ATTACHMENT O

CHANGES TO OUR CITY OUR PLAN AMENDMENT PACKAGE FOLLOWING PUBLIC CONSULTATION

Proposed amendments to Part 3 – Strategic Framework and Schedule 1 – Administrative definitions

November 2019
Part 3 Strategic framework

3.1 Introduction

(1) This strategic framework sets the policy direction for the City Plan and has a planning horizon of 2031. As the major element of the City Plan, it will help to protect and enhance the Gold Coast’s outstanding lifestyle by ensuring appropriate and sustainable development occurs within the City Plan area for the life of the City Plan.

(2) Mapping that gives essential spatial dimension to the strategic framework is included in Part 3 and Schedule 2 – Mapping.

(3) For the purpose of describing the policy direction for the City Plan the strategic framework is structured in the following way:

(a) The strategic intent;

(b) The following seven city shaping themes that play an important role in shaping future growth and managing change across the city, and collectively represent the policy intent of the City Plan:

(i) Creating liveable places;
(ii) Fostering a well-designed city;
(iii) Making modern centres;
(iv) Strengthening and diversifying the economy;
(v) Improving transport outcomes;
(vi) Living with nature and cultural places; and
(vii) Developing a safe and resilient city.

(c) The strategic outcomes proposed for development in the City Plan area for each theme.

(d) The elements that refine and further describe the strategic outcomes.

(e) The specific outcomes sought for each of the elements.

(4) Although each theme has its own section, the strategic framework is read in its entirety as the policy direction for the City Plan.

Note: The whole of the planning scheme is identified as the assessment benchmark for impact assessable development. This specifically includes assessment of impact assessable development against this strategic framework. The strategic framework may contain intentions and requirements that are additional to and not necessarily repeated in zone, overlay or other codes. In particular, the performance outcomes in zone codes address only a limited number of aspects, predominantly related to built form. Development that is impact assessable must also be assessed against the overall outcomes of the code as well as the Strategic framework.
3.2 Strategic intent

The Gold Coast is developing into a world-class city. Photograph by City of Gold Coast.

The strategic intent describes our planning vision for the Gold Coast over the coming decades. It also provides a synopsis of the framework.

The strategic intent asks the important questions that shape the strategic framework:
- What major developments will we see over the next 10 or 20 years?
- Where will we build?
- What areas will be protected?
- What will our city look like and how will it function?

3.2.1 World-class city

The Gold Coast is developing into a world-class city. This City Plan supports that development.

The city is already Australia’s largest non-capital city. As at 2016, around 577,000 residents live here and 12 million people visit every year. The city's success is underpinned by strong population growth and excellent economic opportunities, which capitalise on the City’s lifestyle and amenity values.

The Gold Coast offers an enviable lifestyle, a stunning environment and modern infrastructure that supports the city as it grows. With the population expected to increase to approximately 867,000 by 2036, the Gold Coast must build on its exceptional economic opportunities, lifestyle and environment elements and use this growth as a lever to become a prosperous, connected and liveable world-class city.

This City Plan represents a major shift from development on the city's fringe to redevelopment of urban centres and key inner-city neighbourhoods. This will achieve an orderly and economically efficient settlement pattern and ensure our existing non-urban areas, places like the hinterland ranges and foothills, are protected.

As part of this, some urban areas will be renewed and transformed thanks to investment in world-class transport infrastructure, while other urban areas will be protected to maintain their existing appearance and amenity, or business function.
The City Plan supports greater development intensity and smaller lot sizes in the city's well-serviced and highly urbanised areas while requiring lower development intensities and larger lot sizes in areas where services and infrastructure are not as advanced and to provide a transition to the city's non-urban areas.

This means the Gold Coast, as a world-class city, will mature into a diverse yet sophisticated and globally competitive economic powerhouse and lifestyle destination. It will have the benefits of all the economic opportunities presented by a world-class city, while also retaining the excellent elements that make it a great place to live.

By focusing on centres, the City Plan will support these places to mature into more vibrant and appealing urban places. Public areas will be safer and more attractive, and will be better designed for working, walking and living. Greater flexibility will support centres as they grow into mixed use employment areas that facilitate economic growth and attract skilled workers and investment.

To achieve this, the City Plan designates a hierarchy of centres. Planning for these centres will depend on their current functions and what we want them to be in the future. This removes the risk of duplicating business and community facilities and will ensure our centres remain prosperous, efficient and viable places that meet the needs of the community. The City Plan also plans for increased creative, lifestyle and cultural activities in centres.

Efficient access and connectivity is essential to any world-class city. Ignoring traffic congestion will cost the Gold Coast in terms of lower productivity, lost time, higher vehicle and air pollution costs and will impact the city's community health and attractive lifestyle. The avoidable costs of congestion have been quantified by the Bureau of Transport and Regional Economics (2007) to exceed $3 billion per annum for the Brisbane and the Gold Coast area by 2020.

The Gold Coast cannot build its way out of congestion. We simply do not have room to accommodate the forecast increase in road use over the next 10 to 20 years. The city needs a suite of transport options that will lessen the role of private cars. Unless a paradigm shift occurs to the way in which we use our road infrastructure, the prosperity and liveability of the Gold Coast will be jeopardised.

As a world-class city, the Gold Coast will have an efficient transport system that reduces congestion. Our vision involves 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 city-wide options that connect our centres with efficient public transport.

As we grow, we need to plan for all households so that privately owned, rental and socially rented housing options are available in well located places. This requires planning for housing that is affordable, attractive and diverse with convenient access to transport, employment, community, recreation and other services.

Affordable living opportunities – where affordability comprises the initial and ongoing costs of housing including transport and maintenance – are a strong focus of this City Plan and will be planned for by:

(a) increasing housing choice across the city;
(b) ensuring housing is appropriate to the context of the place, whether urban, suburban or rural; and
(c) tailoring the city's shape, transport systems, employment lands, community facilities, neighbourhoods and homes to attain affordable lifestyles over the long term.

A strong focus on cultural heritage also forms a vital element of any world-class city. The Gold Coast values its cultural heritage: our places, buildings, landscapes, artefacts, memorabilia or stories told by our pioneers. Conserving important cultural heritage buildings and places will maintain our rich diversity and unique Gold Coast character. Heritage tourism will in turn support our City's economy. A practical approach to heritage conservation will provide greater opportunities for adaptive re-use of heritage places where this retains their heritage value.

Our City's urban design and architecture is world-class and our iconic skyline is internationally recognised. As we become a world-class city, well designed buildings and places will continue to reinforce local identity and sense of place, and provide places that are attractive, functional, safe and accessible, while supporting social diversity and cultural expression. The Gondwana Rainforest World Heritage Area, being the Springbrook and Lamington National Parks, and Ramsar listed wetlands (comprising the islands and waters of Southern Moreton Bay) are outstanding examples of ongoing ecological and biological processes and the world's natural and cultural heritage. The Gold Coast's internationally recognised areas and other natural landscapes, including its matters of environmental significance and physical features, help define our city. As our city continues to grow, we will value and protect these assets and our precious water resources.
In advancing these outcomes, this City Plan takes a fresh approach to the role of planning regulation, containing clear development requirements and prioritising the regulatory effort on those outcomes that matter most to the future economic productivity and prosperity and liveability of the Gold Coast.

3.2.2 City shape and urban transformation

The Gold Coast is a linear city surrounded and penetrated by a green, gold and blue framework. The city’s settlement pattern has been shaped by physical attributes – the coast, waterways and hinterland – and road and rail routes. These forces will continue to shape the city and the types and roles of places within it.

The Gold Coast’s city shape (or settlement pattern) is made of the following:

(a) The urban area, comprising the following places:
   (i) Mixed use centres;
   (ii) Specialist centres;
   (iii) Neighbourhood centres;
   (iv) Industry and business areas;
   (v) Urban neighbourhoods;
   (vi) Suburban neighbourhoods;
   (vii) New communities;
   (viii) Merrimac/Carrara flood plain special management area; and
   (ix) Townships.

(b) The non-urban area, comprising the following places:
   (i) Natural landscape areas;
   (ii) Rural production areas;
   (iii) Rural residential areas; and
   (iv) Inter-urban break.

Note: The city’s urban and non-urban areas are identified on strategic framework map 1.

Note: The city’s settlement pattern is identified on strategic framework map 2.

Note: Extractive resource and government infrastructure areas occur within urban and non-urban places.

The Gold Coast needs around 130,000 new dwellings and 150,000 new jobs to support population growth over the next 20 years. Because the Gold Coast’s urban areas (as shown on strategic framework map 1) will not significantly expand, the majority of these dwellings (around two-thirds) will occur in the consolidation area, particularly in renewed and transformed centres and key inner-city urban neighbourhoods. The remaining one-third of new dwellings will occur in the expansion area, particularly in the urban areas (as shown in strategic framework map 1) of Coomera, Pimpama and Upper Coomera.

Note: Not all land in the consolidation or expansion areas are suitable for urban development. The locations of consolidated areas and expansion areas are suitable for urban development. The locations of consolidated areas and expansion areas are outlined in strategic framework map 9.

Urban renewal and transformation will see an intentional city shape emerge. Growth and development will be concentrated in an integrated network of well serviced urban places – places with good access to public transport, services and infrastructure assets, or places where improvements to public transport provide a catalyst for mixed use development and higher density living. Our city shape will be characterised by a diversity of well-connected, liveable urban places and business efficiency and productivity. Avoiding sprawl outside our urban areas will protect our world-class environment and spectacular scenic amenity and help to ensure our investment in public infrastructure is environmentally and financially sustainable.

Mixed use centres and specialist centres, urban neighbourhoods and the light rail urban renewal area - places like Southport CBD, Surfers Paradise and Broadbeach and their surrounding urban neighbourhoods and urban renewal corridors - will be targeted for renewal and transformation. These places will become more compact, interesting, connected and active.

Development intensity in the city’s urban area will generally increase to align with improved public transport services and the augmentation of essential infrastructure networks. The city’s integrated transport system will be the centrepiece of how we manage the city’s growth, providing new transport choices, trends and patterns, spearheaded by the light rail line initially between the Gold Coast Health and Knowledge Precinct.
and Broadbeach and a rapid bus network. The light rail will be a catalyst to transform the city into a highly connected, compact city with vibrant centres, specialist precincts and urban renewal corridors (refer Figures 1 and 2).

**Figure 1**
Urban transformation. Our city will transform into a highly connected, compact city with a focus on vibrant centres, specialist precincts and connecting high frequency public transport corridors as a model for growth.
Figure 2
Urban transformation. The light rail urban renewal area will be a cohesive corridor of distinctive, high quality urban environments that optimises accessibility to light rail services and economic development opportunities. Not all areas will accommodate medium to supertall building height.

We will continue investigating the extension of the light rail network to places like Burleigh Heads, Robina, Bundall, The Spit, and the Gold Coast Airport. These areas will be serviced with bus services until then. Further, while we are investigating extending the light rail network to a range of other places, until these investigations are undertaken and any amendments to City Plan are completed, the scale and intensity of development is to remain consistent with what is currently planned.

The Light Rail Stage 3A corridor is identified on Strategic framework map 2 – settlement pattern. The built form and development intensity in the Light Rail Stage 3A corridor will be a distinct shift from Southport, Surfers Paradise and Broadbeach. Future development will reinforce the unique built and natural features of the Light Rail Stage 3A corridor and respond to the established character of the relaxed coastal communities. Land within the Light Rail Stage 3A corridor will be investigated for land use opportunities and constraints. Until these investigations are undertaken and any amendments to City Plan are completed, the scale and intensity of development is to remain consistent with what is currently planned.

The greatest degree of vibrancy and social and economic activity in the city will occur in centres that support high frequency public transport hubs like Southport CBD, Surfers Paradise, Broadbeach, Robina and Coomera. As local amenity changes and improves, housing will become a major land use in these centres. Car sharing schemes, walking and cycling will in turn become more prevalent and pedestrians will be the priority. Other centres will also grow and accommodate housing, especially those serviced by high frequency public transport with good access to other essential infrastructure.
Retail and commercial activities, including large format retail, will be sensitively placed within buildings that integrate with the streetscape, recognising this may include combinations of internal malls and external street fronts as appropriate responses. This will make our mixed use centres more liveable by maximising street life, safety, pedestrian activity and a vibrant day and night time economy. Reducing car parking in areas supported by high frequency public transport can encourage centres dominated by internalised shopping centres or isolated from street edges to transform into more traditional downtown urban centre formats with improved local amenity. Smarter travel and land use patterns will then facilitate sustainable travel choices (refer Figure 3a-c).
While public transport investment will offer enormous potential for some areas to be renewed, building height and form will continue to vary across the city, including areas where building heights are planned to change abruptly to achieve a deliberate and distinct contrast in built form. This will reinforce community identity, create a sense of place, support housing choice and affordability and reflect the city’s different places and spaces.

The city’s supertall buildings will continue to be located in Southport, Surfers Paradise (excluding Chevron Island) and Broadbeach, enhancing the city’s iconic skyline views and building towards our status as a world-class city. Outside the supertall height category areas, low-medium to tall building heights will be concentrated in mixed use centres and specialist centres to reinforce urban legibility, centre identity and sense of place.

Outside mixed use or specialist centres, low-medium to high building heights will continue to be accommodated in urban neighbourhoods.

In suburban neighbourhoods and townships, a low building height will be maintained and protected.

This City Plan encourages the growth and expansion of the city’s network of ‘small-scale’ neighbourhood centres, recognising these places can deliver cohesive and liveable neighbourhoods. As this network increases, most urban households will be within walking distance of a neighbourhood centre, allowing independence for those who do not or choose not to drive and creating local economic activity (refer Figure 4).
The growth and expansion of the city’s network of neighbourhood centres is planned to occur in:

(a) Urban neighbourhoods;
(b) Suburban neighbourhoods;
(c) New communities;
(d) Merrimac/Carrara flood plain special management area;
(e) Townships; and
(f) Industry and business areas (specifically general and marine industry areas).

Figure 4
Urban transformation. From a network of larger centres with broad, drive-up catchments, we will move to a network of neighbourhood centres based on walking catchments, with larger centres continuing to provide higher order goods and services.

The City Plan will change how development is regulated in the city’s industrial areas and strategic government and non-government owned infrastructure sites and facilities. This will promote efficient and sustainable use of these scarce and economically important areas and ensure that residential or other sensitive uses do not adversely impact their safe and optimal operations. Similarly, these areas, sites and facilities will not establish or intensify in areas where this would cause unacceptable environmental harm or nuisance to nearby sensitive places.

New communities will be well-designed and planned to meet housing, lifestyle and sustainability aspirations while making an orderly and efficient use of this finite and infrastructure intensive resource. The delivery of new communities will be sequenced with provision of essential infrastructure and services, including neighbourhood centres, public transport stops and local community facilities.

In suburban neighbourhoods and townships, better opportunities for home businesses and low intensity development will support residents’ lifestyles, changing housing needs and affordability. These changes will be in keeping with the existing scale, intensity, amenity and character of local areas, in particular their planned low building height form. New neighbourhood centres will provide access to day-to-day goods and services, business opportunities and neighbourhood focal points.

How we live with nature and choose to live with the threat of natural hazards also shapes our city. Non-urban places, including natural landscapes, the inter-urban break, rural residential and rural production areas, make up nearly two-thirds of our city area. These places will remain critical to our liveability and economy and will continue to provide a strong green frame to the city’s urban areas. The City Plan will protect these
places from inappropriate development and support small-scale opportunities for diversification where consistent with this protection.

The city’s green space network will continue to provide for the nature conservation, scenic amenity and recreation needs of the city across private and public land. The City Plan will ensure development within this network enhances the natural environment and strengthens the Gold Coast’s internationally acclaimed biodiversity and World Heritage areas. We will continue to conserve precious coastal environments and waterways, recognising their world-class ecological, economic and recreational value.

The City Plan focuses on how we live with our city’s existing bushfire, flooding, landslip and coastal hazards as these risks are expected to become more prevalent. Around a quarter of the city’s urban area is flood affected and it is globally recognised as a coastal city. Development will only occur in areas where it is compatible with an acceptable level of risk associated with these natural hazards.

3.2.3 Globally competitive economy

A strong and diverse economy is critical to the city’s future growth and prosperity as an international location of choice for businesses, residents and visitors. As a world-class city, the Gold Coast will be recognised globally for its unique lifestyle, talented people, its innovation and entrepreneurial culture. To achieve this, we must drive job creation, grow emerging industries and build business and investor confidence.

Traditionally, the city’s economic prosperity has been driven by population growth, a strong tourism industry and a local business focus across industries such as construction, retail and services. This employment mix and its dispersed geography have impacted productivity. While major investment in traditional sectors will remain important, and long standing sectors like resource extraction and agriculture will be protected, the Gold Coast must increase levels of employment in businesses focused on external markets.

The City Plan aims to help shift the economy to sectors that focus on productive and knowledge intensive activity, connectivity and economic density. This will lift the city’s competitiveness, increase employment opportunities and attract new talent, wealth and investment. A diversified economic base will allow us to compete in regional, national and global economies.

The City Plan will protect existing business and economic areas and provide capacity for expansion and growth of business and economic development and investment into the city by:

(a) establishing Southport as the Gold Coast’s CBD;

(b) planning for smarter travel and land use patterns that support an accessible, well connected city – supporting higher density and business clustering, movement of people, goods and freight and promoting access to jobs, education, business opportunities, supply chains and export markets;

(c) promoting and facilitating knowledge, innovation and commercialisation activities in the city’s Research Triangle, including Griffith University/Gold Coast Health and Knowledge Precinct, Bond University/Varsity Central and the Southern Cross University/Gold Coast Airport;

(d) supporting increased business, new industries and tourism uses in appropriate places and keeping regulation in these places to a minimum;

(e) providing access to a network of innovation and co-working facilities and larger scale operations in well serviced centres; and

(f) supporting small and emerging businesses through refined home business rules and encouraging their transition to larger scale operations in well serviced employment centres.

The key regional (including Southport as the city’s only Central Business District), principal, major and specialist centres and industry and business areas will be the prime locations for new business clusters supporting agglomeration economies. New specialist precincts will emerge in these locations boosted by public and private investment.

Opportunities such as the 2018 Commonwealth Games will give the city a global advantage to focus on economic opportunities across advanced business services and sectors including health, education, sport and information and communications technology (ICT). These opportunities must be supported by the provision of strategically located attractive enterprise business environments.

We will investigate extensions to the light rail network, new light rail urban renewal areas and land use opportunities and constraints in the city’s agricultural cane lands, including the suitability of an area for use as a tourism-related adrenalin precinct. Opportunities for airport support services and tourist accommodation near the Gold Coast Airport will also be investigated to further advance economic productivity and prosperity.
The Spit is an iconic coastal landform that contributes to the Gold Coast’s globally competitive economy. New tourism, recreation and leisure experiences connect the community and visitors with the landscape and marine environment. Queensland Government’s The Spit Master Plan, developed through community consultation, establishes a shared vision for the long term development for The Spit. The Spit Master Plan area is comprised of seven precincts to provide greater certainty to the community and industry about the mix of uses, development intensity and intended character of development on The Spit. The Spit Master Plan also includes maximum building heights which are reflected on the Building height overlay map. The Spit is being investigated for a future cruise ship terminal within Philip Park. The Spit Master Plan can be found at www.qld.gov.au/thespit.

### 3.2.4 The strategic framework structure

Supporting our strategic intent to become a world-class city, our strategic framework is structured around seven city shaping themes which set the policy direction for growth and development in the city to 2031. These themes are:

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<td>Coastal, wetland and watercourse areas</td>
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3.3 Creating liveable places

Photograph 3.3-1
Example of a liveable place which provides housing choices and diverse lifestyle opportunities located in Paradise Point. Photograph by John Mills.

3.3.1 Strategic outcomes

(1) Urban activity is contained within the city’s urban area.

(2) The Gold Coast’s settlement pattern provides housing choices and diverse lifestyle opportunities in mixed use centres and specialist centres, neighbourhood centres, urban neighbourhoods, suburban neighbourhoods, new communities, and rural residential and township areas. Limited opportunities also exist in the Merrimac/Carrara flood plain special management area.

(3) Affordable housing or entry level priced housing meets the needs of low to moderate income households, and purpose-built adaptable housing and accommodation meets the needs of seniors, people with disabilities, students and people in need of emergency accommodation. These forms of housing are located close to facilities, services, public transport, employment and essential infrastructure.

(4) High intensity urban activity optimises land well-serviced by public transport, infrastructure and community facilities and provides mixed use centres and specialist centres and urban neighbourhoods with improved amenity.

(5) Mixed use centres; specialist centres; and urban neighbourhoods support urban consolidation and higher intensity development as the city continues to change and grow.

(6) Neighbourhood design maximises walking and cycling and improves access by providing local community facilities and services, public transport and jobs close to homes. Socially diverse and inclusive communities accommodate all ages, income groups and cultural backgrounds.
(7) Urban neighbourhoods accommodate a diverse and well-connected network of urban places. Development is focused on mixed use centres and specialist centres and public transport hubs, and densities are higher in areas with high frequency public transport, community facilities and infrastructure capacity.

(8) Suburban neighbourhood areas, excluding the Sovereign Island precinct, have a low building height and are low intensity residential environments to maintain local character.

(9) The Sovereign Island precinct has a building height which does not exceed the Building height overlay map, and is characterised by Dwelling houses and/or Home based businesses.

(10) New communities are located in the urban area to achieve an orderly and efficient use of land and deliver a mix of housing forms. They are supported by social and essential infrastructure, an appropriate range of goods and services and employment opportunities, and active and public transport.

(11) Light Rail Stage 3A provides an opportunity to accommodate appropriate housing and jobs serviced by high frequency public transport within sensitive coastal communities whilst protecting significant natural features. Land within the Light Rail Stage 3A corridor will be investigated for land use opportunities and constraints. Until these investigations are undertaken and any amendments to City Plan are completed, the scale and intensity of development is to remain consistent with what is currently planned.

(12) The Merrimac/Carrara flood plain special management area retains its appearance as a significant, largely undeveloped remnant of the Nerang River flood plain system. Limited opportunities for low-to-medium intensity residential and tourism related development exist in the least flood affected and environmentally sensitive areas. This development may have up to a medium building height.

(13) Townships have a low building height and are low-intensity urban and semi-rural environments to maintain the village character.

(14) Rural residential areas are very low intensity and low building height environments with a semi-rural landscape character and protected natural features. They are not expanded.

Note: The city’s urban and non-urban areas are conceptually shown on strategic framework map 1.

Note: The city’s settlement pattern is conceptually shown on strategic framework map 2.
3.3.2 Element – Urban neighbourhoods

Photograph 3.3.2-1
Example of an urban neighbourhood which offers housing choices and high amenity located in Paradise Point. Photograph by John Mills.

3.3.2.1 Specific outcomes

All urban neighbourhoods

(1) Urban neighbourhoods are compact, well-designed and pedestrian-friendly, offer housing choice and high amenity and provide access to facilities, services, public transport, employment and essential infrastructure.

(2) Urban neighbourhoods are generally located on or near high frequency public transport corridors served by light rail or high frequency bus.

Note: Some corridors have a specialised employment focus or are unsuited to intensive residential development, including general industry areas that front corridors served by light rail or high frequency bus.

(3) Certain locations not within or near high frequency public transport corridors reflect long-term locations of low-medium, medium and high density development and have the potential for increased public transport services.

(4) The intensity of development in urban neighbourhoods transitions between zones as follows:

(a) the Low-medium density residential zone accommodates a range of lot sizes and dwelling types including traditional housing, small lot housing, dual occupancies, soho housing, townhouses, terrace housing and apartments;

(b) the Medium density residential zone accommodates a range of lot sizes and dwelling types, including townhouses, terrace housing and apartments; and

(c) the High density residential zone mostly accommodates apartments.
(5) Adaptable housing that responds to changing lifestyle choices and lifecycle needs of residents is integrated within urban neighbourhoods.

(6) Urban neighbourhoods have a public transport hub, community facility, park or mixed use centre, specialist centre or neighbourhood centre as their focal point.

(7) Streets are characterised by high-quality walking and cycling paths, street trees and local streets for shared car and bike use. A legible built form and network of interconnected thoroughfares make it easy to get around.

(8) The Building height overlay map shows the building height pattern and desired future appearance for local areas within urban neighbourhoods. This map also shows areas where building heights change abruptly to achieve a deliberate and distinct contrast in built form.

(9) Increases in building height up to a maximum of 50% above the Building height overlay map may occur in limited circumstances in urban neighbourhoods where all the following outcomes are satisfied:

(a) the development is not located within the Low-medium density residential zone;

(b) The development is not located within The Spit Master Plan height sensitive area, as identified on the Building height overlay map;

(c) the development is not within a neighbourhood element area, as identified on the Neighbourhood elements overlay map;

(d) a reinforced local identity and sense of place;

(e) a well managed interface with, relationship to and impact on nearby development, including the reasonable amenity expectations of nearby residents;

(f) a varied, ordered and interesting local skyline;

(g) an excellent standard of appearance of the built form and street edge;

(h) housing choice and affordability;

(i) protection for important elements of local character or scenic amenity, including views from popular public outlooks to the city’s significant natural features;

(j) deliberate and distinct built form contrast in locations where building heights change abruptly on the Building height overlay map; and

Note: Where the Building height overlay map shows both storeys and metres, the lesser of the two shall apply, and any fraction which results from the calculations shall be rounded down to the nearest floor or partial floor.

(10) Increases in building height, beyond 50% above the Building height overlay map, are not anticipated in urban neighbourhoods.

Note: No criteria have been identified for building heights which are more than 50% above the Building height overlay map, because such increases are in conflict with City Plan.

(11) Increases in building height in urban neighbourhoods within the Low-medium density residential zone, and a neighbourhood element area, as identified on the Neighbourhood elements overlay map above the Building height overlay map, are not anticipated as these areas have a deliberate planned low-medium building height.

(12) Urban neighbourhoods are diverse and distinguished by a distinct appearance, identity and built form in each neighbourhood.
(13) Urban neighbourhoods within the Light Rail Stage 3A corridor will provide built form and development intensity that is a distinct shift from Southport, Surfers Paradise and Broadbeach. Future development will reinforce the unique built and natural features of this corridor and respond to the established character of the relaxed coastal communities. Land within the Light Rail Stage 3A corridor will be investigated for land use opportunities and constraints. Until these investigations are undertaken and any amendments to City Plan are completed, the scale and intensity of development is to remain consistent with what is currently planned.

(14) Supplies of undeveloped urban land within the Coomera Town Centre area accommodate a large percentage of the city’s planned expansion area population growth. These sites will develop as high quality new urban neighbourhoods that take advantage of their proximity to the Coomera principal centre.

Note: Urban neighbourhoods are conceptually shown on strategic framework map 2.

Note: Urban neighbourhoods are locations included in the Low-medium density residential, Medium density residential and High density residential zones. Unless stated otherwise, Urban neighbourhoods may also include locations in other zones, such as the Neighbourhood centre and Community facilities zone depending on context.

Note: Urban neighbourhoods are not locations included in the Low density residential zone.

Note: Indicative access and mobility outcomes for the Coomera Town Centre area are identified on strategic framework map 8.
3.3.3 Element – Suburban neighbourhoods

Photograph 3.3.3-1
Example of a suburban neighbourhood illustrating a low intensity residential environment with a low building height. Photograph by Remco Jansen.

3.3.3.1 Specific outcomes

(1) Suburban neighbourhoods, excluding the Sovereign Island precinct, are places for low intensity, low building height, predominantly detached housing that are planned to retain and enhance local character and amenity, despite its proximity to public transport or other services. They are less clustered and characterised by a feeling of openness, with buildings positioned in a generous landscaped setting.

(2) Built form design is responsive to the planned character.

(3) Suburban neighbourhood streets are characterised by trees and a shared use network of interconnected thoroughfares for pedestrians, cyclists and slow-moving vehicles.

(4) Detached houses on larger lots respond to site constraints or protect local character and amenity.

(5) Low intensity, dual occupancy and multiple dwellings and new lots, which are smaller than traditional lots (but not small lots), occur in suburban neighbourhoods in low concentrations where they achieve a low building height and a dispersed or gentle-scattering effect and are limited to the following:
   (a) lots with dual frontage; or
   (b) lots identified:
      (i) as having a residential density designation of RD1 or greater on the Residential density overlay map; or
      (ii) on the Minimum lot size overlay map.

(6) Aged care housing is found on lots within a 400 metre walk of high frequency public transport stops, mixed use activity or neighbourhood centres or district or regional level community facilities.

(7) Shop-top housing occurs when provided as part of a neighbourhood centre or neighbourhood store.

(8) Housing types and design blends with local character and amenity.

(9) Uses that compromise the amenity of suburban neighbourhoods, including service stations, short-term holiday accommodation, party houses, hotels or medium-to-large-scale places of worship are not established.
(10) In the Sovereign Island precinct the **Building height overlay map** is not exceeded, to maintain the existing character within the precinct. To protect the planned land use pattern on the precinct, development is limited to dwelling houses and/or home based business.

(11) Suburban neighbourhoods within the Light Rail Stage 3A corridor are envisaged to change over time to provide a future opportunity for a mix of housing and jobs in response to the investment in light rail and other infrastructure. Land within the Light Rail Stage 3A corridor will be investigated for land use opportunities and constraints. Until these investigations are undertaken and any amendments to City Plan are completed, the scale and intensity of development is to remain consistent with what is currently planned.

(12) The large lot precinct occurs in suburban neighbourhoods to identify sites with local character and amenity values. In many areas, site features contribute to this character and amenity. The precinct is characterised by detached houses on large residential lots. Fragmentation of land is not envisaged. Development appropriately manages constraints and complements the local character and amenity. Land uses are to consist of dwelling houses.

**Note:** Suburban neighbourhoods are conceptually shown on strategic framework map 2.

**Note:** Suburban neighbourhoods are locations included in the Low density residential zone. Unless stated otherwise, Suburban neighbourhoods may also include locations in other zones, such as the Neighbourhood centre and Community facilities zone depending on context.

**Note:** Suburban neighbourhoods are not locations included in the Low-medium density residential, Medium density residential and High density residential zone.
3.3.4 Element – New communities

Photograph 3.3.4-1
Example of new community development that provides a diversity of housing choices through a mix of lot sizes and variety of housing forms at Varsity Lakes. Photograph by Remco Jansen.

3.3.4.1 Specific outcomes

(1) New communities will emerge within the city’s urban area, where suitable.

(2) These areas will be an integrated part of the city’s urban fabric and support well-designed, walkable communities, focused around centres, public transport stops and community facilities.

(3) Generally new communities achieve a minimum dwelling yield of between 15 to 25 dwellings per hectare net. These yields will be higher surrounding the Pimpama mixed use centre.

(4) New communities provide a diversity of housing choices, through a mix of lot sizes and higher intensity housing forms, if they are within walking distance of a high frequency public transport stop, a major employment area, neighbourhood centre or a district and regional level community and recreation facility.

Larger lot urban housing occurs on land where services and infrastructure are not as advanced, to appropriately respond to environmental and landscape features, on steeper slopes to minimise earthworks and to provide a transition to the city’s non-urban areas.

(5) Small lot housing, dual occupancy and multiple dwellings occur in new communities in low concentrations where they achieve a dispersed or gentle-scattering effect. These dwellings are limited to the following lots where they do not adjoin existing or approved small lot housing, dual occupancy or multiple dwellings:

(a) corner lots; or

(b) lots with both street and rear lane access; or

(c) lots within a 400 metre walk of a mixed use centre or specialist centre.

(6) In the Upper Coomera (Courtney Drive) new community:

(a) urban development utilises land and infrastructure efficiently and appropriately responds to site constraints and opportunities to deliver a.

(b) an appropriate mix of Dwelling houses (including small lot housing) and Dual occupancies achieving a residential density between:
(i) 19 to 23 dwellings per net hectare, where located in sub-precinct Courtney North-east;
(ii) 13 to 17 dwellings per net hectare, where located in sub-precinct Courtney South-east; and;
(iii) 11 to 14 dwellings per net hectare, where located in sub-precinct Courtney West.

Multiple dwelling development occurs in sub-precinct Courtney North-east, where it meets the following criteria:
(i) located on flat land (1:15 slope or flatter);
(ii) located within 400m walking distance to a local recreation park required to support this new community; and
(iii) achieves a maximum density of RD2 (up to 33 dwellings per net hectare).

Multiple dwelling development in sub-precinct Courtney West and sub-precinct Courtney South-east:
(i) is designed to have the appearance of individual dwellings positioned in a generous landscaped setting; and
(ii) achieves a density consistent with that envisaged for a detached dwelling or dual occupancy development.

Yaun Creek is rehabilitated to achieve a minimum 60m wide natural green space corridor (public open space) providing an ecological connection, improved water quality outcomes and amenity for the new community.

Where located within sub-precinct Courtney South-east and sub-precinct Courtney West, development protects ecologically significant areas, restores and enhances watercourses, their buffers and other matters of environmental significance, on the southern boundary through dedication and public open space.

The transition of vacant urban land to new communities will:
(a) ensure essential infrastructure and services can be provided in a timely, cost effective and environmentally responsible manner;
(b) ensure timely and easy access to an appropriate range of goods and services, and employment opportunities, public transport and community and recreational facilities;
(c) avoid natural hazard areas, or ensure these are sensitively developed; and
(d) protect matters of environmental significance and landscape character.

The layout and design of new communities:
(a) contribute to safe, healthy and cohesive communities that reduce social isolation and promote community wellbeing;
(b) include an interconnected system of streets and open spaces that provide pleasant and comfortable walking and cycling environments and support public transport;
(c) respond to opportunities and constraints both on site and from the surrounding locality, including ecological and hydrological functions and corridors, topography, scenic amenity and landscape features, natural hazards and other factors;
(d) orientate streets and lots to support energy efficient design;
(e) enable the efficient development of adjoining land and does not accelerate, place or shift unreasonable costs of infrastructure to adjoining properties, such as recreation facilities, stormwater management facilities, roads and bridges; and
(f) achieve a high standard of urban design and safety, with dwellings and other buildings appropriately addressing all road frontages.
Figure 5

Note: New communities are conceptually shown on strategic framework map 2.

Note: New communities are locations included in the Emerging community zone.

Note: Development outcomes for other new communities will be subject to detailed site based investigations and guided by the development intent identified on the following Conceptual land use maps:

- Map 1: Gilston;
- Map 2: Broadlakes;
- Map 3: Helensvale;
- Map 4: Maudsland and Oxenford South;
- Map 5: Ormeau and Ormeau Hills;
- Map 6: Pimpama;
- Map 7: Reedy Creek;
- Map 8: Upper Coomera;
- Map 9: Worongary; and
- Map 11: Oxenford gateway.
Editor's note: A comprehensive plan of development is the preferred way to demonstrate how development proposals for new communities comply with the City Plan. SC6.5 City Plan Policy – Comprehensive plans of development set out requirements for preparing a comprehensive plan of development.

Note: Development outcomes for the Upper Coomera (Courtney Drive) new community are provided in the Emerging community zone – Upper Coomera (Courtney Drive) precinct. Refer to Emerging community zone code Figure 6.2.16-3 – Upper Coomera (Courtney Drive) precinct plan.
3.3.5 Element – Merrimac/Carrara flood plain special management area

Photograph 3.3.5-1
Aerial view of the Merrimac/Carrara flood plain special management area. Photograph by City of Gold Coast.

3.3.5.1 Specific outcomes

(1) Clustered areas of urban residential and tourism-related development occur in the least flood affected and environmentally sensitive areas of the Merrimac/Carrara flood plain special management area. Development minimises disruption to natural systems and maximises opportunities to create visually prominent green space.

(2) Development in the Merrimac/Carrara flood plain special management area only occurs if it:
   (a) maintains (or improves) the existing hydraulic and hydrological regime of the land, including flood storage, and accommodates major flood flow paths and retardation areas;
   (b) successfully manages acid sulfate soil risk to ensure the release of acid and associate metal contaminants into the environment does not occur;
   (c) achieves safe access to permanent residential uses during times of flood;
   (d) places no unacceptable risks to life or property on-site, downstream or upstream;
   (e) supports, and does not unduly burden, disaster management response or recovery capacity and capabilities; and
   (f) for major developments or where significant earthworks are proposed, improves the existing hydraulic and hydrological regime of the land and delivers a net community benefit by lessening the risks to life or property downstream or upstream.

(3) A continuous green space system remains visible from the city’s major transport routes and supports pedestrian and cycle networks, active and passive recreation areas, and other community facilities.
(4) Low-to-medium intensity residential activities may occur. This development includes a mix of housing types and may have up to a medium building height. Some pockets retain a rural residential character consistent with surrounding land.

(5) Tourism related development contains a mix of housing, tourist accommodation and facilities such as hotels and small-scale attractions and open areas for passive and active recreational uses.

(6) The layout and design of the Merrimac/Carrara flood plain special management area:
   (a) contributes to safe, healthy and cohesive communities that reduce social isolation and promote community wellbeing;
   (b) includes an interconnected system of streets and open spaces that provide pleasant and comfortable walking and cycling environments and support public transport;
   (c) responds to opportunities and constraints both on site and from the surrounding locality, including ecological and hydrological functions and corridors, topography, scenic amenity and landscape features, natural hazards and other factors;
   (d) orientates streets and lots to support energy efficient design;
   (e) enables the efficient development of adjoining land and does not accelerate, place or shift unreasonable costs of infrastructure to adjoining properties, such as recreation facilities, stormwater management facilities, roads and bridges; and
   (f) achieves a high standard of urban design and safety, with dwellings and other buildings appropriately addressing all road frontages.

Note: The Merrimac/Carrara flood plain special management area is conceptually shown on strategic framework map 2.

Note: The Merrimac/Carrara flood plain special management area is identified on Conceptual land use map 10 and is included in the Limited development (constrained land) and Sport and recreation zone.

Note: Development outcomes within the Merrimac/Carrara flood plain special management area will be subject to detailed site based investigations, and guided by the development intent identified on Conceptual Land Use Map 10: Merrimac/Carrara Flood Plain Special Management Area.

Note: Building heights and residential densities will vary across the Merrimac/Carrara flood plain, where complying with all flooding and environmental objectives for the special management area.
### 3.3.6 Element – Townships

#### 3.3.6.1 Specific outcomes

1. Townships have a low building height and are low intensity urban and semi-rural environments to maintain the village character. They have a limited population and a varying degree of urban services. Townships are:
   - Steiglitz/Cabbage Tree Point;
   - Jacobs Well;
   - Tallebudgera Township;
   - Lower Beechmont;
   - South Stradbroke Island (Tipplers Resort, Couran Cove and South Currigee);
   - Tooraneedin Township;
   - Upper Coomera; and
   - Springbrook.

2. Townships centre on a mixed use, low scale main street, often with awnings over the footpath. The eclectic mix of uses includes shops, halls, churches, schools, industry, parks and housing bound by the character of the street and the buildings. Non-residential uses are located in the business core of the township.

3. Townships benefit from local community facilities but rely on mixed use centres for higher-order goods and services.

4. Townships contain a range of low building height, low intensity housing forms that cater for changing housing needs throughout every life stage.

5. Township character is strengthened by respecting township boundaries and historic settlement patterns and by harmonising new buildings with the township’s village character.

6. Tourism-related uses retain local values and are consistent with each township’s size and character.

**Note:** Townships are conceptually shown on strategic framework map 2.

**Note:** Townships are locations included in the Township zone. Townships may also include locations in other zones, such as the Community facilities zone depending on context.
3.3.7 Element – Rural residential areas

Photograph 3.3.7-1
Example of a rural residential area that supports the lifestyle of residents residing in a semi-rural or bushland environment located at Ormeau. Photograph by Remco Jansen.

3.3.7.1 Specific outcomes

(1) Rural residential areas continue to support the lifestyle and amenity aspirations of residents in a semi-rural or bushland environment on very low intensity lots. They are not part of the urban area.

(2) Rural residential areas protect and enhance bushland, waterways and wetlands, habitat trees and wildlife corridors. They help maintain the city’s green frame, particularly on the Hinterland ranges and foothills. These areas may be subject to private conservation agreements.

(3) Rural residential areas are very low intensity and low building height environments. Subdivision is limited to existing rural residential areas. Development does not disrupt local amenity and character. Sustainable eco-villages may be appropriate where landscape character and ecological values are maintained.

(4) Rural residential areas within the inter-urban break maintain and enhance non-urban landscape values, particularly by limiting subdivision and the clearing of vegetation.

Note: Rural residential areas are conceptually shown on strategic framework map 2.

Note: Rural residential areas are locations included in the Rural residential zone. Rural residential areas may also include locations in other zones, such as the Community facilities zone depending on context.

Note: Some rural residential areas (conceptually shown on strategic framework map 1) will be investigated for land use opportunities and constraints. Until these investigations are undertaken, and any amendments to the City Plan are completed, these areas are to maintain their rural residential character and intent.

Note: An investigation completed for the Mudgeeraba investigation area (conceptually shown on strategic framework map 1 between Mudgeeraba Road and the Motorway) identified potential future low-medium density residential development opportunities. Due to the findings from the investigation on the identified potential development opportunities, this area will maintain a rural residential character and intent, with the ability for further investigation to occur as part of a future review of policy direction for growth and development in the city beyond 2031.
3.4 Fostering a well-designed city

Photograph 3.4-1
Surfers Paradise foreshore redevelopment showing a high standard of urban design outcomes. Photograph by Richard Pearse.

3.4.1 Strategic outcomes

1. Excellence and innovation in urban and architectural design makes a positive contribution to the city image through the harmonious application of six citywide (6) design principles.

2. The Gold Coast’s important features which contribute to our unique sense of place are identified, protected and reinforced to ensure the city is experienced as a series of varied, distinctly separate neighbourhoods.

3. The light rail urban renewal area will renew and transform into a corridor of distinctive and high quality urban environments that optimise accessibility to light rail services and economic development opportunities.

4. The Light Rail Stage 3A corridor will be characterised by future development that is responsive to the relaxed coastal community character of this corridor. Stations are surrounded by high quality pedestrian-focused environments.

5. Prominent landscape features which contribute to the diversity and richness of the Gold Coast’s unique landscape are identified and protected.

6. High quality subtropical landscaping is integrated into all new development to create shade and attractive leafy urban environments.

7. Sustainable infrastructure provision is efficient, timely and environmentally responsible.
3.4.2 Element – Architecture and urban design

Photograph 3.4.2-1
Image placeholder only

3.4.2.1 Specific outcomes

(1) Excellence and innovation in urban and architectural design results in development that is responsive, connected, engaged, subtropical, attractive and adaptable.

(2) The six (6) citywide design principles apply harmoniously. Although each principle has its own section, this element is to be read in its entirety as the policy for achieving excellence and innovation in urban and architectural design.

Design principle 1 – Responsive

(3) Development responds to its context to reinforce the planned character of the locality.

(4) Siting, orientation and design of development allows light to penetrate into and between buildings, maximises access to natural ventilation and provides for well-separated buildings.

(5) Development is designed to reduce building dominance and deliver built form which results in slender, fast moving shadows.

(6) Development achieves a reasonable level of amenity, relevant to its context, contributing to the Gold Coast’s enviable lifestyle.

(7) Development in the light rail urban renewal area as identified on the Light rail urban renewal area overlay map has a bulk, scale, form and intensity that is reflective of the role and function of the area in which it is located, as outlined below, and reinforces the planned character of that area.

Primary focus areas:

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

(b) Where incorporating a tower base, the tower base is built to the street edge to provide a sense of enclosure at the lower levels, with a maximum height in accordance with the Light rail urban renewal area overlay map.

Secondary focus areas:

(c) Secondary focus areas include a range of high density residential activities and small-scale non-residential activities that serve local community’s daily needs, which do not undermine the Surfers Paradise or Broadbeach centres.
(d) Development has a higher intensity, where in proximity to the Primary focus areas and light rail stations, transitioning to a lower intensity to provide a responsive interface to Frame areas and areas outside the overlay area as identified on the Light rail urban renewal area overlay map.

(e) Where incorporating a tower base, the tower base is setback from the street relevant to its context with a maximum height in accordance with the Light rail urban renewal area overlay map.

**Frame areas:**

(f) Frame areas contain mostly residential activities which reinforces the planned character of individual neighbourhoods.

(g) Scale and intensity is responsive to adjoining Transition areas and areas outside the light rail urban renewal area.

(h) Where incorporating a tower base, the tower base is setback from the street to allow for high quality landscaping and open space areas, with a maximum height in accordance with the Light rail urban renewal area overlay map.

**Transition areas:**

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

(j) Scale, form and intensity is responsive to the planned character of adjacent neighbourhoods.

(k) Where incorporating a tower base, the tower base is setback from the street to allow for high quality landscaping, open space areas and generous deep planting, with a maximum height in accordance with the Light rail urban renewal area overlay map.

(8) In the light rail urban renewal area, towers are sited to maintain the openness of the skyline, with adequate separation distances between towers to allow for light penetration and natural ventilation.

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

(10) Development in the Light Rail Stage 3A corridor is:

(a) responsive to the established character of the relaxed coastal communities; and

(b) of an appropriate human-scale interface with the light rail infrastructure to promote safety, cohesion and quality of place.

(11) Development in the Neighbourhood element area as identified on the Neighbourhood element overlay map creates an attractive place to live by:

(a) ensuring built form is articulated;

(b) providing high quality landscaping which contributes to the leafy streetscape;

(c) not incorporating a tower base; and

(d) ensuring design is compatible with the built form and architectural style predominant within the street where in a traditional residential area.

**Design principle 2 – Connected**

(12) Urban environments are well connected, permeable and legible to maximise street life and pedestrian activity.

(13) Development in the light rail urban renewal area optimises the pedestrian experience and accessibility to light rail services with:

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

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

(c) a streetscape that is high-quality, where the built form positively engages with adjacent streets.
and open space; and

d (d) direct, safe, and accessible pedestrian and cycling connections that connect to adjacent routes, streets, open space, and transit stations.

143 Development in the light rail urban renewal area connects to the public realm, with a permeable and legible built form that increases the quality, scale and usability of the public realm.

154 Development in the light rail urban renewal area provides mid-block linkages, cross block links, street corners, courtyards and open spaces that are open to the sky, provide permeability and facilitate pedestrian movement.

16 Development in the Neighbourhood element area:

(a) 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;

(b) is designed to provide attractive and safe cross block links that have a human scale built form interface; and

(c) is designed to promote passive surveillance and provide an attractive and human scale interface to public open space.

Design principle 3 – Engaged

175 Development achieves a human scale interface between buildings and the public realm.

186 Development creates street life and contributes to an attractive and accessible street environment.

192 Development ensures safety and security within the development and the public realm.

204 Where incorporating a tower base, not within the light rail urban renewal area or the neighbourhood element area, it is designed to ensure it:

(a) is setback from the street relevant to its context;

(b) does not exceed 5 metres in height; and

(bc) locates car parking and servicing underground or at-grade where generous deep planting is provided to adjoining sites and there is an attractive built form interface to the street(s).

214 Development in the light rail urban renewal area:

(a) provides opportunities for social interaction, expression of the community’s cultural values, public art and meeting places that are responsive to the planned character of individual neighbourhoods; and

(b) provides an attractive, cohesive, vibrant, varied and pedestrian friendly public realm that enhances the human scale experience of the city.

220 The design of car parking and servicing areas in the light rail urban renewal area is reflective of the role and function of the area in which it is located, as outlined below.

Primary focus areas, Secondary focus areas and Frame areas:

(a) Car parking and servicing is located underground or only occurs above ground where it is fully integrated into the built form with high quality layered and permeable facades so it is not visible from the street and adjoining sites.

Transition area:

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

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

234 The visual and physical impact of the vehicle crossover, servicing, utilities and loading areas on the pedestrian environment in the light rail urban renewal area and neighbourhood element area is minimised.

243 Development in the Light Rail Stage 3A corridor is directly connected with the street to improve pedestrian experiences and enhance the quality of the established neighbourhoods.

Design principle 4 – Subtropical
Development is designed to respond to the subtropical climate and delivers high-quality, subtropical architecture.

Best practice and high-quality landscaping (including deep planting), integrated horizontally and vertically within the built form, creates a leafy urban environment.

High-quality subtropical streetscapes contribute to neighbourhood character, identity and lifestyle.

Design principle 5 – Attractive

Buildings are sophisticated and refined with a high level of modulation, articulation and detailing with a range of materials, patterns, textures and colours.

Towers contribute to a varied and interesting skyline.

Building incorporate roof forms that achieve variation in the street, improve overall building articulation, incorporate subtropical design elements and reduce the visual dominance of building services.

Design principle 6 – Adaptable

Buildings in mixed use centres, specialist centres, neighbourhood centres and business areas enable the flexible reuse of ground level areas to support changing community and business needs.

In the light rail urban renewal area:

(a) in Primary and Secondary focus areas, the ground level of all buildings are designed to comprise occupiable spaces to support uses that can adapt and change to market demands throughout the life of the building; and

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

Note: The light rail urban renewal area is conceptually shown on strategic framework map 2 and identified on strategic framework map 3.
3.4.3 Element – Landscape character

Photograph 3.4.3-1
Example of the city’s natural character and landscape located at Curumbin Beach. Photograph by City of Gold Coast.

3.4.3.1 Specific outcomes

(1) The distinctive rural, semi-rural and natural character of the city’s river valleys, hinterland settlements, extensive natural landscape areas, rural production areas and rural residential areas provide a clear hard edge to, and natural backdrop setting for, the city’s urban area.

(2) The city’s natural, non-urbanised appearance is protected for its contribution to the city’s outstanding scenic amenity, image and role as a major tourist destination.

The city’s significant natural features include:

(a) ocean beaches, dunal systems and natural foreshore areas;
(b) major and minor coastal vegetated headlands, hills and rocky outcrops, including North Nobby, headland, South Nobby headland and Burleigh Heads National Park headland and associated ridgeline;
(c) prominent beachside and broadwater open space areas;
(d) Southern Moreton Bay and Broadwater Islands (including South Stradbroke Island and estuaries);
(e) the Spit;
(f) rivers and creeks;
(g) natural lakes and wetlands areas;
(h) major and minor ridgelines, prominent foothills and face slopes;
(i) Springbrook plateau, Mount Cougal Twin Peaks, Beechmont and Tamborine ranges;
(j) Hinze Dam water supply catchment area;
(k) Inter-urban break;
(l) prominent areas of native vegetation;
(m) Nerang State forest;
(n) scenic routes;
(o) Merrimac/Carrara floodplain special management area; and
(p) rural production areas and rural residential areas.

(3) The undeveloped character of the islands and the open waters of Moreton Bay and the Broadwater foreshores are protected.

(4) Within the coastal strip, natural elements such as beaches, adjoining parkland, rocky outcrops, vegetated headlands, natural estuarine landscapes and coastal vegetation are retained and enhanced.

(5) The distinctive open space character of the Merrimac/Carrara floodplain special management area is maintained.

(6) Natural landscape areas are protected for their contribution to the city’s scenic amenity and nature conservation.

(7) Rural production areas and rural residential areas are protected for their contribution to the city’s scenic amenity.

(8) The landscape significance of the major ridgelines and minor ridgelines, including Burleigh Ridge and Currumbin Hill, characterised by their steep slopes and native vegetation cover, is protected by retaining and enhancing vegetation cover where possible; restricting building heights; and ensuring building designs preserve the existing natural landform and complement the vegetated hillscape character.

(9) The Springbrook plateau, Beechmont and Tamborine ranges and Hinze Dam water supply catchment areas are protected as assets of outstanding landscape interest.

(10) The flat to undulating coastal lowlands and wetlands of the East Coomera/Yawalpah area that adjoin the Moreton Bay Marine Park and the two coastal ridges that define the McCoy’s Creek catchment are protected. This area provides and retains a natural, non-urbanised backdrop to the urban areas of Hope Island and frames the cane lands to the north.

(11) The landscape significance of distinct valleys – Numinbah, Bonogin, Currumbin, Tallebudgera valleys and unnamed valleys (Mudgeeraba Creek, Hinze Dam, Cedar Creek, Tamborine, Albert River valleys) – characterised as narrow valleys with flat floors and foothills semi-enclosed by steep forested hillsides and vegetated creek lines, is protected by:
   (a) maintaining a low intensity, low building height in relation to tree canopy height and ridgelines;
   (b) preserving the existing natural landform and retaining existing vegetation; and
   (c) ensuring the visual impact of all development on scenic amenity is addressed through well considered planning, placement and mitigation measures.

   Development in these areas enhances ecological and recreational connections and restores degraded landscapes.

(12) The Gold Coast Highway’s distinctive view to the beach and the strong edge established by the Norfolk pines within Justins Park is retained.

(13) The significant natural features within the Light Rail Stage 3A corridor provide distinctive visual breaks and significant views to these features are not adversely impacted by development.

(14) To protect the significant natural features of The Spit, development within The Spit Master Plan height sensitive area does not exceed the height shown on the Building height overlay map, with the exception of:
   (a) a landmark tower and an occasional two storey built form element envisaged within The Top of The Spit precinct as identified in The Spit Master Plan;
   (b) theme park rides and associated structures within the Sea World theme park; and
   (c) a potential cruise ship terminal building and associated structures located within Philip Park up.
to 3 storeys and 15 metres. 

Note: Elements of the city’s significant natural features are conceptually shown on strategic framework map 4. Significant natural features not shown on strategic framework map 4 are recognised as significant elements of landscape character within the city.
3.4.4 Element – Sustainable infrastructure provision

![Example of sustainable infrastructure provision, water pump station SP68. Photograph by City of Gold Coast](image)

### 3.4.4.1 Specific outcomes

1. Development infrastructure and service networks are provided in a coordinated, environmentally responsibly and cost effective sequence, including:
   
   (a) water supply;
   
   (b) wastewater;
   
   (c) transport;
   
   (d) stormwater;
   
   (e) communications;
   
   (f) recreation facilities; and
   
   (g) land for community facilities.

2. Development:
   
   (a) achieves an orderly and economically efficient settlement pattern where urban growth is contained within the city’s urban area and sequenced with the planned provision of infrastructure and services including social infrastructure, active and public transport, communications networks and essential infrastructure; and
   
   (b) is provided with adequate infrastructure and services including social infrastructure, active and public transport, communications networks and essential infrastructure prior to the development commencing.
(3) Out-of-sequence development only occurs where:
   (a) the development is contained within the city’s urban area and achieves an orderly and efficient settlement pattern;
   (b) adequate infrastructure and services are provided; and
   (c) the proponent is prepared to pay the full cost to offset the impact of out-of-sequence activity.

(4) Efficient infrastructure delivery and service occurs through co-location with other infrastructure, wherever possible.

(5) The use of advanced technologies and innovative techniques for the provision of infrastructure and services is encouraged where it can be demonstrated to deliver benefits to the community and minimise environmental impacts.

(6) Broadband communications infrastructure is provided by development, including adequate provision for the installation of appropriate cabling to:
   (a) support home-based business and other enterprise activities;
   (b) connect people to homes and businesses locally, nationally and globally; and
   (c) reduce the volume of vehicles and demand on the road network.

(7) Development creating additional demand on trunk infrastructure networks contributes to its augmentation either directly through its construction or through infrastructure charges.

(8) The substantive costs of servicing development with non-trunk infrastructure are met by the developer.

(9) Development within the Light Rail Stage 3A corridor is serviced by high quality infrastructure and services, including active green connections to stations, centres and the beach, and appropriate community facilities. Land within the Light Rail Stage 3A corridor will be investigated for land use opportunities and constraints. Until these investigations are undertaken and any amendments to City Plan are completed, the scale and intensity of development is to remain consistent with what is currently planned.

Note: The Local Government Infrastructure Plan provides the advanced plan for major infrastructure delivery in the city, and is sequenced to support the distribution and timing of growth.

Note: The schedule of zones and zone precincts provide the planned growth assumptions for development density intended for differing locations throughout the city.

Note: Infrastructure concessions will not be granted, unless in very limited circumstances where it is demonstrably in the public interest to do so, having regard to the following outcomes:
   (a) where the granting of concessions will yield a net community/public benefit and no significant detriment to the community;
   (b) where it can be demonstrated that the development will benefit a large number of people beyond the vicinity of the site; and
   (c) the concession is proportional to the scale and extent of net community/public benefit that will be delivered.

The above will be used when considering any future City-wide concession program or site specific request for concessions.
3.5 Making modern centres

Photograph 3.5-1
Photograph of Southport as our vibrant modern central business district. Photograph by City of Gold Coast.

3.5.1 Strategic outcomes

(1) Centres are central locations for mixed use economic activity and community facilities integrated within a residential population. Many people choose to live in or close to centres for their liveliness and the convenience of going about their daily activities. They are connected by the city’s public and active transport networks and their land is used efficiently.

(2) A network of centres avoids duplication of business and community facilities and supports an orderly and economically efficient settlement pattern. Centres remain prosperous and effective and a viable network of centres services the needs of the community and provision of employment opportunities. Centre categories are:

(a) mixed use centres:
   (i) key regional centres;
   (ii) principal centres;
   (iii) major centres;
   (iv) district centres;
(b) specialist centres; and
(c) neighbourhood centres.

(3) Centre categories differ in role and function based on the mix of uses and the specific market pressures that influence each. This is an important feature of the Gold Coast’s centres network, where:

(a) mixed use centres are population-serving centres and comprise a varied scale and mix of high order uses and services in response to their broad catchments;
(b) specialist centres respond to specific market pressures other than population driven demand, including commercial (business or tourism) or knowledge economy driven demand; and
(c) Neighbourhood centres comprise a mix of small scale uses and services in response to the specific needs of their immediate neighbourhood.

(4) The viability of the centres network is maximised by preventing out-of-centre development and avoiding incompatible uses within centres.

(5) Mixed use centres are compact, pedestrian-orientated and vibrant areas with major concentrations of business, employment, community, cultural, retail and residential uses to support the vision of a world-class city. They support the greatest intensity and range of activity in the city, including major international events.

The hierarchy of mixed use centres is:

(a) key regional centres;
(b) principal centres;
(c) major centres; and
(d) district centres.

(6) The intensity form and scale within the network of centres varies to reflect their role in the hierarchy and reinforces urban legibility.

(7) Specialist centres complement mixed use centres and are compact and pedestrian-orientated areas with major concentrations of business, employment, community, cultural and residential uses to support the vision of a world-class city. They typically support at least one specialised use and may host major international events and their facilities.

(8) Neighbourhood centres:

(a) do not undermine the viability of the mixed use centre hierarchy, specialist centres, or nearby existing neighbourhood centres;
(b) are limited to uses necessary to service the needs of the local community;
(c) are pedestrian-orientated areas with smaller scale concentrations of employment, community, retail and residential uses;
(d) are designed to create a sense of place and identity for the neighbourhood; and
(e) have a building height which complements the surrounding neighbourhood.

Note: The city’s settlement pattern is conceptually shown on strategic framework map 2.
3.5.2 Element – Mixed use centres

3.5.2.1 Specific outcomes

Key regional centres

(1) Southport is the city’s only central business district and is a designated priority development area under the Economic Development Act 2012. The centre maximises its location on the light rail network and other high frequency public transport services.

Southport is the city’s main business area and contains the highest concentration of employment activities, services, retail, civic and community facilities. Southport services the whole city and provides for over 50,000 jobs.

As the city’s main employment hub, Southport will contain the greatest proportion of the city’s job growth over the next 20 years and comprise a vibrant mix of retail, commercial/financial, service, medical and research facilities, tertiary and vocational education institutions. It provides regional services, community facilities and recreational infrastructure to support international events in the Broadwater Parklands, and may include stand-alone casinos.

Key government-owned sites will transition to a mix of uses that increase economic activity and reinforce Southport’s role.

Southport is free from a building height designation to encourage innovative medium-high to supertall building height towers that advance the Gold Coast’s iconic skyline.

Southport accommodates high-intensity residential development that boosts economic expansion as mixed-use commercial, retail and residential building forms activate a mix of cultural, entertainment, dining and accommodation uses to support a vibrant day and night time economy.

(2) Robina is a key regional centre that predominately services the central/western corridor, southern part of the city and Northern New South Wales and is regulated by the Local Government (Robina Central Planning Agreement) Act 1992.
The centre contains a high concentration of employment (business and retail) activities, services, Government infrastructure, civic and community facilities, and sporting facilities. Robina’s significant vacant landholdings are utilised to accommodate at least 50,000 jobs.

Robina is underpinned by advanced ICT and New Industries for the City and will continue to grow as a centre for innovation, research and development for new business supported by a substantial quantity of new high tech office and commercial space.

Robina’s role as a premier location for medical and educational services will continue to expand in close proximity to the health precinct based around the Robina Hospital. The Robina Stadium provides a focus for sporting activity including sports science, sports management and other sports related operations.

Robina has a significant concentration of retail activity, which will continue to expand to incorporate a mix of entertainment, dining, cultural, community and accommodation uses to support a vibrant day and night time economy.

Robina is supported by integrated bus and rail services and good access to the Pacific Motorway for freight. Southern extensions to the heavy rail network and a light rail extension connect Robina to the coastal corridor, via Bond University, to consolidate Robina’s accessibility.

High density residential, commercial and mixed use development is anticipated to occur to support the long term growth of the centre.

**Principal centres**

(3) Principal centres support a significant scale and mix of employment activities as well as other population needs related to goods and services. They provide a practical distribution of higher order centre facilities throughout the city and support regional activities and services as well as some city-wide services as required.

(4) Principal centres provide high order services, employment, retail, civic and community facilities for catchments of 200,000+ people and provide for over 15,000 jobs. Services include:

- (a) civic, entertainment, cultural and recreational facilities;
- (b) the full range of education facilities including major tertiary education services;
- (c) Commonwealth, State or City of Gold Coast services and facilities (such as courts, district offices, service centres);
- (d) major health services including hospitals;
- (e) private and public sector offices (including administration, finance and professional services);
- (f) district community facilities;
- (g) regional shopping and retail facilities; and
- (h) business and visitor accommodation.

(5) **Broadbeach** principal centre maximises its proximity to high frequency public transport services and a unique cluster of major tourism and leisure infrastructure. It is a major employment area with diverse employment opportunities anchored by Pacific Fair, the Oasis Centre, the Gold Coast Convention Centre and Jupiters Casino. It accommodates a range of tourist, retail, residential and business activities and day and night time leisure and entertainment facilities.

Broadbeach’s status as a principal centre recognises its unique infrastructure accessibility. Over the next 10 to 20 years it is expected that Broadbeach will diversify its business and employment mix and double the number of in-centre jobs, building upon its iconic beachfront location and infrastructure.

Additional community services, health facilities and cultural events support the increased residential and tourist population. To protect the increasing permanent residential population and improved amenity, specific night-time uses are either controlled or have their operations restricted.

Parts of Broadbeach are free from a building height designation to encourage innovative towers that have a medium-high to supertall building height which advance the Gold Coast’s iconic skyline. Appropriate height will be determined by design criteria and site context.

Improvements in connectivity between major entertainment, open space and retailing focal points, create safe, legible access corridors and movement systems with a focus on light rail stations.
Coomera principal centre is a new driver of the city’s economy and the principal centre for the northern Gold Coast. It is supported by integrated bus and rail services and good access to the Pacific Motorway for freight.

Coomera will transform to an employment-based and highly accessible transit orientated centre. The centre will develop in an orderly sequence, with uses such as large format retail and commercial development of a high intensity, initially occurring west of the railway line, north of Foxwell Road, and close to the Coomera Railway Station and transport hub to provide the framework for a highly accessible transit orientated centre.

Complementary uses include residential, commercial, community, civic, entertainment, education, health, industry, leisure and tourist-related activities.

To meet its intended scale and mix of employment opportunities, Coomera’s design achieves a traditional downtown urban centre format that supports a vibrant day and night economy, or demonstrates how the initial stages of the centre can transition to this outcome in the future.

Major centres

(7) Major centres support a major scale and mix of employment activities as well as other population needs related to goods and services. These centres have a more defined catchment than the central business district and principal centres and do not have the intended scale of uses of those centres.

(8) Major centres provide high order services, employment, retail, civic and community facilities for catchments of around 80,000 to 100,000 people and are intended to provide around 8,000 jobs. Services include:

(a) entertainment and recreational facilities (including cinemas);
(b) education facilities;
(c) State or City of Gold Coast services and facilities;
(d) health services including hospitals (up to 300 beds);
(e) community facilities;
(f) professional services;
(g) regional shopping and retail facilities potentially accommodating a department store and specialist retail facilities; and
(h) visitor accommodation.

(9) Nerang major centre strengthens its position as the gateway to the Gold Coast Hinterland and as a significant western high frequency public transport hub. The centre functions as a significant service centre.

Commercial and retail development is consolidated into a more clearly defined hub, strengthening the original town centre west of the river to support intensive, mixed use development, including mostly residential activities that promote diversity in housing choice and strengthen demand for retail, commercial and community services.

(10) Coolangatta is Gold Coast’s pre-eminent southern beachside destination. Significant tourism, sport, cultural, employment, retailing and residential uses diversify with rail and air transport improvements, and cross-border planning activities with Tweed Shire.

Coolangatta (together with adjoining Kirra and Rainbow Bay) is recognised as the heart of international surfing with world-renowned surf breaks and international surfing events.

To protect an increasing permanent residential population and improved amenity, specific night-time uses are either controlled or have their operations restricted.

(11) Helensvale provides a mix of services and facilities including retail, office, community, entertainment, educational and residential development, integrated with the heavy rail line. Helensvale accommodates intensive residential and business activities due to its accessibility to the Pacific Motorway.

District centres
(12) District centres support a mix of employment activities as well as other population needs related to goods and services. They are limited in size and intensity to serve the ‘employment precinct’ role provided by the higher order mixed use centres – central business district, principal centres and major centres. More intensive development activity is focused in these higher order mixed use centres.

(13) District centres provide a range of retail, office and employment land uses and some community and civic services for a catchment of between 20,000 and 40,000 people and are intended to provide around 3,000 jobs. Services include:

(a) entertainment and recreational facilities (including cinemas);
(b) primary, secondary and limited tertiary education facilities;
(c) State or City of Gold Coast services and facilities;
(d) health services;
(e) community facilities;
(f) professional services;
(g) subregional retail facilities including a discount department store (in some district centres where there is an economic need), full-line supermarkets and specialty support retailing;
(h) secondary retailing, including bulk retailing, automotive retailing and service stations; and
(i) visitor accommodation.

(14) Burleigh Heads supports development that will increase the range and number of jobs and services. Development includes residential uses above ground-level commercial premises.

Development in the village centre enhances the human scale and beach village character of Burleigh Heads and includes building heights up to 16 metres. Built form above 2 levels, is set back from the façade below.

Development reinforces its traditional main street layout and laneway/arcade connections as well as its vibrant and eclectic mix of uses. Ground storey uses appear as narrow shop fronts. Additional driveways and vehicle crossings along active retail frontages are not envisaged.

Views to the foreshore area, headland and ridgeline are maintained from prominent public locations.

The village centre has a vibrant day and night time economy and temporary road and laneway closures support markets and festivals. Uses that activate its traditional main street and key laneway/arcades are encouraged, whilst balancing the service and access functions of laneways. The Light Rail Stage 3A supports and protects the beach village character of the centre.

(15) West Burleigh shopping centre supports development that will increase the range and number of jobs and services. Development includes residential uses above ground-level commercial premises.

(16) Varsity Station Village is a transit oriented centre with a strong focus on commercial office employment and residential uses, integrated with convenience retailing and associated services. Development maximises integration with the Varsity Railway Station and provide a level of pedestrian accessibility to serve as a high quality transit oriented community. Retail gross floor area is limited to service the local population and protect the viability and orderly development of nearby, established centres.

(17) Oxenford provides a gateway to the northern hinterland. Development supports the clustering of business and industry activity. Retail gross floor area is limited to protect the viability and orderly development of the Coomera principal centre.

(18) Upper Coomera services a planned population of up to 40,000 people on the western side of the Pacific Highway, as well as visitors and workers of the nearby industrial and education facilities. Retail gross floor area is limited to protect the viability and orderly development of the Coomera principal centre.

Progressive development improves internal pedestrian connections and better integrates the growing mix of residential, entertainment and recreational facilities, local medical and community facilities and convenience shopping.

(19) Pimpama services a planned population of up to 35,000 people living in growing residential communities to the east and west of the Pacific Motorway. Development provides a range of retail,
commercial and medium density residential uses that support employment, an integrated community and transit orientated development principles given the possibility of a future railway station.

The retail function of the centre is defined by up to two supermarkets. As the catchment matures, the centre has potential to support a small discount department store.

New development forms an integrated ‘main street’ based centre with a mix of uses which are easily accessible by all forms of transport. The orientation of buildings and access routes create new physical connections to the proposed train station and existing Pimpama village, ensuring that the centre is perceived and functions as a single centre.

(20) **Mudgeeraba Village** retains its traditional rural village ‘old town’ character and low building height, including heritage buildings. It accommodates tourist and service activities to broaden and enhance its tourism role as a gateway to the southern hinterland.

(21) **Palm Beach** is an integrated, mixed use centre comprising shopping, residential accommodation, eating, entertainment, community and ancillary services for residents and tourists.

(22) **Ashmore City** supports consolidated redevelopment and centre expansion to deliver an enhanced scale and mix of centre, including employment activities on-site. Progressive development improves internal pedestrian connections and better integrates the growing mix of centre uses.

(23) **Ashmore Plaza** supports consolidated redevelopment and centre expansion to deliver an enhanced scale and mix of centre, including employment activities on-site. Progressive development improves internal pedestrian connections and better integrates the growing mix of centre uses.

(24) **Ormeau** services a planned population of up to 30,000 people living throughout the surrounding catchment. Development provides a range of retail, commercial and medium density residential uses that support employment, an integrated community and transit orientated development principles given the possibility of a future railway station.

(25) **Tugun Village** supports a diversity of retail and community uses through mixed-use development. Development retains the traditional retail high street character along Golden Four Drive with active uses addressing the street.

Tugun is located within close proximity to the Gold Coast Airport and is valued for its family-oriented, beach village atmosphere. Tugun Village is a focal point for the local community, supporting a number of local festivals and cultural events.

**Note:** Mixed use centres are conceptually shown on strategic framework maps 2 and 5.

**Note:** Indicative access and mobility outcomes for the Coomera Town Centre area are identified on strategic framework map 8.

**Note:** Mixed use centres are locations included in the Centre zone. This excludes:

(a) the Southport (CBD) and Robina key regional centres which are included in the Special purpose zone recognising the role of separate legislation in these areas; and

(b) the Surfers Paradise, Biggera Waters and parts of the Bond University/Varsity Central centres which are included in the Centre zone but have the role and function of Specialist centres in the network of centres.

**Editor’s note - Not all of the city’s district centres are mentioned in this element.**

**Editor’s note - Council will monitor retail gross floor area limits for mixed use centres where specified.**
3.5.3 Element – Specialist centres

Photograph 3.5.3-1
Example of a specialist centre located at Bond University. Photograph by Remco Jansen.

3.5.3.1 Specific outcomes

(1) Specialist centres have individually unique qualities with particular economic strengths in areas such as health, education, knowledge, ICT, culture, entertainment, tourism and innovation. They are high productivity areas thanks to the economic agglomeration benefits of concentrating particular business and industry sectors.

(2) Specialist centres are supported by retail facilities but are not defined by these with overall employment uses a greater priority and land use outcome within these centres. These centres do not contain the range of services, employment and functions of mixed use centres. Specialist centres are:

(a) Surfers Paradise;
(b) Bundall and Gold Coast Cultural Precinct;
(c) Gold Coast Health and Knowledge Precinct/Griffith University;
(d) Varsity Central/Bond University;
(e) Gold Coast Airport/Southern Cross University; and
(f) Biggera Waters.

(3) **Surfers Paradise** maximises its proximity to the beachfront and high frequency public transport services, and is the city’s premier tourist destination. It accommodates tourist, retail, entertainment and events, short-term accommodation, party houses and recreation facilities in a relaxed urban lifestyle setting that is fun, entertaining, stylish and cultured. Its core area maintains a range of activities and a vibrant day and night time economy.

Surfers Paradise supports higher-order services and retail not normally associated with specialist centres and accommodates an increasing permanent residential population and improved amenity. To protect this amenity, specific night-time uses and party houses are either controlled or have their operations restricted.

Surfers Paradise is free from a building height designation to encourage innovative towers that have a medium-high to supertall building height that advance the Gold Coast’s iconic skyline. Appropriate height will be determined by design criteria and site context.

Improvements in connectivity between the beach and the river linking Chevron Island to the Gold Coast Cultural Precinct will improve access, amenity and lifestyle opportunities.

(4) **Bundall and Gold Coast Cultural Precinct** is a major office-based employment, entertainment and cultural area that supports professional services and fosters creativity and innovation in art, design, lifestyle and performance industries. Retail uses service the daily convenience needs of employees, visitors and residents who live in the centre. The centre supports in-centre activity beyond traditional business hours.
The Gold Coast Cultural Precinct, east of Bundall Road, is the focal point of the city’s cultural and creative activities and for civic and community purposes. The precinct will be distinctive, innovative, engaging, entertaining, productive and emphatically Gold Coast in character. Infrastructure investment in public transport and walking and cycling connections will improve accessibility and connect Surfers Paradise, Chevron Island, the Gold Coast Cultural Precinct, Bundall and the Gold Coast Equestrian Centre.

The **Gold Coast Health and Knowledge Precinct/Griffith University** supports the Gold Coast University Hospital and Griffith University and clusters knowledge industries and health and medical activities - including a private hospital and associated allied health services - and commercial space to support technology, research development and related business and economic activities. Griffith University and the Gold Coast Health and Knowledge Precinct also form part of the city’s ‘Research Triangle’ promoting and facilitating knowledge, innovation and commercialisation activities.

Retail uses service the daily convenience needs of employees, students and residents who live in the centre. Following its initial use as an athletes’ village, the Commonwealth Games Village is catalyst for development of further health and knowledge intensive uses.

**Bond University/Varsity Central** provides a cluster of knowledge industry activities including health, education, research and development and ICT services with supporting ancillary uses. Varsity Central is managed as a district centre equivalent and services Bond University residents, students, visitors and workers as well as the Varsity Central community. Bond University forms part of the city’s ‘Research Triangle’.

Varsity Central and Bond University are integrated to function as a single university town.

**Gold Coast Airport/Southern Cross University** is a major economic generator for the communities in South East Queensland and Northern New South Wales. Southern Cross University also forms part of the city’s ‘Research Triangle’.

**Biggera Waters** is dominated by Harbour Town, a shopping centre that services a wide catchment based on direct factory outlets. The centre services a high proportion of visitor and tourist shopping.
Surrounding industrial and showroom uses support this centre and their broader catchment. This centre is improved by providing a mix of uses, including higher intensity residential, appropriate commercial and community uses.

A range of shops are provided to service the immediate local catchment and improve the local area without impacting on retail and commercial activities envisaged for Southport CBD.

**Note:** As demand grows for airport support services such as air cargo facilities, air transport-related industries and some tourist activities, both:

(a) the airport itself will expand and grow; and

(b) land in the immediate environs of the airport (more particularly land south of the Gold Coast Highway), will be investigated for its suitability to transition from low density residential uses to non-residential uses.

Until these investigations are undertaken, and any amendments to the City Plan are completed, these areas are to maintain their residential character and intent.

Any future airport support services will be established in a manner that minimises impacts on residential amenity.

**Note:** Specialist centres are conceptually shown on strategic framework maps 2 and 5 and are locations included in the Innovation zone. This excludes the Surfers Paradise, Biggera Waters and parts of the Bond University/Varsity Central centres which are included in the Centre zone, but have the role and function of Specialist centres in the network of centres. This also excludes the Gold Coast Airport/Southern Cross University, which is included in the Special Purpose zone. In addition, there is land in the Innovation zone that is not a Specialist centre in the centre network.
3.5.4 Element – Mixed use centre and specialist centre form and function

Photograph 3.5.4-1
Example of a mixed use centre street showing a strong sense of building enclosure at the street edge, with trees and awnings for sun protection in Broadbeach. Photograph by City of Gold Coast.

3.5.4.1 Specific outcomes

(1) Consolidated mixed use centres and specialist centres are protected as they maximise economic advantage, make the best use of infrastructure and enhance accessibility to goods, services, facilities and employment opportunities.

(2) Mixed use centres and specialist centres contain intensive residential activities usually in a mixed use building format. Residential amenity may reduce as a result of the intended intensity and mix of day and night time activity in these areas. Residential amenity will be protected by locating party houses only in the party house area identified on the Party house area overlay map and regulating the operation of party houses to ensure the residential amenity of the surrounding area is maintained.

(3) The Building height overlay map shows the desired building height pattern and appearance for mixed use centres and specialist centres. This map also shows areas where building heights change abruptly to achieve a deliberate and distinct contrast in built form.

(4) Increases in building height occur in mixed use centres and specialist centres where all the following outcomes are satisfied:

(a) the development is not located within The Spit Master Plan height sensitive area, as identified on the Building height overlay map;  
(b) a reinforced local identity and sense of place;  
(c) a well managed interface with, relationship to and impact on nearby development, including the reasonable amenity expectations of nearby residents;
(d) a varied, ordered and interesting local skyline;
(e) an excellent standard of appearance of the built form and street edge;
(f) housing choice and affordability;
(g) protection for important elements of local character or scenic amenity, including views from popular public outlooks to the city’s significant natural features;
(h) deliberate and distinct built form contrast in locations where building heights change abruptly on the Building height overlay map; and
(i) the safe, secure and efficient functioning of the Gold Coast Airport or other aeronautical facilities.

(5) Public transport, walking and cycling access and safety are high priorities in mixed use centre and specialist centre designs.

(6) Casinos only occur in the city’s central business district, Broadbeach principal centre and Surfers Paradise specialist centre.

(7) Licensed premises occur in mixed use centres and specialist centres at a form, scale and intensity that complements the role of the centre in the hierarchy, including hours of operation. An appropriate balance of these uses enables people to enjoy night-time entertainment without experiencing negative social impacts.

(8) Nightclub entertainment uses only occur in the Surfers Paradise specialist centre, Broadbeach principal centre or Coolangatta major centre.

(9) Commercial operating hours in district centres generally cease by midnight to limit potential social and amenity impacts arising from these uses to nearby residents.

Note: It is acknowledged that on an individual basis it may be appropriate to review and adjust these operating hours based on the specific circumstances, role and function of some centres.

(10) Mixed use centres and specialist centres provide opportunities for social interaction, cultural expression, artwork and meeting places and provide attractive and safe, legible and connected pedestrian and public space environments.

(11) Mixed use centres and specialist centres have a strong sense of enclosure at the street edge and little or no building setback to the street. Buildings are visually attractive, address the streets and are punctuated by meeting places including squares, open spaces and urban parks. Streets are lined with trees and may contain awnings for sun protection. They foster street life, pedestrian activity, and shared areas for cyclists and cars with car parking either behind or beside buildings.

(12) Retail and commercial activities, including large format retail and other land consumptive activities, are sensitively placed within buildings that integrate with the streetscape to maximise street life, safety and pedestrian activity.

(13) Mixed use centres and specialist centres dominated by internalised shopping centres or isolated from street edges behind car parking – including Helensvale, Biggera Waters, Elanora, Runaway Bay, Southport Park, West Burleigh, Ashmore City, Ashmore Plaza and Mermaid Waters – are encouraged to transition into more traditional downtown urban centre formats.
3.5.5 Element – Neighbourhood centres

Photograph 3.5.5-1
Neighbourhood centre – Tedder Avenue, Main Beach. Photograph by Remco Jansen.

3.5.5.1 Specific outcomes

(1) Neighbourhood centres differ from mixed use centres and specialist centres as they are smaller and comprise a mix of smaller-scale uses. While the potential land use options for neighbourhood centres vary, the scale of individual centres is limited to the specific needs of their neighbourhood.

(2) Neighbourhood centres provide day-to-day goods and services and diverse business opportunities that directly support their immediate neighbourhood. They will vary from small groupings of shops to larger centres that may include shops and a supermarket. They provide for:

(a) retail facilities, such as neighbourhood stores and newsagents;
(b) food and beverage outlets (not including drive through facilities);
(c) cultural uses, medical and community facilities;
(d) small-scale entertainment and licensed premises and service stations (where operated during the standard trading hours of the centre);
(e) educational establishments and indoor recreation; and
(f) local services such as post offices.

(3) Hotel and nightclub entertainment uses are not established in neighbourhood centres.

(4) Building height in neighbourhood centres complements the planned function and desired future appearance of its surrounding neighbourhood.

(56) Commercial operating hours in neighbourhood centres generally cease by 10pm to limit potential social and amenity impacts arising from these uses to nearby residents.

Note: It is acknowledged that on an individual basis it may be appropriate to review and adjust these operating hours based on the specific circumstances, role and function of some centres.

(67) The size of each neighbourhood centre will be determined by the needs of their immediate neighbourhood catchment – calculated as the planned population and/or jobs within:

(a) a 1,500 metre walk from the centre within Suburban neighbourhoods; or
(b) a 1,000 metre walk from the centre in other places, or a similar planned population size in a demonstrated neighbourhood catchment area for Suburban neighbourhoods.
Neighbourhood centres do not exceed the needs of their immediate neighbourhood catchment so that they:

(a) maintain a competitive network of small-scale, retailing, services and facilities;
(b) maintain opportunities for new neighbourhood centres to emerge in other neighbourhoods, creating community focal points and encouraging walking, cycling and reduced car use; and
(c) direct the orderly and efficient consolidation of higher order goods and services to the city’s key regional (including Southport as the city’s only CBD), principal, major and district centres.

(7) The location and operation of neighbourhood centres ensures they:

(a) are established in locations where they can effectively serve neighbourhood needs and integrate with existing neighbourhood focal points such as public transport services, parks and other community facilities wherever possible;
(b) are highly accessible by walking and cycling, while allowing for car access and parking;
(c) are not dominated by supermarkets or bulky and large built form;
(d) are separated by a minimum 1000 metre walk from any existing centre outside Suburban neighbourhoods, except where within the light rail urban renewal area or large master planned sites where this does not undermine the orderly development or viability of nearby centres; and
(e) are separated by a minimum 1,500 metre walk from any existing centre within Suburban neighbourhoods; and
(f) maintain the reasonable amenity expectations of nearby residents, having regard to local character, built form and residential amenity in terms of noise, parking and other associated trading impacts.

(8) New neighbourhood centres are encouraged in suburban and urban neighbourhoods, new communities, Merrimac/Carrara flood plain special management area, townships, and general (excluding high impact industry) and marine industry areas, where they:

(a) do not undermine the orderly development of nearby mixed use centres and specialist centres, or the viability of existing neighbourhood centres; and
(b) do not compromise the long-term use of nearby land for its intended purposes (e.g. industrial activities).

(9) In general (excluding high impact industry) and marine industry areas, neighbourhood centres function as small-scale service centres to the surrounding industrial area. In these areas, sensitive uses (excluding banks) and supermarket uses do not occur.

(10) In the light rail urban renewal area, supermarkets and other land consumptive activities are sensitively placed within buildings that integrate with the streetscape to maximise street life, safety and pedestrian activity, and maintain a fine grain streetscape.

(11) In new communities, neighbourhood centres create community focal points and provide services early in the development.

(12) In the Light Rail Stage 3A corridor:

(a) the established coastal village character of the Nobby Beach neighbourhood centre is maintained and protected; and
(b) the Miami neighbourhood centre is enhanced to become a focal point for the coastal community. This neighbourhood centre is improved by enhanced pedestrian connectivity to the adjacent Miami business area, improved pedestrian experiences and urban realm.

(13) Stand-alone, small-scale commercial uses (e.g. neighbourhood store, medical centres) may be appropriate in suburban and urban neighbourhoods , new communities, Merrimac/Carrara flood plain special management area, townships and marine and general industry areas, where these uses:

(a) are of a type and size that will not undermine the viability of existing or new neighbourhood centres;
(b) provide a direct service to the immediate neighbourhood/industry area or a high frequency public transport stop;
(c) maintain a compatible form and scale to nearby development;
(d) do not unduly detract from local character and amenity; and
(e) are not service station, bar, hotel, nightclub or supermarket uses.

Note: Neighbourhood centres are not identified on any strategic framework map.

Note: Urban neighbourhoods, suburban neighbourhoods, new communities, Merrimac/Carrara flood plain special management area, townships, and general and marine industry areas are conceptually shown on strategic framework maps 2 and 5.

Note: Neighbourhood centres consistent with the outcomes for this element occur in locations included in the following zones:
- Neighbourhood centre;
- High density residential;
- Medium density residential;
- Low-medium density residential
- Low density residential;
- Emerging community;
- Limited development (constrained land);
- Township;
- Low impact industry;
- Medium impact industry; and
- Waterfront and marine industry.

Editor’s note - Where land is not included within the Neighbourhood centre zone but is appropriate for a neighbourhood centre, this land is identified and considered through the development assessment process or as an amendment to the City Plan.
3.6 Strengthening and diversifying the economy

Photograph 3.6-1
Gold Coast University Hospital. Photograph by City of Gold Coast.

3.6.1 Strategic outcomes

(1) A strong and diverse economy is critical to the vision of becoming a world-class city.

(2) The city’s settlement pattern accommodates a variety of business, education and employment choices in appropriate settings, scale and locations to underpin economic growth, including:

   (a) mixed use centres;
   (b) specialist centres, including health, education, knowledge and innovation areas;
   (c) industry and business areas;
   (d) unique character precincts;
   (e) tourism areas;
   (f) residential neighbourhoods, including home based business and neighbourhood centres; and
   (g) rural production areas.

(3) The Gold Coast continues to support and promote its existing priority industries while moving towards more knowledge intensive, high value and internationally competitive economic sectors. Priority business and industry sectors include:

   (a) Existing priority sectors:
       (i) health and medical;
       (ii) education and training;
       (iii) information technology and communications;
       (iv) lifestyle and adventure related industries, including sport;
(v) construction and building;
(vi) marine-related industries (including craft and components manufacturing and servicing);
(vii) general manufacturing industries (including food processing);
(viii) transport, storage and distribution industries; and
(ix) tourism and tourism products.

(b) Emerging priority sectors: –
(i) science and technology;
(ii) creative industries (including film, television, fashion and multimedia);
(iii) environmental industries (including renewable energy, waste treatment and recycling equipment and services); and
(iv) innovation and intellectual property.

(4) Development provides an attractive enterprise business environment that balances a diversified, resilient and robust economy.

(5) Industry and business areas, like specialist centres, are major locations for specialised employment and visually attractive investment and production activity and provide a reasonable level of amenity.

These areas have a distinct role and function to centres. They do not undermine the orderly development or viability of centres.

(6) Home-based businesses support the growth of business and economic development on the Gold Coast without detracting from the primacy of centres or the character and amenity of residential neighbourhoods.

(7) The Gold Coast is a national and international tourist destination that provides a diversity of tourist accommodation, attractions and related infrastructure to support changing needs and meet international demand and expectation.

(8) Recreation opportunities including nature-based tourism uses occur in natural landscape areas where they do not conflict with the ecological function and scenic amenity of the location, and where the impacts from natural hazards can be adequately managed.

(9) Natural resources are sustainably managed for current and future generations and leveraged to support the growth of nature based tourism in a sustainable manner.

(10) Rural production areas are recognised for their economic importance, and sustainable and innovative rural enterprises are encouraged.

Note: The city’s settlement pattern is conceptually shown on strategic framework map 2.
3.6.2 Element – Industry and business areas

Photograph 3.6.2-1
Coomera Marine Precinct. Photograph by City of Gold Coast.

3.6.2.1 Specific outcomes

(1) Industry and business areas support single use or concentrations of related economic activities and are locations for major employment, investment and production activity. The orderly, sequenced, consolidated and attractive growth of these locations maximises economic advantage and public and private investment. Industry and business areas are categorised as:

(a) business areas;
(b) general industry areas, including the regionally significant Yatala/Stanley enterprise area; and
(c) marine industry areas.

(2) Industry and business areas that front or are visible from the city’s major roads or residential areas provide a high standard of appearance and landscaping, are visually attractive and achieve a reasonable level of amenity to promote a positive city image.

Business areas

(3) Business areas are generally located at the periphery of mixed use centres and specialist centres, and along major arterial roads and corridors within the city’s urban area. They support a range of residential uses and low-key business activities that are not easily accommodated in mixed use centres and specialist centres, and can provide a transition between sensitive residential uses and higher impacting major roads and corridors. Additional activities can include creative industry related activities such as creative incubators and arts-related workshop and retail activity. Intensive business activities such as large format retail uses do not occur in business areas. Residential units usually occur above lower level commercial uses.

(4) In the Light Rail Stage 3A corridor:

(a) business areas adjacent to light rail stations enable the flexible reuse of ground level areas to support changing community and business needs; and
(b) the Miami business area is enhanced to support the adjacent Miami neighbourhood centre as the focal point for the coastal community. This business area is improved by enhanced pedestrian connectivity to the adjacent Miami neighbourhood centre, improved pedestrian experiences and urban realm.

(5) The **Building height overlay map** is not exceeded in business areas to maintain the desired appearance of a compact urban form.

(6) The fringe business precinct occurs in business areas and provides land for high quality showrooms and bulky goods outlets and a range of service and low-impact industry uses. Buildings in this precinct utilise a distinctive urban design and clearly address streets and public areas. Buildings are placed close to street frontages with car parking either behind or beside buildings. Residential uses do not compromise the primary function of these areas.

(7) Adult shops only occur in ‘fringe business’ precincts.

**General industry areas**

(8) General industry areas support a range of industrial activities, including manufacturing, processing, repair and storage. They are categorised as low impact industry areas, medium impact industry areas and high impact industry areas. They are visually attractive and provide an acceptable level of amenity. Low impact industry areas can be adjacent to residential neighbourhoods to act as a buffer to medium impact industry areas and high impact industry areas.

(9) In the Light Rail Stage 3A corridor, the general industry areas are located in Broadbeach, Miami and Burleigh Heads. This land will be investigated for land use opportunities and constraints. Until this investigation is undertaken, and any amendments to the City Plan are completed, these areas are to maintain their intent as general industry areas.
(10) While land in general industry areas is protected from encroachment, these areas accommodate a limited range of complementary uses that support the immediate industrial area. Other uses not readily catered for within other areas due to their scale or nature may also be established if these activities do not compromise the long-term use of general industry land for its intended purpose. These may include:

(a) manufacturer’s shop;
(b) service industries;
(c) creative industries;
(d) kennels;
(e) veterinary hospitals;
(f) crematoriums;
(g) medium-to-large scale places of worship; and
(h) showrooms and indoor recreation or the like where directly fronting Brisbane Road, Labrador, Reedy Creek Road, Burleigh and Spencer Road (north of Pappas Way), Nerang.

(11) Brothels only occur in general industry areas.

(12) Parts of the Yatala/Stapylton enterprise area and Reedy Creek industrial area are suitable for major manufacturing and processing operations. These areas are protected from incompatible activities (including encroachment of sensitive uses) so that high impact industry uses may continue to be accommodated within the city.

(13) Identified future general industry areas within the Yatala/Stapylton enterprise area allow for the structured expansion of industry uses, as demand increases and adequate infrastructure is delivered. Planning for these areas facilitates a range of industry uses, including transition areas of low impact industry or other buffering arrangements close to sensitive uses or values in the surrounding area. Interim uses within the identified future industry areas do not compromise the capacity of these areas to develop intensively for industry in the future.

Marine industry areas

Photograph 3.6.2-3
Coomera Marine Precinct. Photograph by Remco Jansen.
(14) Marine industry areas accommodate and support intensive boat building and related water-based industries. These unique water-based locations may interface with residential, tourist and public areas where there are no conflicting and competing interests. New proposals continue to provide primarily marine-based industry. A limited range of retail, medical, education and tourist activities are accommodated if they directly relate to the primary marine-based industry function. Other general industry uses are also established, where not adjoining water, if these activities do not impact existing marine industry uses and the long-term use of marine industry land for its intended purpose.

(15) Development in marine industry areas:

(a) allows for public access to the waterfront for recreation, access and transport in appropriate locations;

(b) presents an attractive appearance when viewed from the waterway and land; and

(c) manages impacts to provide for an acceptable level of health and amenity to nearby residential and other sensitive uses.

(16) In the Steiglitz marine industry area, the identified investigation area allows for the structured expansion of marine industry uses, following investigation of the flood and coastal hazard risk, the interface with the nearby township and the provision of adequate infrastructure. Interim uses do not compromise the area’s capacity to develop intensively for marine-based industry in the future.

(17) To protect local character, development within The Spit Master Plan height sensitive area does not exceed the height shown on the Building height overlay map.

Note: Industry areas are locations included in the following zones:

- Low impact industry;
- Medium impact industry;
- High impact industry; and
- Waterfront and marine industry.

Note: Business areas are locations included in the Mixed use zone.

Note: Land at 396 Stanmore Road, Yatala (conceptually shown on strategic framework map 1) will be investigated for land use opportunities and constraints. Until this investigation is undertaken, and any amendments to the City Plan are completed, this land is to maintain its intent as a future general industry area as part of the Yatala/Stapylton enterprise area.
3.6.3 Element – Working from home

3.6.3.1 Specific outcomes

(1) A range of home-based business uses occur in both urban and non-urban areas where amenity impacts are negligible and can be managed.
3.6.4 Element – Tourist economy

Photograph 3.6.4-1
'The Claw', Dreamworld Coomera. Photograph by City of Gold Coast.

3.6.4.1 Specific outcomes

(1) The city’s major tourism attractions and resources are protected from encroachment by incompatible activity.

(2) Tourist accommodation is available in resort accommodation, hotels, motels, bed and breakfasts, tourist parks and camping grounds. Tourist-related development complements the distinctive urban character of the city and is consistent with the intended character of the area.

(3) Existing tourist parks continue to provide affordable tourist accommodation in the city.

(4) A mix of tourist accommodation and housing uses occur along the coastal tourism/urban strip, predominantly on the eastern side of the Gold Coast Highway from Coolangatta to Labrador. This includes the eastern foreshores of the Nerang River at Surfers Paradise. Not all of this area is suitable or acceptable for all types of tourist accommodation and entertainment facilities due to the impacts of these facilities on existing residential amenity. The intended mix of tourism and housing uses will vary:

(a) The greatest proportion of tourist accommodation and facilities occur close to the larger coastal centres, including Surfers Paradise and Broadbeach.
(b) Tourist accommodation and facilities that appeal to family holiday makers and those wishing to stay in a less intensive tourist environment occur at Coolangatta, Kirra, Palm Beach, Tallebudgera and Labrador.

(c) In other areas, including Main Beach, Chevron Island, Budds Beach, Mermaid Beach, Burleigh Heads, Currumbin and Tugun, where a particular character and amenity favours a strong permanent residential population, residential amenity is prioritised to meet the needs of existing communities. Tourist accommodation and facilities need to be appropriately developed and managed in these areas.

(5) Warner Bros. Movie World, Dreamworld, Sea World, Wet’n’Wild, White Water World and Outback Spectacular continue to provide some of the city’s major tourist drawcards. New development supports the emergence of integrated and consolidated nodes at these locations for tourist attractions, short-term accommodation, theatres, film studios and ancillary supporting uses.

(6) The Bundall Equestrian Area is a racing and events precinct, providing:

(a) a venue for outdoor events and the Gold Coast Show while retaining and enhancing its role as a regional centre for horseracing and related equine activities;

(b) a limited range of shops and service industry;

(c) a limited range of residential activities and short-term accommodation up to medium building height, where these do not conflict with the long-term operation of the Benowa Re-pump Facility; and

(d) outdoor events, including temporary uses where acceptable standards of amenity are maintained for nearby sensitive uses.

(7) The southern Broadwater’s foreshore areas, including areas of The Spit south of Sea World, is developed and managed to support a diverse range of marine-based tourism and recreation, commercial fishing and event activities. (8) The Spit provides a high standard of tourist accommodation, tourist attractions and entertainment facilities within a recognised area of outstanding natural beauty, where the height of buildings and structures does not exceed that identified on the Building height overlay map, with the exception of theme park rides and structures that are directly related to the Sea World theme park, which do not have a prescribed height limit.

(9) Ecologically sustainable nature-based tourism activities within Springbrook will focus on World Heritage interpretation, supported by small-scale business activities within the commercial precinct of the Springbrook township. These activities provide a valuable contribution to both the local and regional economy.

(10) Ecologically sustainable nature-based tourism and recreation ventures in the East Coomera/Yawalpah area improve access to and promote the enjoyment of Southern Moreton Bay and its surrounds. The area’s matters of environmental significance and landscape character as a natural, non-urbanised backdrop to the urban areas of Hope Island and the cane lands to the north are protected.

(11) Non-urban areas support compatible tourism activities (such as sustainable nature-based tourism, farm stays, bed and breakfasts and camping grounds) if they do not adversely impact rural production, cultural heritage, amenity, nature conservation, water supply catchments or landscape character.

(12) The design, location and operation of new tourism attractions:

(a) promotes a positive city image;

(b) maintains acceptable amenity for nearby residents;

(c) protects matters of environmental significance and significant natural features;

(d) supports the development of facilities for nature-based tourism, special events, and cultural tourism activities, including facilities for major international events and indigenous cultural tourism activities; and

(e) consolidates existing tourist precincts in an orderly and efficient manner through additional attractions that reinforce key tourist markets and add diversity to the Gold Coast visitor experience.

Note: Major tourism attractions and the coastal tourism/urban strip are conceptually shown on strategic framework map 5.

Note: The city’s major tourism attractions are locations included in the Major tourism zone.
Note: Reduced regulation and a streamlined assessment process for existing and operational tourist attractions supports the continued growth and expansion of the city’s tourist economy.

Note: The suitability of an area within the city's agricultural cane lands will be investigated for use as a tourism-related sports adrenalin precinct. Until this investigation is undertaken, and any amendments to the City Plan are completed, this area is to maintain its intent as a natural resource area.
3.6.5 Element – Natural resources

Photograph 3.6.5-1
Photograph of agricultural cane land and Rocky Point Sugar Mill. Photograph by Panoramio Magpieshooter.

3.6.5.1 Specific outcomes

(1) The prudent use of renewable and non-renewable natural resources supports long-term community needs and only occurs where any immediate or long-term environmental and social impacts can be managed to an acceptable level.

(2) Natural resource areas of economic value and associated haulage routes are protected from encroachment by activity that would compromise the ability to utilise the resource efficiently and sustainably. Natural resource areas of economic value, include:

(a) rural production areas (encompassing agriculture land); and
(b) extractive resource areas (committed and non-committed).

(3) Areas identified as comprising agriculture land are retained for viable agricultural production and associated rural support activities without compromising the long-term agricultural capacity of the land.

(4) Activities that compromise the long-term productive agricultural value of the land are only supported when there is an overriding public need and where no other site is suitable.

(5) Forestry for wood production, including timber harvesting and milling, occurs in rural production areas where this does not conflict with nature conservation, water quality, landscape values and scenic amenity outcomes.

(6) Renewable energy facilities, including solar and wind farms, occur where they will not conflict with agriculture land, nature conservation, water quality, landscape and scenic amenity values and the character and amenity of residential areas.

(7) Committed and non-committed extractive resource areas and their associated haulage routes are protected from encroachment from incompatible development. Surrounding development minimises views into resource areas.
(8) In committed areas, the extraction and haulage of the resource protects environmental values on the land as far as practicable; prevents significant impacts on nearby sensitive uses, including the use of appropriate separation areas/buffering; and does not scar vegetated ridgelines and elevated land when viewed from outside the resource area.

The width and nature of separation areas/buffering vary from site to site, and depend on factors such as topography, vegetation and proximity to sensitive land uses.

Note: Within Key resource areas (KRA 67) Northern Darlington Range and (KRA 68) Oxenford ‘indicative separation areas’ are shown on the zone map due to the proximity of the resource/processing area to sensitive land uses. Extractive industry operations will provide appropriate separation areas/buffering in these locations to ensure adequate separation distances to sensitive land uses. This does not remove the requirement for separation areas/buffering to occur in other committed areas.

(9) Within the Jacobs Well area, extraction is limited to the designated committed areas. Beyond the committed areas, the agriculture land resource takes precedence and is preserved for agricultural use.

(10) In the non-committed areas at Reedy Creek and the Northern Darlington Ranges, operations only extend into the non-committed areas if it can be demonstrated that:

(a) the amenity of nearby residential land is maintained;
(b) critical corridors are accommodated and matters of environmental significance are conserved, protected, enhanced and managed; and
(c) the green backdrop provided by ridgelines is not reduced when viewed from major roads and surrounding residential land.

(11) Rehabilitation of land following extraction of the resource enhances ecological functions and visual amenity of the resource areas and facilitates reuse of the land for a range of appropriate activities.

Note: Natural resource areas and associated haulage routes of economic value are conceptually shown on strategic framework map 5.

Note: Natural resource areas are locations included in the Extractive industry and Rural zones. This excludes the Rural ‘Landscape and environment precinct’ of the Rural zone recognising the role and function of this precinct.

Note: The city’s agricultural cane lands (conceptually shown on strategic framework map 1) will be investigated for land use opportunities and constraints. Until this investigation is undertaken, and any amendments to the City Plan are completed, this area is to maintain its intent as a natural resource area.
3.6.6   Element – Rural production areas and rural enterprises

Photograph 3.6.6-1
Rural production activity in Numinbah Valley. Photograph by Remco Jansen.

3.6.6.1 Specific outcomes

(1) Rural production areas are maintained to contribute to the scenic amenity and green space values of the Gold Coast, including to assist in maintaining a green frame to the city’s urban areas, and to support a range of sustainable rural enterprises in appropriate locations, including:

   (a) agriculture;
   (b) aquaculture;
   (c) forestry for wood production;
   (d) animal husbandry;
   (e) intensive animal industries;
   (f) intensive horticulture;
   (g) cropping;
   (h) renewable energy facilities;
   (i) rural industry;
   (j) wholesale nursery; and
   (k) wine production.

(2) Permanent plantations occur in rural production areas where this does not conflict with the existing or future use of natural resource areas, including agriculture land.

(3) A range of rural support and small scale semi-rural commercial, tourism and recreation activities occur in rural production areas where they do not conflict with landscape character, rural amenity and the long-term use of the land, or adjoining land, for rural production pursuits. Compatible activities may include:

   (a) agricultural supplies store;
   (b) animal keeping;
   (c) minor tourist facilities, cafés and tea rooms;
   (d) medical and community facilities;
   (e) nature-based tourism;
(f) nurseries and community gardens;

(g) farmers’ markets;

(h) outdoor sport and recreation;

(i) research and development where directly associated with rural activities; and

(j) roadside stalls.

(4) The city’s principal rural activity - sugar-cane growing - is protected and the viability of the industry supported by:

(a) ensuring land, particularly in the Woongoolba/Norwell areas and the Rocky Point Sugar Mill, is protected from incompatible uses and encroachment of incompatible uses, such as urban development; and

(b) encouraging ancillary uses associated with the sugar-cane growing industry, such as nature-based tourism.

Note: Rural production areas of economic value are conceptually shown on strategic framework map 5.

Note: Rural production areas are locations included in the Rural zone. This excludes the Rural ‘Landscape and environment precinct’ of the Rural zone recognising the role and function of this precinct.

Note: Land in East Coomera/Yawalpah (known as the Greenridge site and the intervening land with the city’s urban boundary, conceptually shown on strategic framework map 1), will be investigated for its suitability for urban development and potential to provide significant conservation benefits for the city. Until this investigation is undertaken, and any amendments to the City Plan are completed, this area is to maintain its rural production and natural landscape character and intent.

Note: Two areas in Ormeau (conceptually shown on strategic framework map 1) will be investigated for land use opportunities and constraints. Until these investigations are undertaken, and any amendments to the City Plan are completed, these areas are to maintain their rural production and natural landscape character and intent.

Note: The city’s agricultural cane lands (conceptually shown on strategic framework map 1) will be investigated for land use opportunities and constraints. Until this investigation is undertaken, and any amendments to the City Plan are completed, this area is to maintain its intent as a natural resource area.
3.7 Improving transport outcomes

Photographic Image 3.7-1
Photographic image showing urban growth within mixed use centres with integrated transport systems. Image by Goldlinq.

3.7.1 Strategic outcomes

(1) Transport networks and land use are integrated to increase accessibility and connectivity across the city, reduce the cost of congestion and impacts on productivity, and provide convenient alternatives to private car use.

(2) The Gold Coast's integrated transport system has the capacity and flexibility to deal with major events befitting a world-class city, such as the 2018 Commonwealth Games.

(3) The consolidation of urban growth within mixed use centres, specialist centres and urban neighbourhoods, including the light rail urban renewal area, that support existing and future high frequency public transport corridors, maximises investment in the city's efficient transport system.

(4) Mixed use centres, specialist centres and the light rail urban renewal area provide safe and accessible street environments where pedestrians, cyclists and public transport take priority over private cars.

(5) Direct, safe, pleasant and comfortable walking and cycling environments connect to local attractions and services.

(6) Community and privately operated transport services are a viable alternative to the private car.

(7) The Gold Coast's road network is safe and efficient.

(8) Existing and future transport corridors are protected.

(9) Car parking spaces in transit precincts is provided at lower amounts, and managed to improve sustainable transport use and support the economic prosperity of the city.

(10) Air services continue to service the tourism, transport and business needs of the city and adjoining regions.
3.7.2 Element – Integrated transport system

3.7.2.1 Specific outcomes

(1) The city’s transport systems are integrated to provide choice, convenience and efficiently connect people with places of economic, social and environmental value.

The integrated transport system includes:

(a) active transport network, including local streets, walking and cycling paths;
(b) public transport network, including heavy rail, light rail, rapid bus and local bus network;
(c) freight corridors and haulage routes;
(d) Gold Coast Airport;
(e) navigable waterways; and
(f) the road network.

(2) Mixed use centres and specialist centres provide multi-mode public transport interchanges to provide convenient access to public transport. Key locations include:

(a) Helensvale;
(b) Coomera;
(c) Nerang;
(d) Robina;
(e) Varsity Station Village;
(f) Gold Coast Health and Knowledge Precinct;
(g) Southport;
(h) Surfers Paradise;
(i) Broadbeach;
(j) Burleigh Heads; and
(k) Gold Coast Airport.

(3) Mixed use centres and specialist centres are connected by active and public transport networks to other mixed use centres and specialist centres, urban neighbourhoods and industry and business areas.

(4) Light rail and rapid bus services are supported by convenient interchanges connected to walking and cycling networks and other public transport infrastructure.

Note: The city’s integrated transport system is conceptually shown on strategic framework map 6.
3.7.3 Element – Enhanced access and mobility

Photograph 3.7.3-1
Enhanced travel choices. Photograph by City of Gold Coast

3.7.3.1 Specific outcomes

(1) Site layout and building design provides clear and easy access to active and public transport facilities.

(2) Active and public transport infrastructure is built early in the development of new communities to encourage an active and public transport culture from the outset.

(3) Development within mixed use centres, specialist centres and urban neighbourhoods, including the light rail urban renewal area and the Light Rail Stage 3A corridor, provides high quality active transport infrastructure including paths, cycle parking and end of trip facilities.

(4) Local streets are shared and safe places for walking, cycling and local car trips.

(5) District and regional level community uses, tourist attractions and recreation facilities are within walking distance of public transport facilities along clear, legible routes.

(6) Development supports an effective network of public paths along foreshores, including the Coastal Pedestrian and Cycle Network.

(7) Development within the Coomera Town Centre area provides an integrated network of predominantly public streets to ensure efficient movement of pedestrians, cyclists, vehicles and strong public transport connections.

(8) Community and privately operated transport services and water transport on the city’s navigable waterways reduces car dependency.

(9) Wharves, pedestrian facilities, car and bicycle parking, and bus/ferry interchange facilities in key waterfront locations support public water transport and enhance access to the city’s waterways.

(10) Car share schemes in the light rail urban renewal area are encouraged for those who need only occasional access to a car.

Note: The Coastal Pedestrian and Cycle Network is conceptually shown on strategic framework map 6.

Note: Indicative access and mobility outcomes for the Coomera Town Centre area are identified on strategic framework map 8.
### 3.7.4 Element – Transport system efficiency

Photograph 3.7.4-1
High frequency public transport systems will provide an attractive alternative to the car.

#### 3.7.4.1 Specific outcomes

1. The city’s road hierarchy contains regional and cross city traffic on highways and arterial road systems.
2. Local road networks are permeable and legible to facilitate high connectivity, an effective public transport system and increased walking and cycling.
3. Transport facilities and routes, including active and public transport, are functional, attractive, complement local character and help enhance the city’s image.
4. Development does not compromise the function of existing and future transport corridors, including roads, public transport and active transport corridors.
5. The type, location and design of development achieves a safe and efficient transport system by:
   a. ensuring appropriate controls for the number, size and position of vehicle access points;
   b. facilitating a functional road hierarchy; and
   c. minimising direct vehicle access to higher-order roads.
6. The integration of off-street parking, loading, servicing and access facilities with developments achieves a pedestrian-focused environment and high quality public realm.
7. Car parking is reduced in areas serviced by high frequency public transport, including mixed use centres, specialist centres and the light rail urban renewal area. Lower rates of car parking may be applied in other locations depending on land uses and public transport accessibility, including major sporting facilities.
8. Land uses involving heavy vehicles – including industry, freight and logistics – are located in areas that facilitate efficient and easy access to major roads.
(9) On-site waste storage and recycling facilities allow safe collection with minimal disruption to transport systems.

(10) Advertising devices visible from transport routes are consistent with the local amenity and do not create safety hazards.

(11) Existing and future haulage routes from extractive industry uses to the Pacific Motorway are identified and protected from incompatible uses and managed to provide safe and efficient operation.

(12) Strategic freight routes and associated freight generating land uses are protected from encroachment by incompatible land uses.

Note: High frequency public transport routes and major roads are conceptually shown on strategic framework map 6.

Note: Existing and future haulage routes from extractive industry uses are conceptually shown on strategic framework map 5.

Note: To address concerns with congestion on the Pacific Motorway between Stapylton and Carrara, and the cost of this congestion to the Gold Coast economy, the City of Gold Coast will undertake a joint planning investigation with the State Department of Transport and Main Roads to identify future road requirements for the northern Gold Coast.
3.7.5 Element – Air transport

3.7.5.1 Specific outcomes

(1) The Gold Coast Airport maintains safe, secure and efficient airport operations. Flight paths are protected and restrictions placed on incompatible development, including building height and encroachment by sensitive uses.

Note: The Gold Coast Airport is conceptually shown on Strategic framework maps 2, 5 and 6.
3.8 Living with nature and cultural places

3.8.1 Strategic outcomes

(1) A comprehensive green space network of natural landscape areas is enhanced, maintained and protected for the nature conservation and recreation needs of the city and enhances the city’s powerful image of green, gold and blue.

(2) Land, freshwater, estuarine and marine ecological processes and other matters of environmental significance are protected and supported through a connected green space network.

(3) Non-urban land is protected to maintain the extent and diversity of the city’s natural and productive rural landscapes and define a hard edge to the city’s urban area.

(4) Matters of environmental significance within biodiversity areas are protected in situ.

(5) Outside of biodiversity areas high priority vegetation is protected in situ. Regulated, medium and general priority vegetation is maintained and disturbance is minimised.

(6) Significant residual impacts on medium priority vegetation outside of biodiversity areas are managed through a prioritised hierarchy of avoiding, mitigation on-site and offsetting such impacts.

(7) Coastal environments are protected for their ecological, economic and recreational values.

(8) Water quality and quantity in drainage catchments maintains the operation and health of ecosystems, provides flood mitigation and meets requirements for water-based primary and secondary leisure activities.

(9) Catchments maintain water quality and quantity to supply existing and forecast urban development, support compatible water-based leisure activities and retain future options for water harvesting.

(10) Places of cultural heritage are identified and protected.

(11) Cultural landscapes of significance are protected in partnership with traditional owners.

Note: Non urban land is conceptually shown on strategic framework map 1.
Note: The city's green space network is conceptually shown on strategic framework map 4.
3.8.2 Element – Natural landscape areas

3.8.2.1 Specific outcomes

(1) Natural landscape areas are retained and enhanced to perform essential functions such as nature conservation, cultural heritage, scenic amenity and other green space values, which are vital to protecting the city’s matters of environmental significance, including biodiversity areas and landscape character.

(2) Natural landscape areas, like rural production areas and rural residential areas continue to maintain a green frame to the city’s urban areas, particularly on the Hinterland ranges and foothills. This contributes to the city’s distinctive form, visual attractiveness and role as a major tourist destination.

(3) Development is of a scale and intensity that does not dominate the natural landscape within its context and locality.

(4) Natural landscape areas within the Light Rail Stage 3A corridor include North Nobby, South Nobby and Burleigh Heads National Park. These natural landscape areas continue to provide distinctive visual breaks, are to remain the dominant feature within their landscapes, and surrounding development is to be of a sympathetic scale and intensity.

Note: Natural landscape areas are conceptually shown on strategic framework map 2. Natural landscape areas not shown on strategic framework map 2 are recognised as important elements of local character and neighbourhood amenity within the city.

Note: Natural landscape areas are locations included in the following zones:

- Open space;
- Conservation;
- Major tourism zone;
- Rural residential ‘Landscape and environment precinct’ of the Rural residential zone; and
- Rural ‘Landscape and environment precinct’ of the Rural zone.

Note: Land in East Coomera/Yawalpah (known as the Greenridge site and the intervening land with the city’s urban boundary, conceptually shown on strategic framework map 1), will be investigated for its suitability for urban development and potential to provide significant conservation benefits for the city. Until this investigation is undertaken, and any amendments to the City Plan are completed, this area is to maintain its rural production and natural landscape character and intent.
### 3.8.3 Element – Green space network

#### Photograph 3.8.3-1
Photograph of green space network located at Beechmont. Photograph by Russell Shakespeare.

#### 3.8.3.1 Specific outcomes

1. The diverse green space network provides for recreation, community wellbeing, biodiversity, scenic amenity, water catchment management, cultural heritage, tourism, education and research. It includes:
   (a) hinterland areas including rural production areas, rural residential areas and natural landscape areas;
   (b) water supply catchment areas;
   (c) biodiversity areas and other matters of environmental significance;
   (d) the Merrimac/Carrara floodplain special management area;
   (e) the inter-urban break; and
   (f) open space and recreation areas, including sports grounds, bushland and paths.

   The city’s green space network also contains smaller open spaces and corridors not shown on the strategic framework maps that provide important green space values within the city’s urban form and character.

2. The green space network links local and regional green space, including linking matters of environmental significance and extending hinterland to coast critical corridors.

3. The inter-urban break provides a green break between the urban corridor from Brisbane City and the northern suburbs of the Gold Coast, and incorporates a significant hinterland to coast critical corridor. The inter-urban break is retained and enhanced.

4. The Merrimac/Carrara floodplain special management area provides essential flood management functions and a continuous green space network that provides for:
   (a) major sport and recreation uses and other community facilities;
   (b) pedestrian and cycle networks;
(c) environmental education and interpretation;
(d) ecological restoration and environmental management;
(e) water quality; and
(f) flood resilience.

(5) Waterways and riparian areas are protected as natural green space corridors to:
   (a) protect vegetation, wildlife habitat and ecological corridors;
   (b) protect scenic amenity;
   (c) provide continuous public access and parkland corridors for recreation, walking and cycling;
   (d) provide visual relief from the built environment and a retreat from developed areas;
   (e) provide flood mitigation, flood resilience, drainage and water quality functions;
   (f) provide natural and renewable water cycle processes (water health and water quality); and
   (g) protect foreshores from erosion and stormwater inflows.

(6) The limited commercial uses in the city’s green space network do not compromise the nature conservation, scenic amenity, recreation or other values of the green space network.

(7) Public sport and recreation areas are retained for health, community and cultural benefits.

(8) In urban areas, privately owned sport and recreation facilities such as golf courses and sports fields continue to contribute to:
   (a) the health and wellbeing of the community;
   (b) scenic amenity and landscape character in local communities; and
   (c) ecological and hydrological functions.

Supporting development consists of clubs, function/conference facilities, tourist attractions, tourist accommodation and a limited range of shops and food and drink outlets where these uses support or complement the primary sport and recreation use of the land and acceptable standards of amenity are maintained for nearby sensitive uses.

(9) Development does not erode, and, wherever practicable, contributes to, the expansion of the extent, function and values of the green space network.

(10) Development facilitates accessible, safe and integrated local open space networks that contribute to sense of place and quality of life.

(11) Development within the Light Rail Stage 3A corridor contributes to creating new green connections to and between centres, the beach and the light rail.

(12) Landscape character areas within the Light Rail Stage 3A corridor include North Nobby, South Nobby, Justin’s Park and Burleigh Heads National Park. These landscape character areas continue to provide distinctive visual breaks, are to remain the dominant feature within their landscapes, and surrounding development is to be of a sympathetic scale and intensity.

Note: The green space network is conceptually shown on strategic framework map 4.

Note: The green space network occurs throughout all zones.

Note: Elements of the green space network that support organised sport and recreation activities that require a level of built infrastructure are locations included in the Sport and recreation and Limited development (constrained land) zone.

Note: Green space network is identified in the Emerging community zone – Upper Coomera (Courtney Drive) precinct. Refer to Emerging community zone Figure 6.2.16-3 – Upper Coomera (Courtney Drive) precinct plan.
3.8.4 Element – Nature conservation

Photograph 3.8.4-1
Example of an area containing high biodiversity value located at Mudgeeraba. Photograph by Russell Shakespeare.

3.8.4.1 Specific outcomes

(1) The Gold Coast’s biodiversity areas and other matters of environmental significance are conserved, protected, enhanced and managed to maintain a diversity of terrestrial, aquatic and marine species, ecosystems and ecological processes. Poorly protected regional ecosystems and habitat for threatened species, such as koalas, are enhanced.

(2) Biodiversity areas are fundamental elements of the city’s green space network. These areas are conserved to maintain the diversity of terrestrial, aquatic and marine species, ecosystems and ecological processes. Mapped biodiversity areas include:

(a) core habitats, that are extensive tracts of intact habitat within the hinterland and coastal wetlands areas; support a variety of vegetation associations; provide habitat for diverse fauna populations; and require the highest level of protection;

(b) hinterland to coast critical corridors that link core habitat systems and isolated areas of biodiversity value by retaining existing vegetation and restoring degraded areas to enhance fauna movement between different ecosystems and landscapes; and

(c) substantial remnants of intact areas of vegetation that retain and enhance the diversity, extent and condition of habitat by avoiding impacts that originate from their urban context.

(3) The city's matters of environmental significance include:

(a) native vegetation of national, state or local significance;

(b) coastal environments, wetlands and waterways;

(c) core habitat areas and substantial remnants;
(d) hinterland to coast critical corridors, including:
   (i) Burleigh Heads to Springbrook;
   (ii) Springbrook to Wongawallan;
   (iii) Southern Moreton Bay to Wongawallan;
   (iv) Southern Moreton Bay to Clagiraba;
   (v) Currumbin to Cobaki Broadwater (Tweed Shire); and
   (vi) Currumbin to Currumbin Valley.

(e) habitat for threatened species, such as koalas.

(4) In biodiversity areas, matters of environmental significance including vegetation and habitat for native flora and fauna are protected in situ, and degraded areas are restored to improve habitat quality and connectivity.

(5) Outside biodiversity areas: high priority vegetation is protected in situ; buffers are provided to wetlands and waterways; degraded areas are restored where this improves habitat or connectivity; and development includes the consideration of alternative designs and the separation of incompatible activities to minimise the impacts on matters of environmental significance.

(6) Outside biodiversity areas, significant residual impacts on medium priority vegetation are managed, in order of priority, by:
   (a) avoiding significant adverse environmental impacts;
   (b) mitigating significant adverse environmental impacts where these cannot be avoided; and
   (c) offsetting any significant residual impacts.

(7) Matters of environmental significance in the city’s non-urban area are protected from urban encroachment by containing urban activity within the city’s urban area.

(8) Matters of environmental significance and rural production activities co-exist in a number of hinterland localities, including the areas of Currumbin, Tallebudgera, Springbrook, Lower Beechmont, Guanaba, Clagiraba, Wongawallan and Numinbah Valleys. Compatible rural production activities only occur on existing cleared land.

Note: Elements of the city’s green space network that support nature conservation are conceptually shown on strategic framework map 4.
3.8.5 Element – Coastal, wetland and waterway areas

Photograph 3.8.5-1
Example of wetland area located Pimpama. Photograph by Russell Shakespeare.

3.8.5.1 Specific outcomes

(1) Coastal terrestrial, aquatic and marine ecosystems and their ecological processes are protected to sustain their viability. This includes the conservation and enhancement of endemic vegetation on beaches, dunes and coastal headlands, and along natural waterways and floodplains.

(2) Public access to coastal waters and foreshores is maintained and enhanced where it is safe and where coastal environments are protected.

(3) Disturbance to undeveloped parts of erosion-prone areas, storm-tide inundation hazard areas, tidal waterways and nutrient hazard areas is avoided other than for maritime infrastructure where impacts are minimised.

(4) The aquatic, riparian and intertidal ecosystems of Moreton Bay Broadwater are conserved to support the objectives of the Moreton Bay Marine Park and declared fish habitat areas. This includes its value as a commercial fishery and recreational area.

(5) South Stradbroke Island is recognised as part of a complex system of sand islands of global importance. These islands are protected for their environmental, ecological and visual significance.

(6) Water quality and quantity in all catchments is maintained to support water body health and biodiversity, and support compatible water-based leisure opportunities.

(7) The integrity of catchment areas is maintained in natural landscape areas, rural production areas and rural residential areas. Disturbance to existing landforms, ecological features, surface drainage, waterways and groundwater movement is avoided or minimised. Water is used and managed as part of a total water cycle in which:
(a) natural drainage regimes and hydrological processes are maintained as far as possible;
(b) ecosystem health and water quality is protected or enhanced;
(c) public health and safety are protected and damage to property is avoided;
(d) run off is controlled;
(e) water is used efficiently as a limited resource; and
(f) on-site sewerage facilities are appropriately designed and maintained.

(8) The Hinze and Little Nerang Dam water supply catchment areas are managed to ensure the highest level of protection possible to the city’s potable water supply.

(9) Marine industries have minimal impacts on water quality, vegetation and bank stabilisation. Dredging is managed to maintain boat access and channel integrity in areas of high boat traffic while maintaining foreshore integrity.

(10) Marina development facilitates the proper and convenient disposal of ship-sourced pollutants and are designed and operated to ensure the risk of spillage from operations is minimised.

(11) The flood prone nature of the Merrimac/Carrara flood plain special management area is managed to accommodate major flood flow paths and retardation areas and is used for stormwater quality management. Development is limited to clusters of urban uses within the least flood affected and environmentally sensitive areas.
3.8.6 Element – Cultural places

Photograph 3.8.6-1
Example of an historical urban form and character which has been conserved - the Mudgeeraba Post Office. Photograph by City of Gold Coast.

3.8.6.1 Specific outcomes

(1) Places of cultural heritage significance entered in the State and local heritage register are conserved.

(2) The viable reuse of places of cultural heritage value occurs where appropriate and where impacts can be managed to an acceptable level.

(3) Areas of the city with an historical urban form and character are recognised and conserved, including:
   (a) Mudgeeraba – the traditional rural village ‘old town’ character, including the historic pattern of development and form and appearance of historic buildings;
   (b) Southport – the surviving pockets of historical character of Southport as an early twentieth century resort township and commercial centre, including neighbourhoods, streetscapes and groups of buildings, and places of special value; and
   (c) Nerang and Coolangatta – places of character or cultural heritage.

(4) The cultural values of South Stradbroke Island and other places important to traditional owners, residents and recreational users are protected, enhanced and conserved.
3.9  Developing a safe and resilient city

Photograph 3.9-1
Image placeholder only.

3.9.1  Strategic outcomes

(1) Communities and environments are safe and attractive places to work, live in and visit.

(2) The increased number of residents, workers and visitors to the city is supported by appropriate and accessible social infrastructure.

(3) Community, educational, civic, cultural, recreation and sporting facilities maximise opportunities for community interaction, strengthen social networks and encourage active and healthy lifestyles.

(4) Existing and planned community infrastructure and corridors are protected to provide safe and optimal essential services to the community.

(5) Activities that generate emissions or impacts are adequately separated, designed and managed to avoid environmental harm or nuisance to residential or other sensitive use areas.

(6) Special industry uses occur in very limited circumstances due to their noxious and hazardous nature and impacts on existing and planned development, including sensitive uses.

(7) Residential and other sensitive uses are located away from areas that could cause environmental harm or nuisance from emissions or other impacts.

(8) Greater resilience to the impacts from natural hazards is achieved by managing and minimising risks in susceptible areas. Some parts of the city are unsuitable for development due to the extent of natural hazard affectation.

(9) Party houses only occur within the party house area identified on the Party house area overlay map due to their impacts on existing and planned development, including sensitive uses.
3.9.2 Element – Safe, healthy and cohesive communities

Photograph 3.9.2-1
Example of a well designed recreation facility - the All Abilities playground at Kurrawa. Photograph by City of Gold Coast.

3.9.2.1 Specific outcomes

(1) The design and management of development creates positive social and health impacts and safe environments that discourage antisocial behaviour.

(2) Highly interconnected neighbourhoods encourage social diversity, cohesion and integration.

(3) The city’s public realm creates safe and supportive environments through design, management and a sense of ownership. These areas provide opportunities for social interaction and civic participation.

(4) Social, community and public infrastructure including recreation facilities maximises social, economic and physical accessibility. Provision occurs in the initial stages of the development of new communities. Stand-alone facilities only occur where there is a demonstrated community need and where alternative locations are unsuitable.

(5) Social, community and public infrastructure, including recreation facilities:
   (a) are flexible, adaptable and multi-use to support a range of social, cultural and civic uses and needs, including temporary uses such as festivals or community evacuation centres in times of need;
   (b) balance active and passive recreation opportunities;
   (c) integrate into the urban environment to provide opportunities for people to socialise and engage in active and healthy lifestyles; and
   (d) incorporate complementary activities including community gardens, companion animal exercise areas, cafes or markets.
3.9.3 Element – Environmental health and amenity

3.9.3.1 Specific outcomes

(1) Activities that could conflict with the health and amenity of existing or planned sensitive uses are adequately separated, designed and managed. These activities include those that generate noise, traffic, air pollution, electromagnetic emissions, dust, light, glare, reflectivity, vibration or odour impacts above accepted standards. Such activities include industry and extractive industry uses.

(2) The impact of traffic and transport noise on existing or planned sensitive uses is minimised through appropriate site and building design and, where necessary, the provision of noise mitigation measures.

(3) Noise mitigation occurs at the source. Where this is not practicable, measures at the receiving environment maintain acceptable standards of amenity for sensitive uses without detracting from streetscape quality.

(4) The impact of aircraft and airport noise on existing or planned sensitive uses is managed through the appropriate design and location of new development, including acceptable noise mitigation techniques.

(5) Existing or planned sensitive uses do not unreasonably constrain or adversely impact on the safe and optimal operation of existing and planned strategic infrastructure sites and corridors that are important to the efficient functioning of the city or region. Strategic infrastructure sites and corridors include:

(a) essential public services and facilities, such as water and wastewater treatment plants, major electricity infrastructure, landfill sites, emergency facilities and hospitals;

(b) general and marine industry areas;

(c) strategic freight corridors;

(d) resource areas, including committed and non-committed extractive resource sites and their haulage routes;

(e) rural production areas, including strategic cropping and agriculture land;

(f) Gold Coast Airport;

(g) transport terminals, heavy rail and the major road network;

(h) theme parks and tourist attractions;

(i) district and regional sport and recreation facilities, such as motor sport parks; and

(j) other essential community or productive sites, facilities and corridors having the potential to impact the amenity of a sensitive use.

(6) Medium-to-large scale places of worship, where operating outside the hours of 7am to 6pm, are not established in general industry fringe areas in close proximity to existing or planned sensitive uses.

(7) High impact industry and medium impact industry uses only occur outside of areas designated for these uses when it is demonstrated that they will not cause conflict, risk, danger or amenity impacts above accepted standards to any other existing or planned development.

(8) Special industry uses only occur in high impact industry areas where:

(a) they achieve minimum separation areas of 500 metres for distilling alcohol or 1,500 metres for all other activities to existing or planned sensitive uses; and

(b) it is demonstrated that they will not cause conflict, risk, danger or amenity impacts above accepted standards to any other existing or planned development.

This includes the health and safety of persons engaged, employed or resident on the site of any other development within the uses area of influence, including residential and non-residential uses.

(9) The Rocky Point Sugar Mill is recognised as an existing special industry use that contributes to the city’s economy. The operation of the sugar mill is protected from incompatible activities (including the encroachment or intensification of residential or other sensitive uses within its separation area).

(10) Renewable energy facilities are located, designed and managed to minimise environmental harm and protect the amenity of existing or planned sensitive uses.
(11) Waste collection, storage and disposal facilities are located, designed and managed to minimise environmental harm and protect the amenity of existing or planned sensitive uses. These facilities are avoided on land not capable of rehabilitation and long-term environmentally sustainable management practices adopted.

(12) Infrastructure and utilities to service new development, including on-site waste storage and recycling facilities, minimise environmental harm and protect the amenity of existing or planned sensitive uses prior to the new development commencing.

(13) The amenity intended for Urban neighbourhoods, Suburban neighbourhoods, New communities, Merrimac/Carrara flood plain special management area, Townships, Rural residential areas, Mixed use centres, Specialist centres, Neighbourhood centres, Industry and business areas and Rural production areas and rural enterprises is protected by locating local party houses only in the party house area identified on the Party house area overlay map and regulating the operation of Party houses to ensure the residential amenity of the surrounding area is maintained.

Note: Key strategic infrastructure sites and corridors are conceptually shown on strategic framework map 7. Strategic infrastructure sites and corridors that are not shown on strategic framework map 7 are recognised as being important to the efficient functioning of the city or region.

Note: Examples of existing or planned sensitive uses include residential uses and community facilities.
3.9.4 Element – Natural hazards

3.9.4.1 Specific outcomes

(1) Development avoids natural hazard areas where the risk to life and property, the likely cost of damage, or the measures needed to effectively mitigate the risk are unacceptable. Natural hazards include bushfire, flooding, landslide and coastal risks.

(2) Development in natural hazard areas only occurs if it:
   (a) is located, designed and managed to mitigate the risk to life and property;
   (b) does not occur at the expense of other environmental values; and
   (c) supports, and does not unduly burden, disaster management response or recovery capacity and capabilities.

(3) Development in acid sulfate soil hazard areas is located to avoid the release of acid and metal contaminants or manage disturbance where it can be demonstrated that disturbance is unavoidable.

(4) Development in bushfire hazard areas is avoided where conservation and landscape protection constraints preclude necessary risk-reduction measures, including clearing and provision of adequate access.

(5) Important social, community and public infrastructure and services that are vulnerable to natural hazards are designed and located to minimise risk of failure during a natural hazard event. Important infrastructure and services include:
   (a) water and wastewater utilities;
(b) power and gas supplies;
(c) telecommunication network facilities;
(d) the road network;
(e) police and emergency services facilities, including identified community evacuation centres;
(f) hospitals and associated institutions; and
(g) facilities for the storage of valuable records or items of cultural or historic value.

(6) The design and management of the city’s public realm and areas of public activity incorporates adaptive strategies to maintain routine social functions in the face of gradual changes to climatic conditions.
FOR MORE INFORMATION

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