

OURCITY OURPLAN

CONSULTATION REPORT

Round 3

December 2021

CITY OF
GOLDCOAST.



We would like to thank the community for their feedback on proposed updates to City Plan.

We have carefully considered all of the submissions received during four rounds of public consultation.








In consideration of submissions, our aim is to balance the feedback received from the community and industry with the need to manage growth. In some instances community feedback may not appear to be directly reflected in the final amendment package, but it has assisted us to reflect the most balanced view of the Gold Coast community.

We would like to sincerely thank the community for taking the time to provide a submission and helping to shape the future of our great city!

Next steps...

The amendment package and supporting information have been submitted to the Deputy Premier and Minister for State Development, Infrastructure, Local Government and Planning for approval to adopt.

Once we receive Ministerial approval to adopt, the amendment will be presented to Council seeking endorsement to commence.

	ROUND 1 CONSULTATION	ROUND 2 CONSULTATION	ROUND 3 CONSULTATION	ROUND 4 CONSULTATION
 BUSINESS DAYS	31 27 Sep - 11 Nov 19	27 6 Jan - 12 Feb 20	22 12 May - 10 June 20	21 9 Mar - 8 Apr 21
 EVENTS	14 Pop-ups	4 Pop-ups and community meetings	Ask a Planner online tool in place of face-to-face engagement	6 Talk to a Planner sessions
 ATTENDANCE	924 Attendees	563 Attendees	12 Questions via Ask a Planner	33 Attendees
 WEB VISITS	14,500 GC Have Your Say	6100 GC Have Your Say	1520 GC Have Your Say	4600 GC Have Your Say
 DOCUMENT DOWNLOADS	3730 Documents	1430 Documents	552 Documents	310 Documents
 FACEBOOK	267,514 Reach	196,437 Reach	17,102 Reach	98,836 Reach
 CALLS	133 to City officers	56 to City officers	8 to City officers	79 to City officers
 SUBMISSIONS	1192 properly made	428 properly made	30 properly made	480 properly made

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Introduction

Purpose of this report

This Our City Our Plan consultation report has been prepared by the City of Gold Coast (**City**) in accordance with the *Minister's Guideline's and Rules (MGR's)*, under the *Planning Act 2016 (the Act)*.

Since the adoption of City Plan in February 2016, the City has committed to its continual improvement. The Our City Our Plan amendment package (also known as Major Update 2 & 3), is the second major amendment to City Plan and consists of 34 items. The amendment package seeks to improve City Plan by responding to feedback, redefining the City's approach to building heights, encouraging economic activities in the right locations, better defining areas of our city that contain high ecological value and making City Plan easier to understand.

On 7 August 2019, the City received Ministerial approval to proceed to public consultation, for the Our City Our Plan amendment package. To ensure submissions were reviewed and where appropriate changes made to the amendment an unprecedented four (4) rounds of public consultation were undertaken.

This report provides a summary of submissions received in response to the third round of public consultation undertaken by the City.

The Gold Coast

The Gold Coast is Australia's largest non-capital city, with an estimated residential population of 635,191 people. It is a city known for having one of Australia's most enviable lifestyles with its golden beaches, iconic skyline, world-class surf breaks and exceptional business and investment opportunities. It also continues to be one of the fastest growing Local Government Areas in Australia.

With this continued growth, the Gold Coast is in an exciting period that has resulted in new innovation hubs, jobs in a diverse range of industries, emerging cultural and events experiences, connectivity and amenities that support our lifestyle. However, it has also exacerbated a complex challenge for the City: managing growth.

The Queensland Government's *Shaping SEQ – South East Queensland Regional Plan 2017 (ShapingSEQ)* sets a framework for how the City must cater for the anticipated future growth. Specifically, this legislative document identifies that the Gold Coast will need to accommodate an additional 351,100 people, 158,900 dwellings and 180,000 jobs by 2041. To successfully do so, the City needs to guide this anticipated growth, while sustaining our environment and continuing to provide economic opportunities.

The key instrument that is used to manage this growth is the City Plan.

City Plan

What is the City Plan?

The City Plan is the planning scheme that regulates the use and development of land in our Local Government Area. City Plan contains provisions that establish what we want to achieve; but does not mandate how it is to be achieved. Consistent with State legislation, and like all other planning schemes in Queensland, the City Plan is performance-based. The State Planning Policy notes that a 'performance-based planning system encourages and responds to change by allowing for innovation and flexibility in plan making'.

Why does the City Plan need to be updated?

The City is committed to continual improvement of City Plan. It is important to regularly review and update the City Plan to ensure its strategic policies are achieving the right outcomes and reflect changing community expectations, market trends and innovation. These updates help to ensure the Gold Coast continues to successfully manage growth and the lifestyle we all enjoy.

Legislative framework for updating City Plan

When updating City Plan, the City is bound by the rules set out in the MGRs and the Act. For instance, to undertake a Major update to City Plan, the City must follow the five steps presented in **Figure 1**. **Figure 2** details the critical dates for the current Major amendment to City Plan.

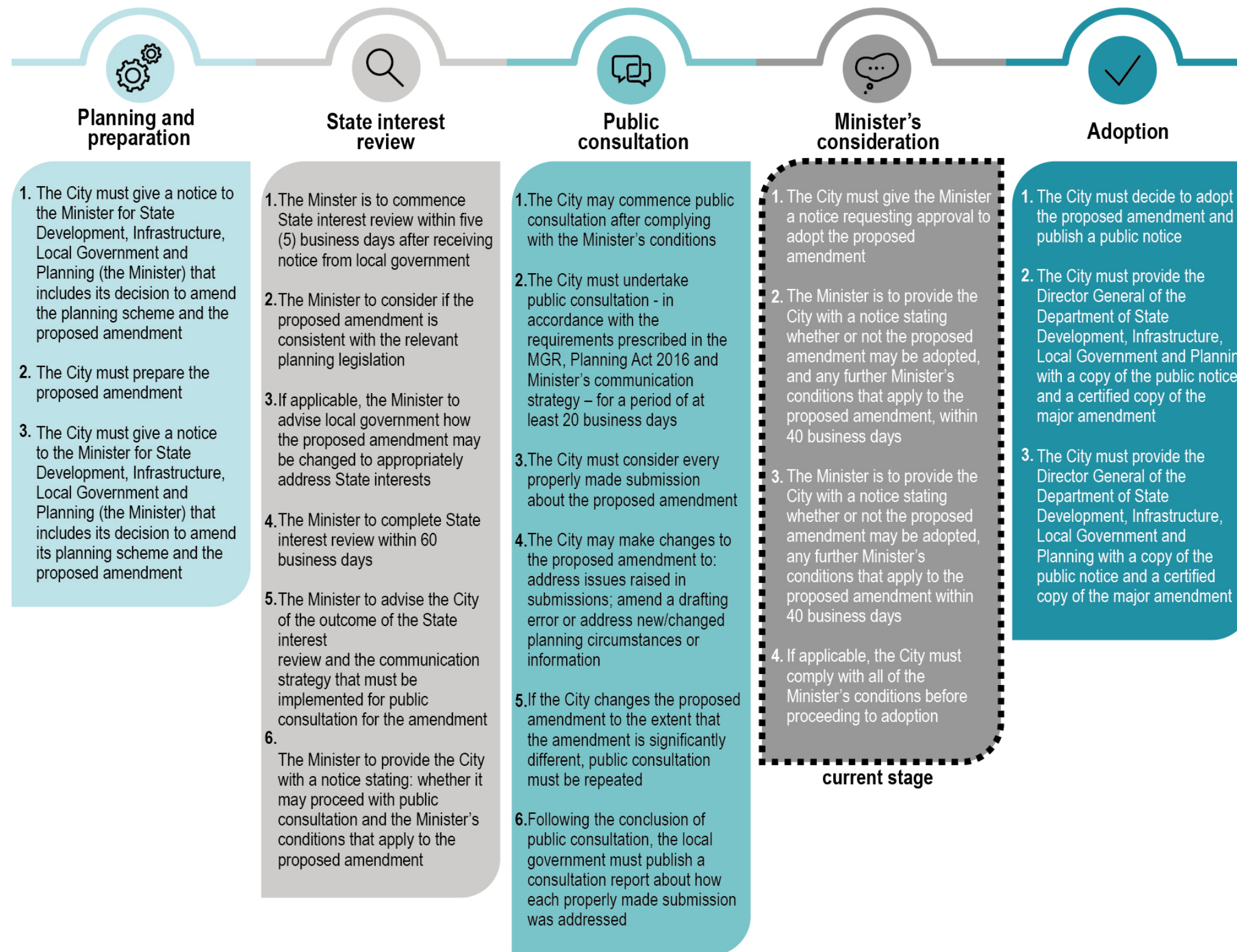


Figure 1: Statutory update process (adapted from section chapter 2, part 4 of MGR)

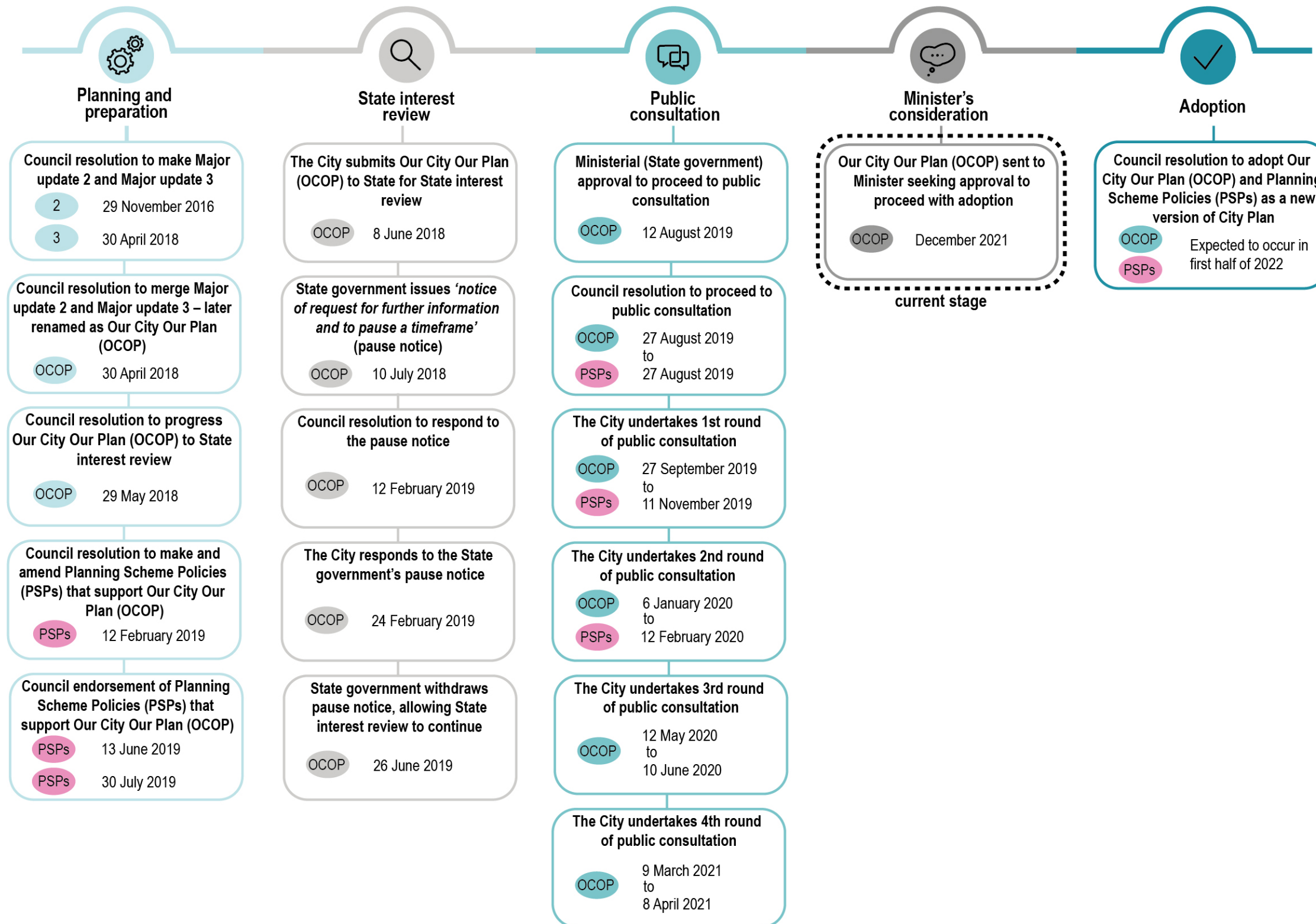


Figure 2: Timeline and critical dates for the Amendment

How is an amendment to City Plan formulated?

Amendments to City Plan are formulated in response to:

- changes to, or introduction of, State government legislation;
- Council endorsed Corporate strategies and key city shaping projects;
- local policy decisions;
- internal stakeholder feedback; or
- external stakeholder (members of the public) feedback.

Our City Our Plan Round 3

What was proposed?

The third round of consultation sought feedback specifically on the proposed change to the Residential density overlay map for the residential zoned land on the eastern side of Jefferson Lane, between Seventeenth Avenue and Laceys Lane, Palm Beach. The change involved a reduced residential density designation from RD6 (1 bedroom per 33m²) to RD5 (1 bedroom per 50m² of site area).

Public consultation

The third round of public consultation was undertaken between 12 May 2020 and 10 June 2020 (22 business days).

During the second round of public consultation, it was identified that a proposed change to the Residential density overlay map along the eastern side of Jefferson Lane at Palm Beach was shown incorrectly (i.e. no change was shown). Therefore, the City undertook a third round of public consultation to ensure that the Residential density mapping was changed to reflect the resolution endorsed by Council on 13 December 2019 and give the community opportunity to provide feedback on the proposed change.

Table 1: Summary of outcomes from the third round of public consultation

Activity	Result
Written submissions	30 submissions (comprising 37 individual points of submission)
Community sentiment (from written submissions)	<ul style="list-style-type: none"> • 43% 'supported' or 'supported in part' the changes amendments • 52%* opposed the proposed changes <p>*it should be noted that 30% of the points that opposed the amendments (that is 15% of all points received relating to the change) raised objections that the proposed reduction in density was still too high, rather than suggesting that the density should remain at the current designation. If these were counted as support, or support in part, the sentiment would be 65% support, or support in part, and 35% opposed.</p> <p>Note: Submission points that did not relate to Items included in the Our City Our Plan amendment package are not included in these statistics.</p>
Social media	17,102 reached via Facebook (544 link clicks from social media)
GC Have Your Say website	1,520 web visits
Document downloads	552 total downloads
Update hotline	Total 8 phone calls

How were community submissions reviewed?

The City established a submission review process that:

- considered all submissions in an objective, open and transparent manner; and
- ensured adherence with the Act’s public consultation requirements for updating City Plan.

The following steps detail how submissions were reviewed.

Step 1 – Registration of submissions

The City received submissions through the following avenues:

- online submission portal;
- email; and
- hardcopy drop-off / post.

Upon receipt, each submission was registered as a unique submission number in an online database and the City’s record management system where the following information was recorded for each submission:

- date received;
- method of delivery;
- submitter’s name; and
- submitter’s address and/or email address.

The Act provides that the City must consider ‘properly made’ submissions, which are submissions that meet the ‘properly made’ criteria under the Act.

Despite this, all submission received during the consultation period have been considered and detailed in this Consultation report.

Step 2 – Summary of submission review and responses

Figure 3 displays the submission review process at a high level.

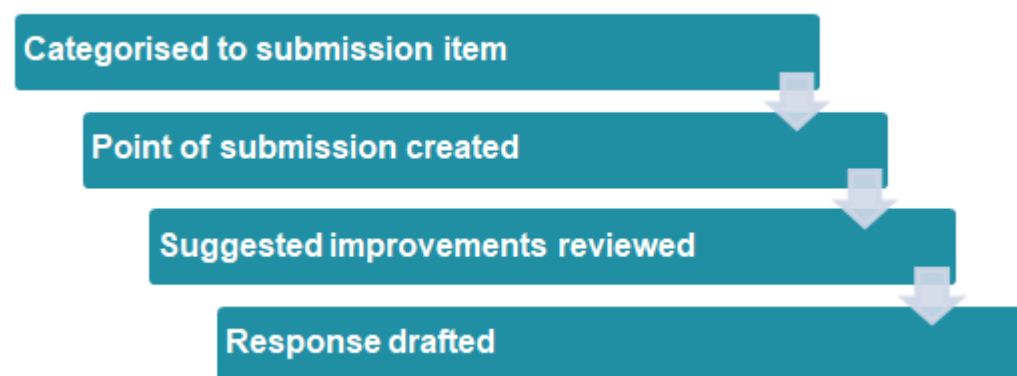


Figure 3: Submission review process

Upon receiving a submission, it was reviewed to identify how it related to the Amendment and the items within the package.

Each submission was reviewed to determine the individual 'points of submission' (i.e. the individual topics or suggestions raised). Each point of submission was summarised and grouped into like categories. This enabled points on similar topics to be considered collectively and consistently, it also allowed for different suggestions to be considered on balance.

All suggestions and requested changes to the Amendment were considered, including submissions that didn't relate to changes in the amendment. The City's subject matter experts were involved throughout the submission review process to determine the most appropriate response for each point of submission.

Responses were then drafted to each point of submission.

In consideration of the submissions, changes were made to the Amendment.

Changes that were deemed significantly different were the subject of the further public consultation, ultimately, the Our City Our Plan amendment underwent four rounds of public consultation.

What is a significantly different change?

Under the MGR, the local government may make changes to a proposed planning instrument amendment after public consultation.

In accordance with Schedule 2 of the MGR, when determining whether a proposed change to the original amendment is significantly different, the local government must consider the change in terms of its intent, extent and effect on land use outcomes and assessment requirements on individuals. In addition, the local government must also consider if the proposed change has affected or altered any of the following:

- a) *a material planning issue, such as a policy position;*
- b) *a significant proportion of the area or landowners covered by the proposed planning instrument;*
- c) *a matter which is of public interest;*
- d) *levels of assessment;*
- e) *the proposed instrument or proposed amendment, so that it is quite different to the version which was released for public consultation; or*
- f) *any other matter the local government considers relevant.*

Next steps

Ministerial approval

The City has submitted the Amendment to the Deputy Premier and Minister for State Development, Infrastructure, Local Government and Planning seeking approval to proceed to adoption. Following consideration, the MGR provides that the Minister can provide the City with a notice stating:

- a) *if the proposed amendment may be adopted; and*
- b) *the Minister's conditions, if any, that apply to the proposed amendment; or*
- c) *if the proposed amendment may not be adopted, and the reasons why it may not be adopted.*

The City's website will be kept up to date on how the amendment packages are progressing. Information can be found at goldcoast.qld.gov.au/Planning-building/Planning-our-city/City-Plan-amendments.

Future updates to City Plan

City of Gold Coast is committed to continual improvement of the City Plan.

The City's ongoing program of updates is guided by State and local policy direction as well as community's feedback.

Information on the City Plan amendments currently in progress can be found at goldcoast.qld.gov.au/Planning-building/Planning-our-city/City-Plan-amendments

Submission responses

Submission point number	Point of submission	Response	Results in a change?	Parts of City Plan changed
Items 1 & 2 – Building height overlay map and new building height categories				
Change to the Residential density overlay map for the residential zoned land on the eastern side of Jefferson Lane, between Seventeenth Avenue and Laceys Lane, Palm Beach to have a residential density designation of RD5 (1 bedroom per 50m ² of site area).				
3002.1	Objects to excessive development of Palm Beach. Concerned that the charm of Palm Beach has been overdeveloped and that the height and density of high rises is too great requesting a return to 7 storeys.	<p>A key objective of the Our City Our Plan amendment package is to improve the City Plan assessment benchmarks that relate to building design, with building bulk one of the primary matters being addressed. The package includes an extensive range of changes that will provide the City with greater strength to promote quality development outcomes.</p> <p>It is important to note that the Our City Our Plan amendment package that was open for consultation did not propose increases in building height or density for the Palm Beach area. The planning controls in City Plan that apply to this area are relatively consistent with previous planning schemes.</p> <p>Parts of the city have, for many years, had relatively consistent zoning, height and residential density settings that allow for significant change. It is only recently that the development opportunities are being more rapidly taken up by the market. The Palm Beach coastal area is an example of this where a long-standing vision (included in the City Plan and previous planning schemes) exists for a range of residential outcomes up to and including mid-rise apartments.</p> <p>Whilst the City Plan does not regulate the number of storeys taller buildings can have, it regulates the height of buildings in metres. For the Palm Beach coastal area, the 29m metre height designation is a conversion of the buildings possible under the 7 storey height designation that applied under the previous planning scheme. Note under the previous planning scheme, the part of a building above the ceiling of the uppermost storey (e.g. roof forms and lift overruns) was not counted as a storey and was not otherwise specifically restricted in height. As such, the City Plan included an allowance for roof forms in order to achieve the variety and visual interest the City Plan seeks for roof forms in taller buildings. Whilst more than 7 storeys is achievable under that approach, the ultimate height of the buildings is consistent with what could be achieved under the previous planning scheme.</p> <p>It is also relevant to explain the performance-based nature of Queensland’s planning system. The Planning Act 2016 and the State Planning Policy require all Queensland councils to adopt performance-based planning schemes to provide a level of certainty for communities balanced against allowing for innovation and flexibility in development design outcomes. Planning schemes in Queensland do this by including quantifiable provisions as the foundation (usually as Required outcomes or Acceptable outcomes within codes) associated with performance-based provisions (Performance outcomes, Overall outcomes and the Strategic framework).</p> <p>Meeting the Acceptable outcome is not mandatory. An application can achieve compliance with City Plan benchmarks by meeting either the quantifiable provisions or the performance-based provisions. This is a valid way of achieving compliance with the City Plan, as per the State legislation.</p> <p>The current City Plan triggers Impact assessment where the height designation is exceeded in all zones (for example, 29m in most of the coastal area of Palm Beach). It should be noted that in the Medium and High density residential zones, an increase of up to 50 per cent above the mapped building heights can be achieved only through Impact assessment. The 50 per cent building height exceedance is retained within the</p>	No	

Submission point number	Point of submission	Response	Results in a change?	Parts of City Plan changed
		<p>Strategic framework; however, it is only allowed in specific zones and in limited circumstances.</p> <p>The 50 per cent building height exceedance test was introduced with the City Plan in 2016 as a defensible provision in a performance-based planning regime. Prior to the introduction of this provision, there was no maximum cap on the heights that could be proposed (other than the flight path limitations into Gold Coast Airport).</p> <p>The removal of the 50 per cent building height exceedance test will be considered as part of the future City Plan Program.</p>		
3002.2	Concern that excess development in Palm Beach has overloaded infrastructure including sewerage.	<p>The Our City Our Plan amendment package did not propose increases in building height or density for the Palm Beach area.</p> <p>In response to feedback received during public consultation and to respond to concerns raised in relation to the ability of Jefferson Lane, a one-way road corridor, to effectively deal with increased traffic movements resulting from development, changes have been made to the planned building heights, density and zoning in Jefferson Lane, Palm Beach between Seventeenth Avenue and Laceys Lane.</p> <p>The residential zoned land on the eastern side of Jefferson Lane has been changed as follows:</p> <ul style="list-style-type: none"> planned building height has changed from 29m to 16m the residential density designation has changed from RD6 (one bedroom per 33 square metres of net site area) to RD5 (one bedroom per 50 square metres of net site area) and zoning has changed from the Medium density residential zone to the Low-medium density residential zone. <p>On the western side of Jefferson Lane, the planned building height has been changed from 29m to 17m for land in the Medium density residential zone.</p> <p>To support the City in appropriately managing our growth, the Local Government Infrastructure Plan (LGIP) (contained in Part 4 of the City Plan) assists with the coordinated delivery of Council infrastructure for future development. The LGIP integrates infrastructure planning with population growth identified in the City Plan. The LGIP provides for the desired standards of service for water, sewer, transport and parks and recreational infrastructure to cater for current and future residents.</p> <p>The City has an ongoing program of updates to the LGIP to respond to zoning, height and density changes in City Plan.</p>	No	
3002.3	Concern that water pumping for basement construction in Palm Beach has led to depletion of water tables damage to building and driveway stability and salination of spear pumps.	<p>Basement construction issues did not form part of the Our City Our Plan amendment package. The third round of public consultation was limited to a reduction in the residential density designation for the eastern side of Jefferson Lane, Palm Beach, between Seventeenth Avenue and Laceys Lane.</p> <p>Property damage resulting from neighbouring construction is a civil matter.</p> <p>However, for developments involving basement construction, the City will typically include conditions requiring basement excavation/construction including any dewatering to not cause any adverse effects on the stability and integrity of the adjacent buildings, properties and infrastructure.</p> <p>Construction management plans are a common condition for significant development approvals. Construction</p>	No	

Submission point number	Point of submission	Response	Results in a change?	Parts of City Plan changed
		<p>management plans need to address a range of issues including the effects of vibration during construction.</p> <p>The City has commenced a project to develop a guideline for the preparation of a construction management plan and best practice guidelines on construction techniques to reduce vibration impacts.</p> <p>Dewatering management plans are also commonly conditioned for development approvals with basements. Requirements include achieving the water quality objectives of the Queensland Water Quality Guidelines (DERM September 2009).</p> <p>These matters are not subject to change in the Our City Our Plan amendment package, and, as such, improvements to relevant provisions cannot be considered through the current process. The City will continue to monitor these matters.</p>		
3002.4	Concern regarding car parking.	<p>Car parking matters did not form part of the third round of public consultation, which was limited to a reduction in the residential density designation for the eastern side of Jefferson Lane, Palm Beach, between Seventeenth Avenue and Laceys Lane.</p> <p>The City is undertaking a broader car parking review. Any recommendations from this investigation may be implemented through a future City Plan amendment.</p> <p>The City Parking Plan 2015 (available at https://www.goldcoast.qld.gov.au/Council-region/Future-plans-budget/Plans-policies-strategies/Our-plans/City-Parking-Plan-2015) identifies broader strategies and programs the City will implement to improve the accessibility and availability of on-street and off-street car parking for residents and visitors.</p> <p>The City also recognises the important role that public and active transport has in shaping the city's future and has commenced creating a suite of transport options that will reduce the number of trips made on the network by private vehicles. This in turn will also affect demand for car parking.</p> <p>Using the road network wisely is vital to the success of our overall transport system and the economic, environmental and social well-being of our city. The city's Road Network Plan identifies strategies and initiatives that seek to manage our roads in a way that maximises capacity to meets the city's long-term needs for the safe movement of people and goods. Furthermore, the Our City Our Plan (Major update 2 & 3) amendment package has improved the transport code provisions to require a traffic Impact assessment in certain circumstances to ensure that the road network is appropriately considered through the development process.</p> <p>The City's vision is to be 'inspired by lifestyle'. To create a liveable city that responds and supports our lifestyle, it is important that people and places are connected by an integrated and safe transport network and a significant number of residents and visitors choose to walk, cycle and take public transport as part of their daily travel.</p> <p>In recognition of this, the City has developed the City's Public Transport Plan 2018-2028 (Public Transport Plan) (available at https://www.goldcoast.qld.gov.au/Council-region/Future-plans-budget/Plans-policies-strategies/Our-plans/Public-Transport-Plan-2018-2028), seeks to improve the quality of the public transport system so it provides an attractive alternative to the car. Key priorities within the plan include: extending the G:link light rail; improving the frequency and coverage of the bus network; and providing facilities and information that makes public transport easy to access, use and understand.</p> <p>The Gold Coast Active Transport Plan 2017-2027 (Active Transport Plan) (available</p>	No	

Submission point number	Point of submission	Response	Results in a change?	Parts of City Plan changed
		<p>at https://www.goldcoast.qld.gov.au/Council-region/Future-plans-budget/Plans-policies-strategies/Our-plans/Active-Transport-Plan) aims to transform the Gold coast into a walkable, cycle-friendly city for its residents and visitors. Key priorities within the plan include:</p> <ul style="list-style-type: none"> • delivering quality infrastructure that maximises safety and removes major barriers to network connectivity • providing supporting facilities that make it more attractive and convenient to walk and cycle • promoting the use of bicycles for shorter trips. <p>The Department of Transport and Main Roads (TMR) recently completed the Gold Coast Highway (Burleigh Heads to Tugun) Multi-modal Corridor Study. The study considered all transport modes including walking, bike riding, private vehicles and public transport, as well as property impacts and a traffic analysis to determine the preferred function of the Gold Coast Highway for the next 20 years.</p> <p>The study found that the Gold Coast Highway from Burleigh Heads to Tugun could be transformed into a high amenity community-focused boulevard with priority given to walking, cycling and a world-class light rail system that enhances the liveability and character of the southern coastal suburbs (refer to https://www.tmr.qld.gov.au/projects/gold-coast-light-rail-stage-4).</p> <p>Any funding decision on a light rail extension will be subject to a feasibility study and business case development, which will include community engagement. The State Government and Council have committed to funding an investigation of future transport options from Burleigh Heads to Coolangatta.</p>		
3002.5	Concern about Light rail on the Gold Coast Highway suggesting it should follow the historic heavy rail route.	<p>The Light rail route did not form part of the Our City Our Plan amendment package.</p> <p>Public transport services are controlled by the Department of Transport and Main Roads (TMR) and are not matters that can be regulated through the City Plan.</p> <p>TMR recently completed the Gold Coast Highway (Burleigh Heads to Tugun) Multi-modal Corridor Study. The study considered all transport modes including walking, bike riding, private vehicles and public transport, as well as property impacts and a traffic analysis to determine the preferred function of the Gold Coast Highway for the next 20 years.</p> <p>The study found that the Gold Coast Highway from Burleigh Heads to Tugun could be transformed into a high amenity community-focused boulevard with priority given to walking, cycling and a world-class light rail system that enhances the liveability and character of the southern coastal suburbs (refer to https://www.tmr.qld.gov.au/projects/gold-coast-light-rail-stage-4).</p> <p>Any funding decision on a light rail extension will be subject to a feasibility study and business case development, which will include community engagement. The State Government and Council have committed to funding an investigation of future transport options from Burleigh Heads to Coolangatta.</p>	No	
3002.6	Request that over development should occur in the city's northern suburbs.	<p>A key objective of the Our City Our Plan amendment package is to improve the City Plan assessment benchmarks that relate to building design, with building bulk one of the primary matters being addressed. The package includes an extensive range of changes that will provide the City with greater strength to promote quality development outcomes.</p> <p>These changes are being progressed by the City partially in response to community feedback seeking improved built form outcomes in areas such as Palm Beach. The improvements will affect Palm Beach, but will also apply right across the city and will promote higher quality built form, which is better suited to its</p>	No	

Submission point number	Point of submission	Response	Results in a change?	Parts of City Plan changed
		particular site and context.		
3003.1	Requests reduction of density and height to four storeys along the beach front in all Gold Coast suburbs especially lane ways like Jefferson Lane.	<p>The amendment did not include a broad-scale review of building heights and density designations across the city.</p> <p>The reductions to building height and density are limited to Jefferson Lane to respond to the concerns raised in relation to the ability of Jefferson Lane, a one-way road corridor, to effectively deal with increased traffic movements resulting from development.</p>	No	
3004.1, 3005.1, 3006.1, 3007.1, 3010.1, 3024.1, 3017.1, 3001.1	Support for the proposed reduction in density on the eastern side of Jefferson Lane.	The support for the proposed change is acknowledged.	No	
3008.1	Support for the proposed change to density along the eastern side of Jefferson requesting that these changes be adhered to when assessing development applications. It is also requested that Council formalise a safe pathway along Jefferson Lane to provide access for pedestrians and cyclists.	<p>The support for the proposed change is acknowledged.</p> <p>In response to the request that these changes be adhered to during development assessment, the <i>Planning Act 2016</i> and the State Planning Policy require all Queensland councils to adopt performance-based planning schemes to provide a level of certainty for communities balanced against allowing for innovation and flexibility. Planning schemes in Queensland do this by including quantifiable provisions as the foundation (usually as Required outcomes or Acceptable outcomes within codes) associated with performance-based provisions (Performance outcomes, Overall outcomes and the Strategic framework).</p> <p>Meeting the Acceptable outcome is not mandatory. An application can achieve compliance with City Plan benchmarks by meeting either the quantifiable provisions or the performance-based provisions. This is a valid way of achieving compliance with the City Plan, as per the State legislation.</p> <p>As well as including improved quantifiable provisions, the changes introduced through the Our City Our Plan amendment package include strengthened performance-based provisions throughout the codes on a range of matters. The improved performance-based provisions have been designed to better regulate matters relating to character, setbacks, site cover, landscaping, communal open space and overall building design outcomes. These changes will provide significant improvements and ensure alternative outcomes are assessed appropriately.</p> <p>The City is reviewing the options available to implement future road widening requirements and to improve active transport. Any changes resulting from this review will be implemented through a future amendment to the City Plan.</p>	No	
3009.1	Concern that the proposed change does not include provision for extension of the oceanway, suggesting it should run from Snapper Rocks to The Spit and be named Ron Clark Oceanway.	<p>The Oceanway extension did not form part of the Our City Our Plan amendment package.</p> <p>The third round of public consultation was limited to a reduction in the residential density designation for the eastern side of Jefferson Lane, Palm Beach, between Seventeenth Avenue and Laceys Lane.</p> <p>As part of the Gold Coast Transport Strategy 2031, a key focus for the City is connecting people and places and ensuring there are a range of transport options serving the city.</p> <p>The Gold Coast Oceanway is a 36-kilometre network of shared use pathways between the New South Wales border and the Gold Coast Seaway. The Oceanway is very popular and provides shared cycle and walking paths along the city's iconic coastline.</p> <p>Design is now underway for a new section of Oceanway at Palm Beach North, along existing road reserve</p>	No	

Submission point number	Point of submission	Response	Results in a change?	Parts of City Plan changed
		<p>(The Esplanade) between Tallebudgera Surf Life Saving Club and Twenty Third Avenue, Palm Beach. This section extends the existing Oceanway from Burleigh Heads to the south.</p> <p>This pathway is part of our investment to extend our network of walkways and bike paths to create a safer and better-connected Gold Coast.</p> <p>Further information can be accessed at https://www.goldcoast.qld.gov.au/Services/Projects-works/Gold-Coast-Oceanway-Palm-Beach-North.</p> <p>It should be noted, the Department of Transport and Main Roads (TMR) recently completed the Gold Coast Highway (Burleigh Heads to Tugun) Multi-modal Corridor Study.</p> <p>The study found that the Gold Coast Highway from Burleigh Heads to Tugun could be transformed into a high amenity community-focused boulevard with priority given to walking, cycling and a world-class light rail system that enhances the liveability and character of the southern coastal suburbs (refer to https://www.tmr.qld.gov.au/projects/gold-coast-light-rail-stage-4).</p> <p>The study identifies the possibility of developing a beachfront oceanway path along the full length of Palm Beach to provide high standard bicycle and walking tracks. The City will continue to work with TMR on this opportunity.</p>		
3011.1	Concern that recent developments in Palm Beach have been approved despite not meeting Council guidelines.	<p>The <i>Planning Act 2016</i> and the State Planning Policy require all Queensland councils to adopt performance-based planning schemes to provide a level of certainty for communities balanced against allowing for innovation and flexibility in development design outcomes. Planning schemes in Queensland do this by including quantifiable provisions as the foundation (usually as Required outcomes or Acceptable outcomes within codes) associated with performance-based provisions (Performance outcomes, Overall outcomes and the Strategic framework).</p> <p>Meeting the Acceptable outcome is not mandatory. An application can achieve compliance with City Plan benchmarks by meeting either the quantifiable provisions or the performance-based provisions. This is a valid way of achieving compliance with the City Plan, as per the State legislation.</p> <p>The current City Plan triggers Impact assessment where the height designation is exceeded in all zones. It should be noted that in the Medium and High density residential zones, an increase of up to 50 per cent above the mapped building heights can be achieved only through Impact assessment. The 50 per cent building height exceedance is retained within the Strategic framework; however, it is only allowed in specific zones and in limited circumstances.</p> <p>The 50 per cent exceedance test was introduced with the City Plan in 2016 as a defensible provision in a performance-based planning regime. Prior to the introduction of this provision, there was no maximum cap on the heights that could be proposed (other than the flight path limitations into Gold Coast Airport).</p> <p>The 50 per cent building height exceedance test will be considered as part of the future City Plan Program.</p>	No	

Submission point number	Point of submission	Response	Results in a change?	Parts of City Plan changed
3012.1	<p>Objects to density along Jefferson Lane, as it is too much for its capacity. Concerns about traffic and existing development approvals destroying Palm Beach and requesting a major reduction in density along Jefferson Lane.</p>	<p>A key objective of the Our City Our Plan amendment package is to improve the City Plan assessment benchmarks that relate to building design, with building bulk one of the primary matters being addressed. The package includes an extensive range of changes that will provide the City with a stronger legislative basis to ensure high quality development outcomes occur.</p> <p>It is also important to note that the Our City Our Plan amendment package that was open for consultation did not propose increases in building height or density for the Palm Beach area. The planning controls in City Plan that apply to this area are relatively consistent with previous planning schemes.</p> <p>Parts of the city have, for many years, had relatively consistent zoning, height and residential density settings that allow for significant change. It is only recently that the development opportunities have been taken up by the market. The Palm Beach coastal area is an example of this where a long-standing vision (included in the City Plan and previous planning schemes) exists for a range of residential outcomes up to and including mid-rise apartments.</p> <p>In relation to comments about Jefferson Lane specifically, please note that a reduction in the residential density designation has been made between Seventeenth Avenue and Laceys Lane. While your objection is noted, if the change is not progressed it would mean the current, higher density designation would still apply.</p> <p>This change was proposed in response to strong community sentiment received in submissions raising public safety concerns. These concerns related to the narrowness of Jefferson Lane and the lack of a footpath, coupled with a high and increasing level of vehicle activity in the street and a high level of active transport usage.</p> <p>The change seeks to respond to the identified issues by changing the achievable yield (primarily through the reduced building heights) along the street, whilst maintaining the ability for medium-rise, medium-density residential developments to occur. The amendment promotes a balance between the appropriate management of growth and consideration of local character and community values.</p> <p>It is important to note that the City is reviewing the options available to implement future road widening requirements and to improve active transport. Any changes resulting from this review will be implemented through a future amendment to the City Plan.</p> <p>The City recognises the important role that transport plays in connecting people to places. The transport needs of new developments will continue to be an important consideration in the City Plan and through development assessment.</p>	No	
3013.1	<p>Objects to density along Jefferson Lane, due to:</p> <ul style="list-style-type: none"> • transport congestion; • local character; • visual impact; and • lack of parking. 	<p>The change involves a reduction in the residential density designation along Jefferson Lane, Palm Beach, between Seventeenth Avenue and Laceys Lane. While your objection is noted, if the change is not progressed it would mean the current, higher density designation would still apply.</p> <p>These changes were proposed in response to strong community sentiment received in submissions raising public safety concerns. These concerns related to the narrowness of Jefferson Lane and the lack of a footpath, coupled with a high and increasing level of vehicle activity in the street and a high level of active transport usage.</p> <p>The changes seek to respond to the identified issues by changing the achievable yield (primarily through the reduced building heights) along the street, whilst maintaining the ability for medium-rise, medium-density residential developments to occur. The amendment promotes a balance between the appropriate</p>	No	

Submission point number	Point of submission	Response	Results in a change?	Parts of City Plan changed
		<p>management of growth and consideration of local character and community values.</p> <p>It is important to note that the City is reviewing the options available to implement future road widening requirements and to improve active transport. Any changes resulting from this review will be implemented through a future amendment to the City Plan.</p> <p>The City recognises the important role that transport plays in connecting people to places. The transport need of new developments will continue to be an important consideration in the City Plan and through development assessment.</p> <p>The City is undertaking a broader car parking review. Any recommendations from this investigation may be implemented through a future City Plan amendment.</p> <p>To achieve better built form outcomes, the amendment introduces six design principles to the Strategic framework. The six design principles, namely Responsive, Connected, Engaged, Subtropical, Aesthetic and Adaptable, will all operate together to make a positive contribution to the city. These principles recognise that every building, street and public space, big or small, contributes to the identity and experience of our city.</p> <p>These principles have also been reflected throughout various code provisions in the City Plan.</p> <p>In addition to the improved design provisions, the Our City Our Plan amendment package has introduced a new suite of setback and site cover provisions. The proposed setbacks increase for taller buildings and encourage amalgamation of sites to achieve taller buildings with appropriate setbacks.</p> <p>A Site context and urban design (SCUD) report process has also been established as Council's preferred method of addressing the built form and scale provisions. The purpose of the SCUD report is for applicants to demonstrate that the proposed development outcomes are responsive to the site and its context and have been considered at the outset of the development.</p> <p>In consideration of submissions, changes have been made to strengthen the landscaping provisions. New deep planting provisions have been incorporated into the Low-medium density residential zone, Medium density residential zone, High density residential zone and the Light rail urban renewal area overlay code. The new provisions will ensure deep planting areas and other landscaping are provided in all developments within those areas.</p>		
3014.1	Concerns that the tram and high rises in Palm Beach will over populate the area causing traffic and car parking impacts and overshadowing the beach.	<p>The third round of public consultation was limited to a reduction in the residential density designation for the eastern side of Jefferson Lane, Palm Beach, between Seventeenth Avenue and Laceys Lane.</p> <p>It is important to note that the Our City Our Plan amendment package that was open for consultation did not propose increases in building height or density for the Palm Beach area. The planning controls in City Plan that apply to this area are relatively consistent with previous planning schemes.</p> <p>Parts of the city have, for many years, had relatively consistent zoning, height and residential density settings that allow for significant change. It is only recently that the development opportunities are being more rapidly taken up by the market. The Palm Beach coastal area is an example of this where a long-standing vision (included in the City Plan and previous planning schemes) exists for a range of residential outcomes up to and including mid-rise apartments.</p> <p>Given the progression of the future light rail corridor to Burleigh, the City has included proposed amendments to the City Plan to ensure that existing communities within the Stage 3 and 4 corridors are not impacted by</p>	No	

Submission point number	Point of submission	Response	Results in a change?	Parts of City Plan changed
		<p>future development applications wanting to use the future rail as a reason to justify greater development densities than that currently envisaged in the City Plan.</p> <p>The City Plan notes that future light rail corridors will be investigated for opportunities; however, it is clear that until these investigations are undertaken and any amendments to the City Plan completed, the scale and intensity of development is to remain consistent with what is currently in the City Plan.</p> <p>In terms of car parking concerns, please note the City is undertaking a broader car parking review. Any recommendations from this investigation may be implemented through a future City Plan amendment.</p> <p>The City Parking Plan 2015 (available at https://www.goldcoast.qld.gov.au/Council-region/Future-plans-budget/Plans-policies-strategies/Our-plans/City-Parking-Plan-2015) identifies broader strategies and programs the City will implement to improve the accessibility and availability of on-street and off-street car parking for residents and visitors.</p> <p>To help address car parking supply issues in apartment style developments, the Our City Our Plan amendment package has changed visitor car parking rates. The minimum car parking rates for Multiple dwellings now require more parking spaces for significant sized developments.</p>		
3015.1	Objects to density along Jefferson Lane, as Palm Beach does not have sufficient amenities and parking to cope with proposed plans.	<p>The change involves a reduction in the residential density designation along Jefferson Lane, Palm Beach, between Seventeenth Avenue and Laceys Lane. While your objection is noted, if the change is not progressed it would mean the current, higher density designation would still apply.</p> <p>This change was proposed in response to feedback received during the first round of public consultation on the Our City Our Plan amendment package and to respond to the concerns raised in relation to the ability of Jefferson Lane, a one-way road corridor, to effectively deal with increased traffic movements resulting from development.</p> <p>The amendment includes changes to the residential zoned land on the eastern side of Jefferson Lane as follows:</p> <ul style="list-style-type: none"> planned building height has changed from 29m to 16m the residential density designation has changed from RD6 (one bedroom per 33 square metres of net site area) to RD5 (one bedroom per 50 square metres of net site area) and zoning has changed from the Medium density residential zone to the Low-medium density residential zone. <p>On the western side of Jefferson Lane, the planned building height has been changed from 29m to 17m for land in the Medium density residential zone. No change has been proposed to the planned residential density outcomes.</p> <p>It is important to note that the City is reviewing the options available to implement future road widening requirements. Any changes resulting from this review will be implemented through a future amendment to the City Plan.</p> <p>The City is undertaking a broader car parking review. Any recommendations from this investigation may be implemented through a future City Plan amendment.</p>	No	

Submission point number	Point of submission	Response	Results in a change?	Parts of City Plan changed
3016.1	Objects to any building higher than 3 storeys in Palm Beach on grounds of shading the sun and a lack of off-street car parking for multistorey developments.	<p>The third round of public consultation was limited to a reduction in the residential density designation for the eastern side of Jefferson Lane, Palm Beach, between Seventeenth Avenue and Laceys Lane.</p> <p>It is important to note that the Our City Our Plan amendment package that was open for consultation did not propose increases in building height or density for the Palm Beach area. The planning controls in City Plan that apply to this area are relatively consistent with previous planning schemes.</p> <p>Parts of the city have, for many years, had relatively consistent zoning, height and residential density settings that allow for significant change. It is only recently that the development opportunities are being more rapidly taken up by the market. The Palm Beach coastal area is an example of this where a long-standing vision (included in the City Plan and previous planning schemes) exists for a range of residential outcomes up to and including mid-rise apartments.</p> <p>The City is undertaking a broader car parking review. Any recommendations from this investigation may be implemented through a future City Plan amendment.</p> <p>The City Parking Plan 2015 (available at https://www.goldcoast.qld.gov.au/Council-region/Future-plans-budget/Plans-policies-strategies/Our-plans/City-Parking-Plan-2015) identifies broader strategies and programs the City will implement to improve the accessibility and availability of on-street and off-street car parking for residents and visitors.</p> <p>In relation to shadows and impacts on access to natural light, the City Plan currently includes shadow provisions that regulate the impact of shadows. No changes are proposed as part of the Our City Our Plan amendment package specifically in relation to shadow provisions; however, extensive changes have been made to other built form provisions to better regulate building bulk, primarily in relation to setbacks and site cover. These provisions will contribute to better shadow outcomes and help mitigate the potential impacts from tall buildings.</p>	No	
3018.1	Requests that the existing height and zoning of 2 Heron Avenue, Mermaid Beach be retained with a view to increasing residential density based on the opportunity created by Light rail stage 3A.	<p>The height and zoning of land in Mermaid Beach did not form part of the third round of public consultation.</p> <p>The third round of public consultation was limited to a reduction in the residential density designation for the eastern side of Jefferson Lane, Palm Beach, between Seventeenth Avenue and Laceys Lane.</p> <p>This change was proposed in response to feedback received during public consultation and to respond to infrastructure constraints.</p> <p>The City Plan currently includes three residential focused zones being the Low, Medium and High density residential zones. A recent review of the building height and residential densities applied to these zones revealed that there was a need to introduce a transitional zone between the Low and Medium density residential zones. This was proposed to best describe the development intent for these areas, based on their current building heights and residential densities, and to facilitate the 'missing middle' typologies promoted by ShapingSEQ South East Queensland Regional Plan 2017.</p> <p>As a result, the Low-medium density residential zone was introduced and applied to these areas. The change aims to improve the clarity about the development intensity in these areas based on their existing building height and residential density designations. The new zone continues to facilitate the same range of densities and similar land uses.</p> <p>Together with this recalibration exercise, to improve clarity, the City is now regulating building height in metres only. The building heights found in the Low-medium density residential zone range from 9 metres up</p>	No	

Submission point number	Point of submission	Response	Results in a change?	Parts of City Plan changed
		<p>to 16 metres.</p> <p>Areas in the Low-medium density residential zone that currently have a height designation of 3 storeys and 15 metres have been changed to 12 metres. This is because it was acknowledged that a 15-metre building height designation could result in five storey buildings, which is not in keeping with the intended built form for these areas. The 12-metre height designation could support up to three to four storey high buildings which better reflects the intended built form for these areas.</p> <p>The City Plan does not contemplate increases in building height above those shown on the Building height overlay map within this zone. This is an intentional policy decision to improve certainty for the community in these areas.</p> <p>A 12-metre designation can still deliver three storey built form outcomes, which aligns with the existing building height designation and aligns with community expectations.</p> <p>Land within the Light rail Stage 3 corridor (Broadbeach to Burleigh) will be investigated for future land use opportunities. However, until these investigations are undertaken and any amendments to City Plan completed, the scale and intensity of development is to remain consistent with what is in the City Plan. Any future changes along the corridor will be implemented through a future City Plan amendment package and include a public consultation phase.</p>		
3019.1	Requests the building height designation of 1805 Gold Coast Highway, Burleigh Heads be increased from 29m to 34m.	<p>The height and zoning of land in Burleigh Heads did not form part of the third round of public consultation.</p> <p>The third round of public consultation was limited to a reduction in the residential density designation for the eastern side of Jefferson Lane, Palm Beach, between Seventeenth Avenue and Laceys Lane.</p> <p>This change was proposed in response to feedback received during public consultation and to respond to infrastructure constraints.</p> <p>A broader review of building heights did not form part of the Our City Our Plan amendment. As such, it is not possible to address this item as part of the Our City Our Plan amendment package.</p> <p>It is noted the site is located within the future Light Rail Stage 3 corridor. Please note that land within the Light rail Stage 3 corridor (Broadbeach to Burleigh) will be investigated for future land use opportunities. However, until these investigations are undertaken and any amendments to City Plan completed, the scale and intensity of development is to remain consistent with what is in the City Plan. Any future changes along the corridor will be implemented through a future City Plan amendment package and include a public consultation phase.</p>	No	
3020.1	<p>Raises concern that residents' concerns are not taken into account regarding light rail and high rises in Palm Beach, stating that they trust the following has been considered in relation to existing and planned high rise developments:</p> <ul style="list-style-type: none"> • road width; • parking; • density and ventilation; • passage and lift width for ambulance trolleys; • power and air-conditioning; and 	<p>The third round of public consultation was limited to a reduction in the residential density designation for the eastern side of Jefferson Lane, Palm Beach, between Seventeenth Avenue and Laceys Lane.</p> <p>This change was proposed in response to feedback received during public consultation on the Our City Our Plan amendment package and to respond to the concerns raised in relation to the ability of Jefferson Lane, a one-way road corridor, to effectively deal with increased traffic movements resulting from development.</p> <p>The amendment includes changes to the residential zoned land on the eastern side of Jefferson Lane as follows:</p> <ul style="list-style-type: none"> • planned building height has changed from 29m to 16m 	No	

Submission point number	Point of submission	Response	Results in a change?	Parts of City Plan changed
	<ul style="list-style-type: none"> sewerage and drainage system capacity. 	<ul style="list-style-type: none"> the residential density designation has changed from RD6 (one bedroom per 33 square metres of net site area) to RD5 (one bedroom per 50 square metres of net site area) and zoning has changed from the Medium density residential zone to the Low-medium density residential zone. <p>On the western side of Jefferson Lane, the planned building height has been changed from 29m to 17m for land in the Medium density residential zone. No change has been proposed to the planned residential density outcomes.</p> <p>In response to concerns about existing high rise developments, please note a key objective of the Our City Our Plan amendment package is to improve the City Plan assessment benchmarks that relate to building design, with building bulk one of the primary matters being addressed. The package includes an extensive range of changes that will provide the City with a stronger legislative basis to ensure high quality development outcomes occur.</p> <p>It is important to note that the Our City Our Plan amendment package that was open for consultation did not propose increases in building height or density for the Palm Beach area. The planning controls in City Plan that apply to this area are relatively consistent with previous planning schemes.</p> <p>Parts of the city have, for many years, had relatively consistent zoning, height and residential density settings that allow for significant change. It is only recently that the development opportunities are being more rapidly taken up by the market. The Palm Beach coastal area is an example of this where a long-standing vision (included in the City Plan and previous planning schemes) exists for a range of residential outcomes up to and including mid-rise apartments. The City is also ensuring that the necessary infrastructure to support this vision will be provided.</p> <p>The Local Government Infrastructure Plan (contained in Part 4 of the City Plan) assists with the coordinated delivery of Council infrastructure for future development. The Local Government Infrastructure Plan integrates infrastructure planning with population growth identified in the City Plan. The Local Government Infrastructure Plan provides for the desired standards of service for water, sewer, transport and parks and recreational infrastructure to cater for current and future residents.</p> <p>The City has an ongoing program of updates to the Local Government Infrastructure Plan.</p> <p>The National Construction Code (NCC) provides the minimum necessary requirements for safety and health; amenity and accessibility, and sustainability in the design, construction, performance and liveability of new buildings (and new building work in existing buildings) throughout Australia. The NCC includes provisions for ensuring new developments can accommodate ambulance stretchers.</p> <p>The City is undertaking a broader car parking review. Any recommendations from this investigation may be implemented through a future City Plan amendment.</p> <p>The City Parking Plan 2015 (available at https://www.goldcoast.qld.gov.au/Council-region/Future-plans-budget/Plans-policies-strategies/Our-plans/City-Parking-Plan-2015) identifies broader strategies and programs the City will implement to improve the accessibility and availability of on-street and off-street car parking for residents and visitors.</p>		

Submission point number	Point of submission	Response	Results in a change?	Parts of City Plan changed
3021.1	Support for the removal of storeys from the Building height overlay map in relation to property at 69 Railway Street, Mudgeeraba.	<p>Support for the removal of storeys from the Building height overlay map is acknowledged.</p> <p>This change formed part of the first round of consultation and, following consideration of submissions on the options of regulating building height, the removal of 'storeys' continues to be the City's preferred approach.</p> <p>It should be noted that the third round of public consultation was limited to a reduction in the residential density designation for the eastern side of Jefferson Lane, Palm Beach, between Seventeenth Avenue and Laceys Lane.</p>	No	
3022.1	<p>Objects to the proposed change for 151-153 Jefferson lane, Palm Beach, based on:</p> <ul style="list-style-type: none"> • a lack of supporting evidence regarding transport infrastructure constraints; • the loss of development potential; • adverse impacts on meeting ShapingSEQ dwelling targets; • the approach being inconsistent with future Light rail corridor • the approach being in conflict with Council's policy for consolidation of urban development; and • financial compensation to land owners in Jefferson Lane being a burden on the City. 	<p>These changes were proposed in response to strong community sentiment received in submissions raising public safety concerns. These concerns related to the narrowness of Jefferson Lane and the lack of a footpath, coupled with a high and increasing level of vehicle activity in the street and a high level of active transport usage.</p> <p>The changes seek to respond to the identified issues by changing the achievable yield (primarily through the reduced building heights) along the street, whilst maintaining the ability for medium-rise, medium-density residential developments to occur. The amendment promotes a balance between the appropriate management of growth and consideration of local character and community values.</p> <p>The City is reviewing the options available to implement future road widening requirements and to improve active transport. Any changes resulting from this review will be implemented through a future City Plan update.</p> <p>As required by the South East Queensland Regional Plan 2017 (ShapingSEQ), the Gold Coast has been tasked with planning for an additional 158,900 dwellings within our city by 2041 and to assist in providing greater housing choice and diversity within the City. With the city expected to grow by 351,100 people, bringing our total population to approximately 919,000 people by 2041, these new dwellings will be needed to support the projected long-term population growth.</p> <p>Based on planned building heights, the city has the capacity to deliver on dwelling targets. To meet ShapingSEQ's targets, the City will continue to investigate additional growth areas in years to come, which will be implemented through future amendments to the City Plan. The ongoing identification of Targeted Growth Areas will assist in repositioning the City to better respond to the anticipated growth, primarily through infill development, in a form and manner which maintains the city's enviable lifestyle.</p> <p>Following consideration of submissions and the infrastructure constraints at Jefferson Lane, the City will continue to progress with the height and zoning changes along Jefferson Lane as advertised in the second round of public consultation and density change as advertised in the third round of public consultation.</p>	No	

Submission point number	Point of submission	Response	Results in a change?	Parts of City Plan changed
3023.1	<p>Objects to the proposed change to Jefferson Lane on the grounds that:</p> <ul style="list-style-type: none"> • Council has not undertaken a traffic assessment to identify transport infrastructure issues; • There is no economic analysis of the economic impacts; • The change is contrary to the encouraging economic activity post COVID-19; • It is contrary to the LRS3B route; • The changes do not reflect the wishes of the majority of the community; • The changes do not respond to community concerns raised in Round 1 consultation; • It is contrary to dwelling supply obligations; and • It is inconsistent with the 2016 Strategic Framework regarding consolidating residential densities in centres and public transport routes. 	<p>These changes were proposed in response to strong community sentiment received in submissions raising public safety concerns. These concerns related to the narrowness of Jefferson Lane and the lack of a footpath, coupled with a high and increasing level of vehicle activity in the street and a high level of active transport usage.</p> <p>The changes seek to respond to the identified issues by changing the achievable yield (primarily through the reduced building heights) along the street, whilst maintaining the ability for medium-rise, medium-density residential developments to occur. The amendment promotes a balance between the appropriate management of growth and consideration of local character and community values.</p> <p>The City is reviewing the options available to implement future road widening requirements and to improve active transport. Any changes resulting from this review will be implemented through a future City Plan update.</p> <p>As required by the South East Queensland Regional Plan 2017 (ShapingSEQ), the Gold Coast has been tasked with planning for an additional 158,900 dwellings within our city by 2041 and to assist in providing greater housing choice and diversity within the City. With the city expected to grow by 351,100 people, bringing our total population to approximately 919,000 people by 2041, these new dwellings will be needed to support the projected long-term population growth.</p> <p>Based on planned building heights, the city has the capacity to deliver on dwelling targets. To meet ShapingSEQ's targets, the City will continue to investigate additional growth areas in years to come, which will be implemented through future amendments to the City Plan. The ongoing identification of Targeted Growth Areas will assist in repositioning the City to better respond to the anticipated growth, primarily through infill development, in a form and manner which maintains the city's enviable lifestyle.</p> <p>Following consideration of submissions and the infrastructure constraints at Jefferson Lane, the City will continue to progress with the height and zoning changes along Jefferson Lane as advertised in the second round of public consultation and density change as advertised in the third round of public consultation.</p>	No	
3025.1, 3026.1, 3027.1, 3028.1, 3029.1	<p>Objects to the proposed change on the grounds that:</p> <ul style="list-style-type: none"> • There is no justification for height variation between east and west sides of Jefferson Lane; • Existing developments violate existing City Plan requirements and these must be enforced before changes can be made; • The possible Oceanway will require increased densities; • Jefferson Lane has always been narrow; and • Any change to Jefferson Lane needs to be combined with a review of high rises throughout Palm Beach. 	<p>These changes were proposed in response to strong community sentiment received in submissions raising public safety concerns. These concerns related to the narrowness of Jefferson Lane and the lack of a footpath, coupled with a high and increasing level of vehicle activity in the street and a high level of active transport usage.</p> <p>The changes seek to respond to the identified issues by changing the achievable yield (primarily through the reduced building heights) along the street, whilst maintaining the ability for medium-rise, medium-density residential developments to occur. The amendment promotes a balance between the appropriate management of growth and consideration of local character and community values.</p> <p>The City is reviewing the options available to implement future road widening requirements and to improve active transport. Any changes resulting from this review will be implemented through a future City Plan update.</p> <p>Following consideration of submissions and the infrastructure constraints at Jefferson Lane, the City will continue to progress with the height and zoning changes along Jefferson Lane as advertised in the second round of public consultation and density change as advertised in the third round of public consultation.</p> <p>In relation to concerns with existing developments not complying with the City Plan, please note that the <i>Planning Act 2016</i> and the State Planning Policy require all Queensland councils to adopt performance-</p>	No	

Submission point number	Point of submission	Response	Results in a change?	Parts of City Plan changed
		<p>based planning schemes to provide a level of certainty for communities balanced against allowing for innovation and flexibility. Planning schemes in Queensland do this by including quantifiable provisions as the foundation (usually as Required outcomes or Acceptable outcomes within codes) associated with performance-based provisions (Performance outcomes, Overall outcomes and the Strategic framework).</p> <p>Meeting the Acceptable outcome is not mandatory. An application can achieve compliance with City Plan benchmarks by meeting either the quantifiable provisions or the performance-based provisions. This is a valid way of achieving compliance with the City Plan, as per the State legislation.</p> <p>As well as including improved quantifiable provisions, the changes introduced through the Our City Our Plan amendment package include strengthened performance-based provisions throughout the codes on a range of matters. The improved performance-based provisions have been designed to better regulate matters relating to character, setbacks, site cover, landscaping, communal open space and building design outcomes. These changes will provide improvements and ensure alternative outcomes are assessed appropriately.</p>		
3030.1	The proposed change is accepted as consistent with Council's height intentions. Concerns raised in relation to the wider direction of building height and density changes. Suggests this will reduce production of new housing and create price induced scarcity.	<p>The partial support is acknowledged.</p> <p>The Our City Our Plan amendment did not propose a wider reduction in building heights or densities for the city.</p> <p>In accordance with the South East Queensland Regional Plan 2017 (ShapingSEQ), the Gold Coast has been tasked with planning for an additional 127,900 dwellings within our city's consolidation area (existing urban area) by 2041. These new dwellings will support the long-term population growth, with the city expected to grow by 351,100 people, bringing our total population to approximately 918,000 people by 2041. The Targeted growth area changes in the Our City Our Plan amendment package are part of the City's response to add capacity for future growth.</p> <p>To appropriately respond to ShapingSEQ's benchmarks, the City will continue to strategically investigate additional growth areas through the City Plan program.</p>	No	
3030.2	Concern that Council's position on car parking in podiums will have consequences for affordable housing, impacting the cost of development and therefore reducing housing supply.	<p>The regulation of podiums with car parking did not form part of the third round of public consultation.</p> <p>The third round of public consultation was limited to a reduction in the residential density designation for the eastern side of Jefferson Lane, Palm Beach, between Seventeenth Avenue and Laceys Lane.</p> <p>A key objective of the Our City Our Plan amendment package is to ensure quality design is delivered as part of future development. The proposed improvements have been based on an evidence-based approach, together with jurisdictional benchmarking. The background reports that support the policy development are provided on the City's website: https://www.goldcoast.qld.gov.au/Planning-building/Planning-our-city/City-Plan-amendments/Our-City-Our-Plan-Major-Update-2-3-amendments/Our-City-Our-Plan-Major-Update-2-3-documents.</p> <p>In response to submissions, the revised setback, site cover and building separation provisions presented in the Our City Our Plan amendment package have been further reviewed. This review has been based on investigations and jurisdictional benchmarking undertaken by the City. It is considered that the revised provisions, which include a reduction in some setbacks and building separation distances, will continue to positively contribute to the city's liveability, whilst supporting good development.</p> <p>Following consideration of submissions, the City has progressed the amendment with the podium provisions</p>	No	

Submission point number	Point of submission	Response	Results in a change?	Parts of City Plan changed
		<p>as advertised for the reasons identified.</p> <p>Due to impacts on character and amenity of the city's predominately residential areas, City Plan does not generally encourage above ground car parking in podium form but rather supports at grade and basement car parking. Car parking above ground level may still be possible in the Primary focus, Secondary focus and Frame areas of the Light rail urban renewal area overlay and in the Centre zone, provided that it promotes street activation or is fully integrated into the built form.</p>		
3030.3	<p>Concern that the proposed City Plan changes have not provided an additional supply of low density and emerging community zoned land to support diversity in housing choice.</p>	<p>Supply of low density and emerging community zoned land did not form part of the third round of public consultation.</p> <p>The third round of public consultation was limited to a reduction in the residential density designation for the eastern side of Jefferson Lane, Palm Beach, between Seventeenth Avenue and Laceys Lane.</p> <p>The settlement pattern of the Gold Coast has been evolving continually.</p> <p>Increased infill development is consistent with ShapingSEQ South East Queensland Regional Plan 2017 (ShapingSEQ), which requires that 80 per cent of the city's growth occurs within the Consolidation area and 20 per cent occurs within the Expansion area (traditionally referred to as 'greenfield' areas).</p> <p>ShapingSEQ also defines an 'Urban footprint' for the region. Urban expansion outside of the Urban footprint is restricted by ShapingSEQ to prevent endless urban expansion (commonly referred to as 'suburban sprawl') and encourage more compact, energy efficient and ultimately more sustainable settlement patterns. It should be noted that almost all of the Gold Coast's developable land within the Urban footprint is either currently being developed, or subject to development approvals (awaiting development). The majority of remaining land within the Urban footprint is highly constrained and therefore not well suited for development.</p> <p>In summary, growth can no longer be accommodated at the edges of the city, meaning the city needs to appropriately plan for infill development to accommodate this growth (in a range of housing typologies to provide housing choice) rather than through the provision of new greenfield land. As the city continues to grow and mature, existing suburbs and neighbourhoods will need to change and adapt to accommodate a share of the increase in population.</p> <p>As a result, to proactively respond to the City's population and dwelling benchmarks set out in ShapingSEQ, the City will continue to identify opportunities to appropriately accommodate expected growth both in the city's Consolidation area and Expansion area.</p> <p>In relation to identifying new land for residential development, the City has identified a number of City Plan investigation areas in the Expansion area. These investigation areas will continue to be reviewed for their potential to provide for additional residential development opportunities, with any updates to City Plan zonings forming part of future major amendments. The Upper Coomera and Eggersdorf Road investigation areas are recent examples of where the City has proposed new Emerging community zoned land. This new land supply is being implemented through Item 16 of the Our City Our Plan amendment package and through the New communities (Eggersdorf Road, Ormeau) major update package.</p>	No	

FOR MORE INFORMATION

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