height and therefore this amendment will give greater certainty regarding planning building height outcomes within the sub area.
2 | #721 #771 #806 | Medium 15 22.5 RD4 | Medium 16 RD5 |
| | | | | | - There are no changes proposed in sub area 2 in relation to residential density or zoning from the round 1 consultation.
| | | | | | - Based on the project methodology, a consistent building height has been applied to the sub area. This is supported given the sub areas close proximity to Ward park and key transport corridors.
3 | #161 #220 #305 #624 #377 #378 #604 #629 #634 #927 #928 #934 #1286 | Medium 23 34.5 RD5 | Medium 26 RD8 |
| | | | | | - Residential density recalibrated in accordance with project methodology, refer to Section 5.4 of the report.
| | | | | | - There were no submissions received specifically in relation to this sub area.
| | | | | | - However as a result of finer grain ground truthing, it was identified that due to the locational attributes directly adjacent to the Light Rail, there was an opportunity to increase the building height from 26m to 33m and...
### Agenda

#### City Plan Version 7

<table>
<thead>
<tr>
<th>Sub Area</th>
<th>Public Submissions ID's</th>
<th>Our City Our Plan (Round 1)</th>
<th>Our City Our Plan (Round 2)</th>
<th>Analysis regarding sub area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Zone</td>
<td>Height</td>
<td>+50%</td>
</tr>
<tr>
<td>5</td>
<td>#28</td>
<td>Medium</td>
<td>23</td>
<td>34.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>#14 #28</td>
<td>Low</td>
<td>9</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>#14 #28</td>
<td>Low</td>
<td>9</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
<td>Medium</td>
<td>9</td>
<td>13.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>#102 #726 #727 #760 #796 #798 #810 #825</td>
<td>Medium</td>
<td>9</td>
<td>13.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td>Medium</td>
<td>9</td>
<td>13.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td></td>
<td>Low</td>
<td>9</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>#97</td>
<td>Low</td>
<td>9</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td></td>
<td>Low</td>
<td>9</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>#892 #893</td>
<td>Low</td>
<td>9</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>#70 #137 #226 #227 #388 #391 #392 #419 #545 #622 #783 #790 #807 #978 #1278</td>
<td>Low</td>
<td>9</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sub Area</td>
<td>Public Submissions ID's</td>
<td>City Plan Version 7</td>
<td>Our City Our Plan (Round 1)</td>
<td>Our City Our Plan (Round 2)</td>
</tr>
<tr>
<td>----------</td>
<td>------------------------</td>
<td>--------------------</td>
<td>----------------------------</td>
<td>----------------------------</td>
</tr>
<tr>
<td></td>
<td>Zone Height Height +50% Density</td>
<td>Zone Height Density</td>
<td>Zone Height Density</td>
<td>Zone Height Density</td>
</tr>
<tr>
<td>16</td>
<td>Low 9 N/A N/A N/A</td>
<td>Low-Medium 12 RD5</td>
<td>Low-Medium 12 RD5</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Low 9 N/A N/A N/A</td>
<td>Low-Medium 16 RD5</td>
<td>Low-Medium 16 RD5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Medium 13.5 RD3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>#390 #414 #795 #601 #813</td>
<td>Low 9 N/A N/A Low-Medium 12 RD5</td>
<td>Medium 17 RD6</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Low 9 N/A N/A Medium 26 RD8</td>
<td></td>
<td>Medium 17 RD6</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Appendix B: Neighbourhood Element Overlay Code and Map
8.2.14 Neighbourhood elements overlay code

8.2.14.1 Application

This code applies to assessing any Material change of use or Reconfiguring a lot where indicated as assessable development 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.

8.2.14.2 Purpose

(1) The purpose of the Neighbourhood elements overlay code is to create attractive, leafy, connected and varied residential neighbourhoods, within the neighbourhood element area(s) shown on the Neighbourhood elements overlay map.

(2) The purpose of the code will be achieved through the following overall outcomes:

Responsive

(a) Development demonstrates the following neighbourhood qualities:

(i) articulated, human scale and attractive built form creating an attractive place to live;

(ii) high quality landscaped frontages contributing to a leafy streetscape; and

(iii) no tower bases.

(b) The Traditional residential area as identified on the Neighbourhood Elements Overlay Map:

(i) consist of Dwelling houses and/or Home based businesses;

(ii) retains the existing subdivision pattern and lot sizes; and

(iii) where involving new dwellings or extension to existing dwellings, the design is sympathetic with the architectural style and materiality within the street.

Connected

(c) Development creates a well-connected, legible and convenient pedestrian network within the neighbourhood by delivering and maintaining publicly accessible cross block links as identified on the Neighbourhood elements overlay map.

(d) The proposed cross block links:

(i) incorporate high-quality finishes and materials;

(ii) have a well-defined street presence;

(iii) are designed to maximise safety; and

(iv) promote way finding.

(e) Where adjoining a cross block link, development is setback and designed to provide an attractive and human scale interface and opportunities for casual surveillance.

(f) Where adjoining public open space, development is designed to provide an attractive and human scale interface and provide opportunities for casual surveillance.

Engaged

(g) Where green streets are identified on the Neighbourhood elements overlay map, development:

(i) contributes to a pedestrian-friendly environment and effectively engages with the street to create an attractive interface between buildings and the streetscape;

(ii) provides high-quality landscaping that contributes to the desired leafy landscape qualities of the street; and

(iii) has servicing, access and parking arrangements which enables the desired continuity of the green street by ensuring these areas are adequately screened.

Subtropical
(h) To achieve a leafy neighbourhood, development retains existing street trees, or provides new shade trees in the verge to enhance shade tree cover.

**Attractive**

(i) Where gateway sites are identified on the [Neighbourhood elements overlay map](#), development:

(1) creates a sense of arrival to the neighbourhood;
(2) connects to the streetscape, with a permeable and legible built form, that increases the quality, scale and useability of the streetscape;
(3) incorporates landscape elements integrated into the built form; and
(4) exhibits subtropical architectural design, modulation and articulation.

(j) Where corner sites and water crossings are identified on the [Neighbourhood elements overlay map](#), development emphasises the corner or water crossing through attractive built form, materials and abundant landscaping and to support pedestrian accessibility in the neighbourhood.

### 8.2.14.3 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 8.2.14-1: Neighbourhood elements overlay code – for assessable development**

<table>
<thead>
<tr>
<th>Performance outcomes</th>
<th>Acceptable outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Planned neighbourhood qualities</strong></td>
<td></td>
</tr>
<tr>
<td><strong>PO1</strong> Development demonstrates the following neighbourhood qualities:</td>
<td><strong>AO1</strong> No acceptable outcome is provided.</td>
</tr>
<tr>
<td>(a) articulated, human scale and attractive built form creating an attractive place to live;</td>
<td></td>
</tr>
<tr>
<td>(b) high quality landscaped frontages that positively contribute to the streetscape; and</td>
<td></td>
</tr>
<tr>
<td>(c) no tower bases.</td>
<td></td>
</tr>
<tr>
<td><strong>Traditional residential areas</strong></td>
<td></td>
</tr>
<tr>
<td><strong>PO2</strong> Development, within the traditional residential area as identified on the <a href="#">Neighbourhood elements overlay map</a>:</td>
<td><strong>AO2</strong> No acceptable outcome is provided.</td>
</tr>
<tr>
<td>(a) reinforces the predominant architectural style of the street, with particular regard to 1900s Queensland-style high set homes and 1950s and 1960s residential bungalows;</td>
<td></td>
</tr>
<tr>
<td>(b) only consist of Dwelling houses and/or Home based business to protect its existing and future character;</td>
<td></td>
</tr>
<tr>
<td>(c) reduces the visual dominance of garages; and</td>
<td></td>
</tr>
<tr>
<td>(d) retains the existing subdivision pattern and lot sizes.</td>
<td></td>
</tr>
</tbody>
</table>

**Cross block links**
**PO3**
Cross block links, identified on the **Neighbourhood elements overlay map**:

- (a) create a well-connected, legible and convenient pedestrian network;
- (b) are publicly accessible;
- (c) have a well-defined street presence;
- (d) are designed to maximise safety;
- (e) promote way finding; and
- (f) have an attractive and human scale development interface, setback to achieve openness within the cross block link.

**AO3.1**
Where the development site spans the 2 streets to be connected, identified on the **Neighbourhood elements overlay map**, cross block links are provided which:

- (a) are publicly accessible spaces;
- (b) are 3.5 metres as an overall width;
- (c) include a minimum unobstructed pavement width of 2.5 metres;
- (d) are straight, allowing for clear sight lines from end-to-end;
- (e) have a well-defined street presence;
- (f) are effectively signed and assist in way-finding; and
- (g) incorporate design measures to maximise pedestrian safety.

**AO3.2**
Where the development site does not span 2 streets to be connected, identified on the **Neighbourhood elements overlay map**, development is sited and designed so that buildings, structures, infrastructure, services or utilities are not located within the 3.5 metre wide area required for the future cross block link.

**AO3.3**
Development is sited and designed so buildings and structures are setback from the edge of the land required for the cross block link by a minimum of half the relevant setback specified in the applicable zone code.

*Editor’s Note: The relevant setback is either the side or rear setback specified by the zone code, based on the location of the cross block link and the context of the site.*

**PO4**
Development is orientated and designed to maximise the opportunities for casual surveillance of cross block links.

**AO4**
No acceptable outcome is provided.

**PO5**
Services, bin collection and car parking areas are not sited to adjoin a cross block link.

**AO5**
No acceptable outcome is provided.

**Public open space interface**

**PO6**
Where adjoining the Open space zone, development is orientated and designed to:

- (a) provide an attractive and human scale interface to public open space;
- (b) maximise the use of the public open space; and
- (c) promote passive surveillance of the public open space.

**AO6**
No acceptable outcome is provided.

**Green streets**

**PO7**
Where green streets are identified on the **Neighbourhood elements overlay map**, development:

- (a) accommodates spaces for use and occupation by people at the ground level;
- (b) has a recognisable pedestrian entrance, which defines the threshold between public and private space;

**AO7.1**
Where green streets are identified on the **Neighbourhood elements overlay map**, the ground level of development:

- (a) has a minimum 30% of the frontage to the green street glazed or with operable openings to promote visual permeability;
- (b) incorporates at least 1 pedestrian entry/exit to each use along the green street;
(c) reinforces the desired leafy streetscape through landscaping;
(d) uses high-quality and visually interesting materials;
(e) avoid obstruction or interruption of pedestrian movement from vehicle access driveways, loading bays or service and manoeuvring areas;
(f) ensures vehicle crossovers and driveways are not provided on green streets unless there are no other alternative vehicle access points to the premises; and
(g) ensures services, utilities, parking and loading areas are adequately screened to enable the continuity of the green street.

(c) has a minimum of 2m wide landscaping along 50% of the green street frontage, with shade trees (greater than 2.3m) and low-level planting (under a height of 1m); and
(d) incorporates a highly articulated walls to the green street, avoiding long uninterrupted blank walls.

### Landscaping and street trees

**PO8**

Development ensures that existing street trees are retained or new street trees are planted to create leafy streetscapes that provide shade.

**AO8.1**

Existing street trees are retained.

**AO8.2**

Development provides new street trees in accordance with SC6.12 City Plan policy – Landscape work.

### Gateway sites

**PO9**

Development on gateway sites, identified on the Neighbourhood elements overlay map, provides a prominent visual focus by:

(a) creating a sense of arrival to the neighbourhood by marking a node, an intersection or major connection point in the city;
(b) connecting to the streetscape, with a permeable and legible built form, that increases the quality, scale and useability of the streetscape;
(c) incorporating landscaping elements; and
(d) exhibiting subtropical architectural design, modulation and articulation.

**AO9**

No acceptable outcome is provided.

### Corner sites and water crossings

**PO10**

Development on corner sites or water crossings, identified on the Neighbourhood elements overlay map:

(a) is designed to reflect a key node, intersection or connection point in the neighbourhood;
(b) promotes pedestrian accessibility by ensuring good visibility and avoiding barriers to movement; and
(c) emphasises the corner or water crossing through building form, architectural design, palette of materials and landscaping.

**AO10**

No acceptable outcome is provided.
Appendix C: Table of Assessment Extract – Table 5.10.17
Neighbourhood elements overlay
Table 5.10.17: Neighbourhood elements overlay

<table>
<thead>
<tr>
<th>Zone</th>
<th>Development</th>
<th>Categories of development and assessment</th>
<th>Assessment benchmarks and required outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Neighbourhood elements overlay map</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>All zones</strong></td>
<td>Any material change of use n.e.i (excluding a Dwelling house or a Dual occupancy) on land located in a ‘Neighbourhood element area’ as identified on the Neighbourhood elements overlay map</td>
<td>No change to the categories of development and assessment</td>
<td>Neighbourhood elements overlay code</td>
</tr>
<tr>
<td></td>
<td>Any reconfiguration of a lot on land located in a ‘Traditional residential area’ as identified on the Neighbourhood elements overlay map</td>
<td>No change to the categories of development and assessment</td>
<td>Neighbourhood elements overlay code</td>
</tr>
<tr>
<td></td>
<td>Any material change of use on land located in a ‘Traditional residential area’ as identified on the Neighbourhood elements overlay map</td>
<td>Code assessment if provisionally made accepted or accepted subject to requirements by another table of assessment</td>
<td>Neighbourhood elements overlay code</td>
</tr>
<tr>
<td><strong>Low-medium density residential zone and Medium density residential zone</strong></td>
<td>A material change of use for Residential activities (excluding a Dwelling house) on land located in a ‘Neighbourhood element area’ as identified on the Neighbourhood elements overlay map where:</td>
<td>Impact assessment</td>
<td>City Plan including: Strategic framework Any overlay code triggered by an overlay map Any other relevant code</td>
</tr>
<tr>
<td></td>
<td>(a) Site cover exceeds 50% for buildings up to 9m in height on lots equal to or greater than 400m²; or</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(b) Site cover exceeds 60% for buildings up to 9m in height on lots less than 400m²; or</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(c) Site cover exceeds 60% for buildings greater than 9m and up to 16m in height; or</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(d) Site cover exceeds 50% for buildings greater 16m in height.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>High density residential zone</strong></td>
<td>A material change of use for Residential activities (excluding a Dwelling house) on land located in a ‘Neighbourhood element area’ as identified on the Neighbourhood elements overlay map where:</td>
<td>Impact assessment</td>
<td>City Plan including: Strategic framework Any overlay code triggered by an overlay map Any other relevant code</td>
</tr>
<tr>
<td></td>
<td>(e) Site cover exceeds</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(f)</td>
<td>Site cover exceeds 70% for buildings up to 9m in height on lots less than 400m²; or</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(g)</td>
<td>Site cover exceeds 60% for buildings greater than 9m and up to 16m in height; or</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(h)</td>
<td>Site cover exceeds 50% for buildings greater than 16m and up to 33m in height; or</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(i)</td>
<td>Site cover exceeds 40% for buildings greater than 33m and up to 55m in height; or</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(j)</td>
<td>Site cover exceeds 30% for buildings greater than 55m in building height.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>