UPS
URBAN PLANNING SERVICES

19-21 ANNE AVENUE, BROADBEACH

DEVELOPMENT APPLICATION - FEBRUARY 2025 - JOB NO. 3631

SECTION 2 : SUPPORTING INFORMATION



ATTACHMENT 3
Town Planning Report



URBAN PLANNING SERVICES

Town Planning Report

19-21 Anne Avenue, Broadbeach

February 2025

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1 Introduction

Urban Planning Services Pty Ltd ('**UPS**') has been engaged by Mary Anne Development Pty Ltd (the '**Applicant**') to prepare and lodge a Development Application seeking the approval of the Council of the City of Gold Coast (the '**Council**' or '**CoGC**') for a Development Permit for Material Change of Use (Code Assessment) for Multiple Dwelling & Short-term Accommodation (56 units) at the site described as 19 – 21 Anne Avenue, Broadbeach, being properly described as Lot 0 - 8 on BUP1114 (the '**subject site'**).

Under the provisions of the *Gold Coast City Plan 2016 (Version No. 11),* which commenced on 6 February 2024 (the '**City Plan**'), the subject site is in the High Density Residential Zone Code. Multiple Dwelling & Short-term Accommodation are the anticipated land uses, being identified as Code Assessable.

The proposed development has been considered in respect of applicable Codes of the City Plan (Version 11), including the Purpose and relevant Overall Outcomes of the High Density Residential Zone Code.

Our assessment finds that the proposal is in keeping with the intent of the City Plan and responds positively to the relevant assessment criteria. While some alternative outcomes are proposed in response to the Performance outcomes of applicable codes, it is demonstrated herein that the proposed development satisfies the relevant Performance outcomes and related Overall outcomes for the Zone and applicable Codes.

Our assessment, set out within this report, also finds that the proposed development is consistent with the statutory requirements of the *Planning Act 2016* and the associated *Planning Regulation 2017*, and Development Assessment Rules. Applicable State Development Assessment Provisions are also satisfactorily addressed herein.

Overall, it is concluded that the proposed development represents a logical and desirable form of land use, and a built form which is respectful of, and complementary to, the established and prevailing character of the surrounding area.

Accordingly, our assessment finds that the proposal warrants the approval of Council, subject to reasonable and relevant conditions.



2 Volume Structure of Application

The Applicant has engaged a suitable qualified and experienced Project Team, as set out below, to bring forward a new residential development of exceptional quality at the subject site, as proposed in this Development Application. The Project Team is summarised as follows.

Table 1: Project Team

CONSULTANT	DISCIPLINE
BDA ARCHITECTURE	Architecture
URBAN PLANNING SERVICES (UPS)	Town Planning
BENNETT & BENNETT	Surveyor
LDG LANDSCAPE ARCHITECTS	Landscape Architecture
RYTENSKILD TRAFFIC ENGINEERING	Traffic Engineer
ARCADIS	Civil Engineer & Hydraulic Engineer
ACOUSTIC WORKS	Acoustic Engineer
MRA ENVIRONMENTAL	Solid Waste Consultant

The volume structure of this application is set out below.

Table 2: Structure of Application – Documentation

ATTACHMENT NO.	DOCUMENT
SECTION 1: FORMS	
1	DA Form 1
2	Landowner's Consent
SECTION 2: SUPPORTING INFORMATION	
3	Town Planning Report
4	Code Assessment
SECTION 3: SPECIALIST REPORTS	
5	Traffic Impact Assessment prepared by Rytenskild Traffic Engineering
6	Engineering Services Report prepared by Arcadis
7	Stormwater Management Plan prepared by Arcadis
8	Sewer Network Capacity Assessment prepared by Arcadis
9	Acoustic Report prepared by Acoustic Works
10	Waste Management Plan prepared by MRA Environmental
SECTION 4: DRAWINGS	
11	Architectural Plans prepared by BDA Architecture
12	Landscape Design Intent prepared by LDG Landscape Architects
13	Survey Plan prepared by Bennett & Bennett

3 Site and Development Parameters

A summary of the site and development parameters are outlined in tabular form below.

Table 3: Site and Development Parameters

TITLE DETAILS	Lot 0 – 8 on BUP1114
ADDRESS	19-21 Anne Avenue, Broadbeach
SITE AREA	1,032m^2
ROAD FRONTAGE/S	Anne Avenue: 34m (approx.)
APPLICANT	Mary Anne Development Pty Ltd C/- Urban Planning Services Pty Ltd PO Box 2091 Surfers Paradise QLD 4217
IDAS APPLICATION	Material Change of Use
LEVEL OF ASSESSMENT	Code Assessable
PROPOSED LAND USE/S	Multiple Dwelling and Short-term Accommodation (56 units)
CITY PLAN (VERSION 11) ZONE	High Density Residential Zone Code
BUILDING HEIGHT	'HX' (unlimited) Building Height Building Height Overlay Map
RESIDENTIAL DENSITY	RD8 (1 bedroom / 13sqm) Residential Density Overlay Map
CAR PARKING RATES	Where the site is within the High Density Residential Zone and located in the Transport Hub Area, the following rates apply to:- <u>Residential parking</u> • 1 per unit or dwelling and 1 per 10 units or dwelling for visitors <u>Short-term accommodation parking</u> • 1 per 4 units or dwellings <u>Non-residential parking (where within 400m of a Light Rail station):-</u> • 1 per 100m2 of TUA
APPLICABLE OVERLAY CODES	• Acid Sulfate Soils Overlay Code; • Airport Environs Overlay Code; • Coastal Erosion Hazard Overlay Code; and • Light Rail Urban Renewal Area Overlay Code.
LOCAL AUTHORITY	Council of the City of Gold Coast
REFERRAL AGENCY	Not Applicable

4 Site and Environment

4.1 Allotment Address and Description

The subject site is square in shape, and is situated at 19-21 Anne Avenue, Broadbeach, being properly described as Lot 0 - 8 on BUP1114. The subject site comprises a total area of 1,032m^2 and has no easements or other relevant land-use restrictions or encumbrances known to affect the title of the property. An aerial view of the subject site is presented in **Figure 1** below, with the site identified by red outline.



Figure 1: Site Location

4.2 Existing Improvements

Commonly referred to as 'Max Mar', the subject site currently comprises of a 2-storey U shaped multiple dwelling which includes 8 units. These will be removed to facilitate the proposed development.

4.3 Contamination

A review of searches undertaken with the Queensland Government has confirmed the land is not on the Contaminated Land / Environmental Management Register.

4.4 Flooding

A review of searches undertaken with the City of Gold Coast Flood Mapping has confirmed the land is not subject to Flooding.

4.5 Infrastructure Services

The proposed development can be adequately serviced with all necessary infrastructure services including sewer, water, stormwater drainage, electrical and telecommunication infrastructure.

4.6 Road and Transport Infrastructure

The subject site benefits from frontage to Anne Avenue which connects to Old Burleigh Road to the East and Surf Parade to the West, both of which are two-way single carriageways heading North and South. Pedestrian footpaths are incorporated within the road verge on both the northern and southern sides of Anne Avenue, with parallel on-street car parking permitted along both of these road verges.

Approximately 300m to the north-west, Elizabeth Avenue intersects with Gold Coast Highway. Gold Coast Highway is a dual carriageway road corridor carrying north and southbound traffic, offering ease of travel between a broad range of destinations including Coolangatta, Tweed Heads and the Gold Coast Airport to the south, through to Surfers Paradise and Southport CBD to the north.

The Gold Coast Highway is a major road that connects and provides access to the existing high-frequency public transport services operating along this route and to suburbs to the north and south of the site. The proximity of the bus services available to the subject site ensure ease of access via good quality existing pedestrian infrastructure to public transport services situated along the Gold Coast Highway.

Nine (9) existing bus stops are located within a 1km radius of the subject site, with services operating along this route including:

- 700 (Broadbeach, Burleigh Heads, Palm Beach, Tweed South);
- 705 (Sea World, Main Beach, Surfers Paradise, Broadbeach);
- 731 (Arts Centre, Surfers, Isle of Capri, Pacific Fair, Broadbeach);
- 738 (Griffith Uni, GCUH, Ashmore, Pacific Fair, Broadbeach);
- 736 (Nerang, Highland Park, Carrara, Pacific Fair, Broadbeach);
- 743 (Nerang Station, Nerang, Carrara, Pacific Fair, Broadbeach);
- 745 (Nerang station, Pacific Fair, Broadbeach);
- 750 (Robina Station & Town Centre, Bond Uni, Pacific Fair, Broadbeach);
- 751 (Robina Station & Town Centre, Mermaid Waters, Pacific Fair, Broadbeach);
- 753 (Burleigh Heads, Varsity Lakes, Bond Uni, Pacific Fair, Broadbeach);
- 754 (Varsity Lakes, Mermaid Waters, Pacific Fair, Broadbeach);
- 755 (Robina Town Centre & Robina Station, Merrimac, Pacific Fair, Broadbeach); and
- 756 (West Burleigh, Stockland, Miami, Pacific Fair, Broadbeach).

The subject site is located within the Light Rail Urban Renewal Area, within the Frame Area identified on Strategic Framework Map 3. The two nearest light rail stations are located on Gold Coast Highway, known as Broadbeach North Station, which lies approximately 700m to the north west of the site and Broadbeach South Station, which lies approximately 390m to the south west of the site.

The light rail service provides connections to various destinations between Broadbeach North and the Gold Coast University Hospital, with planned delivery for the Light Rail Stage 3 (Broadbeach to Burleigh Heads) & Stage 4 (Burleigh Heads to Coolangatta) currently underway.

An extract of the CCGC 'Walk, Cycle and Public Transport Map' identifying the location of the subject site in the context of pedestrian and cycle routes and the various local attractions and facilities near the site is presented in **Figure 2** below.

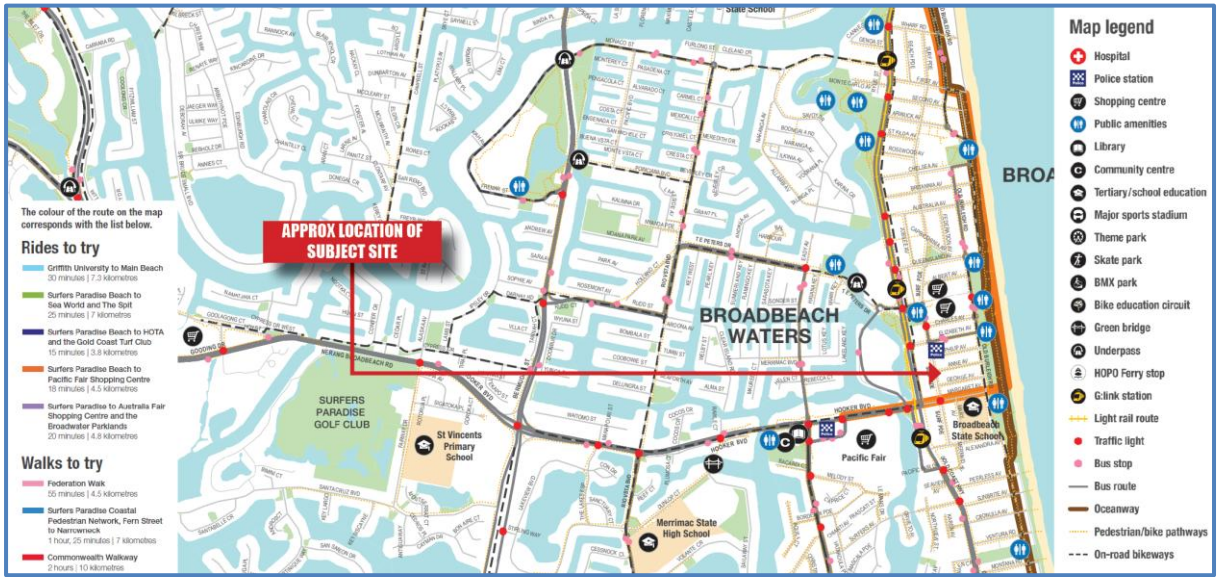


Figure 2: *Extract copy of GCCC Walk, Cycle and Public Transport Map'*

4.7 Immediate and Surrounding Area

The local area surrounding the site is predominantly characterised by residential & tourist land uses. A summary of the immediate surrounds is provided below:

NORTH	Immediately north of the subject site is a two-storey multiple dwelling containing 8 units. Further north is the heart of Broadbeach. Commonly referred to as 'The Oracle' and 'The Oasis' which offers a variety of restaurants, cafes, gyms, beauty salons and additional commercial retails.
EAST	Immediately East of the subject site is a four-storey multiple dwelling containing 4 units, commonly referred to as Dee-ell Place. Further East and before Pratten Park, Kurrawa Beach and Kurrawa Surf Life Saving Club the street comprises of an array of Multiple Dwellings, Dwelling Houses and Dual Occupancies.
SOUTH	South of the subject site is High Density Residential Zoning compromising of predominantly Multiple Dwellings, Dwelling Houses and Dual Occupancies.
WEST	Immediately west of the subject site is a two-storey multiple dwelling containing 5 units. Further West is the 'Meriton Suites Broadbeach' which comprises of two residential and short-term accommodation towers along with a variety of restaurants and cafes. Further west from there and across the Gold Coast Highway is 'The Star Casino'.

A photographic image of the immediate and surrounding area is presented in **Figure 3** below.

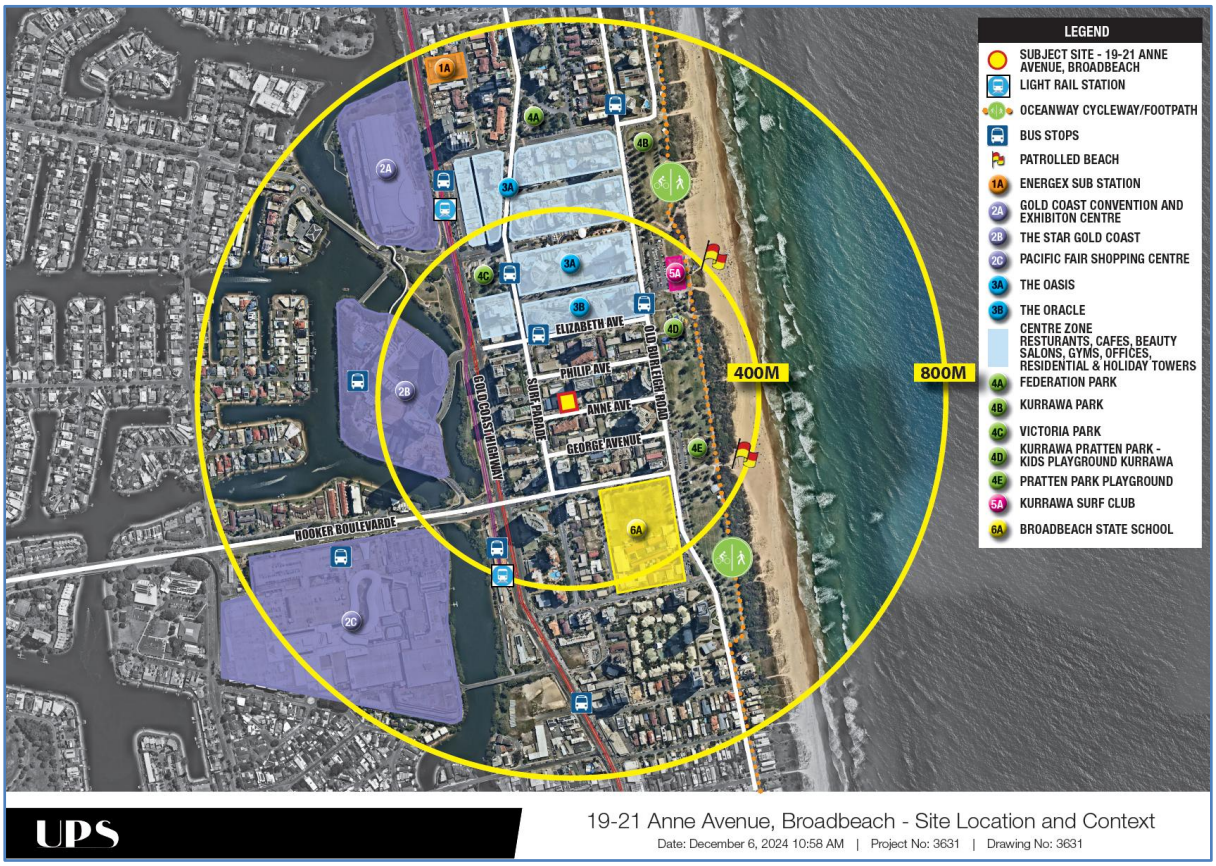


Figure 3: *Subject site and surrounds*

5 Proposed Development



Figure 4: *3D renders of the proposed development.*

A brief summary of the key parameters of the proposed development is presented in tabular form below.

Table 4: Key Development Parameters

SITE AREA	1,032m^2	
BUILDING HEIGHT	105 metres – 33 storeys	
SITE COVER	Ground Level – 36% (373m^2) Podium Levels 2 – 4 – 86% (884m^2) Tower - 45 % (461m^2)	
SETBACKS	**Podium**	**N** – 1m to outer edge // 1.66m to main building line.
		E – 1.1m to wall
		S– 0m – 0.5m to edge
		W – 1.1m to wall
	Recreation Level	**N** – 1m to outer edge // 1.66m to main building line // 2m – 3.5m to accessible area
		E – 450mm – 4.5m to planter edge // 2.5m to accessible area
		S– 0m – 0.5m to edge // 2.5m to accessible area
		W – 1.1m to edge // 2.2m to accessible area.
	Tower (L5 – L32)	**N –** 4m to OMP // 4.6m – 7.4m to MBL
		E – 4m to OMP // 4m – 6m to MBL
		S – 4m to edge / 6m – 7.15m to glazing
		W – 4m to OMP // 4m – 6m to MBL
APARTMENT AND BEDROOMS	56 units and 168 bedrooms	
APARTMENT MIX	56 x 3 bedroom units	
RESIDENTIAL DENSITY	1 bedroom per 6.1m^2	
TOTAL CAR PARKS	111 total car parking spaces	
RESIDENT CAR PARKS	106 residential car parking spaces	
VISITOR CAR PARKS	6 visitor car parking spaces	
TOTAL BICYCLE PARKING	37 bicycle parking spaces	
RESIDENT BICYCLE SPACES	32 bicycle spaces	
VISITOR BICYCLE SPACES	5 bicycle spaces	

The proposed development is seeking to establish 56 units across a 33 storey residential tower. All of these units are interchangeable between Short-Term Accommodation and Multiple Dwelling to allow for flexibility for the future owners. The large site is located within the central portion of Broadbeach and is located on Anne Avenue. The proposed development is perfectly located with proximity to Kurrawa Beach, Oasis Shopping Centre, Pacific Fair and The Star Casino. Furthermore, the site also benefits from being within a 700m walk of two Light Rail Stations which provides connectivity to the current and future Light Rail services.

The proposed development will revitalise the site (currently improved by an older development "Max Mar") and will provide a new development within Anne Avenue which will respect the intended character for the area and respond to the adjoining "Signature" development.



Figure 5: *Render of the ground level of the proposed development from Anne Avenue*

The proposed development is providing a mix of unit types to provide a variety of apartments types for the tower and contribute to the mix of apartments across the City. The podium design has been cognisant of the adjoining properties and has been designed to ensure sufficient movement and articulation within the design to promote visual interest. The inclusion of podium landscaping and preservation of street trees along the street frontage provides a unique opportunity for the development to enhance the activation of the immediate area and fit seamlessly into the urban fabric of Broadbeach.

The development is providing a communal open space from the Recreation Deck (Level 4) to provide a range of services for the future occupants to utilise and private open space areas for the two penthouse unit to privately utilise.



Figure 6: *Render of the various communal open space offerings*

The development is proposing a large communal open space level (Level 4) which provides a gym, yoga deck, extensive BBQ area, 25m lap pool, plunge pools, contrast therapy pools, games areas and a variety of seating options for the residents to utilise. The communal open space level provides generous perimeter landscaping which provides a softening of the development from the adjoining properties whilst providing an enjoyable environment for the residents to utilise. Based on the orientation of the site and the design of

the communal open space, the development will have views immediately to the east toward Kurrawa Beach and along the southern Gold Coast coastline.

The subject site benefits from the High Density Residential Zoning and the relevant City Plan Overlays which seek intensity within this part of the City. The tower has been designed to respond to the unique characteristics of the site. Each unit has been designed to ensure the future occupant has a private open space area which is capitalising on the unique views toward the ocean and along the southern coastline. The high quality architectural outcome is evidenced by the variety of elements, colours and materials being woven throughout the development to ensure architectural language ties the development together. The setbacks and modulated built form create a unique, slender tower design, promoting visual interest and providing appropriate separation from the boundaries and resulting tower separation. The ground level and podium level works harmoniously to provide a podium and tower design to present a high quality development which will be positively contributing to the streetscape character and Gold Coast skyline.

6 Planning legislation

The following section reviews key relevant provisions of the *Planning Act 2016* (the 'PA'), the *Planning Regulation 2017* (the 'PR') and other directly related statutory instruments, in relation to this Development Application.

6.1 Development Type

The term "**development**" is defined in Schedule 2 of the PA to mean:

*'**development** means –*

a) carrying out
  i. building work;
  ii. plumbing or drainage work;
  iii. operational work; or
b) reconfiguring a lot; or
c) making a material change of use of premises.'

This Development Application seeks approval for development in the form of "*making a material change of use of premises*".

The term "**material change of use**" is defined in Schedule 2 of the PA to mean:

*'**material change of use**, of premises, means any of the following that a regulation made under section 284(2)(a) does not prescribe to be a minor change of use –*

a) the start of a new use of the premises;
b) the re-established on the premises of a use that has been abandoned;
c) a material increase in the intensity or scale of the use of the premises.'

This proposal involves a Material Change of Use in the form of the start of a new use of an existing premises comprising a land use activity defined by the local planning instrument and the PR as a Multiple Dwelling and Short-term Accommodation.

6.2 Assessable Development

The term "**assessable development**" is defined at section 20 of the PR, as follows:

assessable development – Act, ss44 and 45

1. *For section 44(5) of the Act, development is assessable development if it –*
   a) is stated in schedule 9 or 10 to be assessable development; and
   b) is not prohibited development under section 19.
2. *For section 45(2) of the Act, schedules 9 and 10 state the category of assessment required for assessable development stated in the schedules.*

Section 44(1) to (5) of the PA relates to 'categories of development' and reads as follows.

1. *There are 3 categories of development, namely prohibited, assessable or acceptable development.*
2. ***Prohibited development** is development for which a development application may not be made.*
3. ***Assessable development** is development for which a development approval is required.*
4. ***Accepted development** is development for which a development approval is not required.*
5. *A categorising instrument may categorise development.*

The proposed Material Change of Use the subject of this Development Application is identified as assessable development under the provisions of the Gold Coast City Plan (Version 11), being the local 'categorising instrument', which pursuant to section 43(1) of the PA:

a) categorising development as prohibited, assessable or accepted development;
b) specifies the categories of assessment required for different types of assessable development;

c) sets out the matters (the assessment benchmarks) that an assessment manager must assess assessable or accepted development against.

The proposed land use of "*Multiple Dwelling & Short-term Accommodation*" is listed in the table of assessment for the High Density Residential Zone Code as "Code Assessable" form of development. The proposed development overall, therefore, is a form of development made assessable by the Planning Scheme for the area.

Section 45(3) of the PA prescribes that Code Assessment:

a) must be carried out only –
i. against the assessment benchmarks in a categorising instrument for the development; and
ii. having regard to any matters prescribed by regulation for this sub-paragraph.

6.3 State Planning instruments

The application has been assessed against the following State Planning Instruments.

Table 5: State Planning instruments

INSTRUMENTS	TITLE
State Planning Policy	The City Plan appropriately reflects all aspects of the State Planning Policy apart from the following: • Natural hazards, risk and resilience (coastal hazards). The proposal does not trigger assessment against any applicable benchmark within the abovementioned policies.
South East Queensland Regional Plan	The proposal is consistent with the goals, elements and strategies; and the Southern Sub-regional directions of the South East Queensland Regional Plan 2017 (ShapingSEQ).
Planning Regulation 2017	The *Planning Regulation 2017* supports the principal planning laws by outlining the mechanics for the operation of the *Planning Act 2016*. It documents practical matters such as: • how development applications are categorised; • who will assess the development application; and • the matters that trigger state interests. The proposed development does not require any referral as outlined within the Planning Regulation 2017.

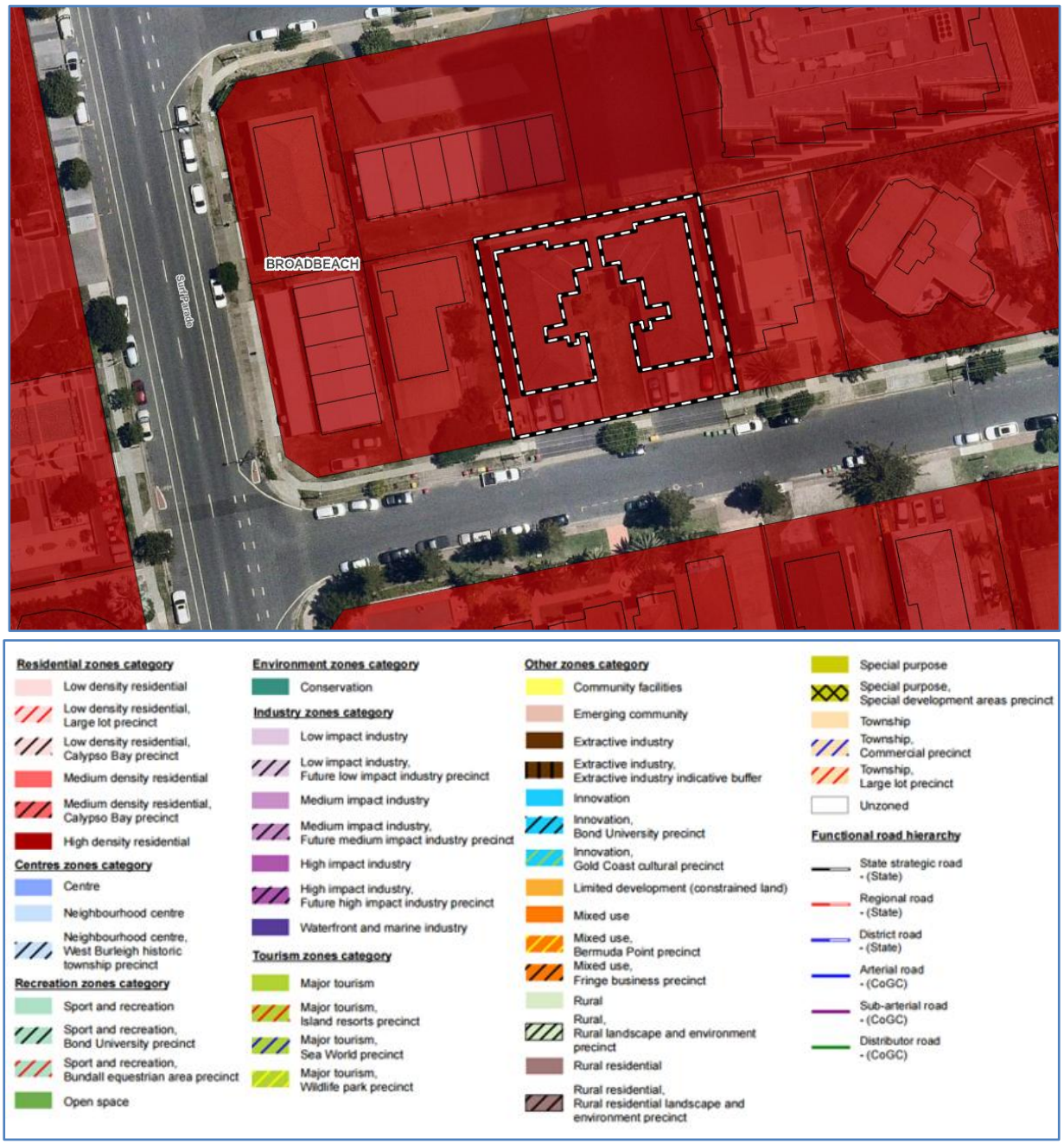
6.4 Local planning instruments

Table 6: Local planning instruments

PLANNING INSTRUMENTS	TITLE
Temporary Local Planning Instrument	The proposal does not trigger assessment against any temporary local planning instruments.
Variation approval	The development is not proposing a variation request.
City Plan (Version 11)	The proposal is within the City Plan area of the City of Gold Coast. This is discussed in section 7 below. Local Government Infrastructure Plan There is no new trunk infrastructure required as part of this development.

7 City Plan

The Gold Coast City Plan was published in Government Gazette No. 15 on 29 January 2016, and commenced on 2 February 2016, with the most recent amendment to the City Plan, being City Plan Version 11, having commenced on 6 February 2024 (the '**City Plan**'). Based on a review of the City Plan, the subject site is located within the High Density Residential Zone Code, as shown in the Zone Map extract below, with the site identified by black and white outline in the figure below.



The following is an assessment of the application against the City Plan. The proposed development is triggering a Code Assessable application. The *Planning Act 2016* requires Code assessable development (bounded assessment) to be carried out only against the assessment benchmarks stated in the categorising instrument (City Plan) and have regard to matters prescribed by the regulation. Section 43 (2) (c) of the *Planning Act 2016* states for Code assessment, a strategic outcome (Strategic Framework) is not an assessment benchmark. As such, the proposed development will be limited in its assessment to be against the applicable zone, overlay and development codes as per the below sections.

7.1 Hierarchy of Assessment Criteria

At the outset, it is relevant that the 'City Plan' sets up a hierarchy of assessment benchmarks and that the proposal will be assessed in the hierarchical order of assessment as set out within the City Plan. In this regard, Part 1.4 – 'Hierarchy of Assessment Benchmarks' of the 'City Plan' states:

Where there is inconsistency between provisions within the City Plan, the following rules apply:

a) Relevant assessment benchmarks specified in the Regulation prevail over the City Plan to the extent of any inconsistency.

b) The strategic framework prevails over all other components to the extent of the inconsistency for impact assessment.

c) Overlays prevail over all other components (other than the matters mentioned in (a) and (b)) to the extent of the inconsistency.

d) Zone codes prevail over use codes and other development codes to the extent of the inconsistency.

e) Provisions of Part 10 may override any of the above.

7.2 Overlay Code Assessment

The proposed development has been assessed against the applicable Overlays and is considered to comply with the Acceptable outcomes/Performance outcomes of the following Overlay Codes:-

- Acid sulfate soils overlay code;
- Airport environs overlay code;
- Coastal erosion hazard overlay code; and
- Regional infrastructure overlay code.

Based on the nature of the proposed development, an assessment against the above overlays reveals the development is able to comply with all of the applicable overlays (evidenced within the code templates). The other applicable overlay is the Light Rail Urban Renewal Area Overlay Code which warrants further discussion as outlined below.

7.2.1 Assessment against the Light rail urban renewal area overlay code

The purpose of the Light Rail Urban Renewal Area Overlay Code is to provide high quality urban environments that optimise the pedestrian environment and accessibility to economic development opportunities. The subject site benefits from being categorised as 'Frame Area'.

The proposed development is considered to optimise the accessibility to light rail services and through the site's proximity to the Light Rail. As per 8.2.12.2(3) of City Plan, the 'Purpose' of the code is achieved subject to compliance with the Overall outcomes. The below assessment of the Overall Outcomes will outline how the development meets all overall outcomes of the Light rail urban renewal area overlay code and therefore considered to meet the purpose of the overlay as per the below assessment.

The Light Rail Urban Renewal Area Overlay outlines the local character reflects a combination of built form and a mix of uses. For example, high rise buildings should contain a clearly defined tower and podium form and the Frame Area are high density neighbourhoods which allow for a range of a intense built form outcomes which service the local neighbourhood requirements and supports the light rail stations.

The following Overall outcomes of the Light Rail Urban Renewal Area Overlay Code are applicable to the assessment of the development application.

Creating communities

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

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

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

(iii) locating and designing development to respect and complement the scale, character, form and setting of on-site and adjacent properties;

(iv) public art opportunities or similar for high-rise sites and sites that interface with public open space to enhance the quality of the development, the public realm andthe city; and

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

Applicant's comment

- The proposed development is strengthening and contributing to the local character of the surrounding area.
- The development is proposing a highly pedestrianised frontage to Anne Avenue which will assist to strength the local character and continue the streetscape activation established from the surrounding developments.
- The ground floor design provides vehicle and pedestrian access, however after further investigation determined the vehicle access from Anne Avenue would provide a safe vehicle access.
- The ground floor is proposing to include a legible pedestrian entryway and footpath to the Anne Avenue, connecting to the existing footpath network to provide pedestrian connection to the adjoining streets, parks and public transport options.



Figure 7: *Ground floor plan*

- The proposed development has been designed to be cognisant of the adjoining properties both approved and constructed. The below figure demonstrates the podium interface with the adjoining development "Signature"

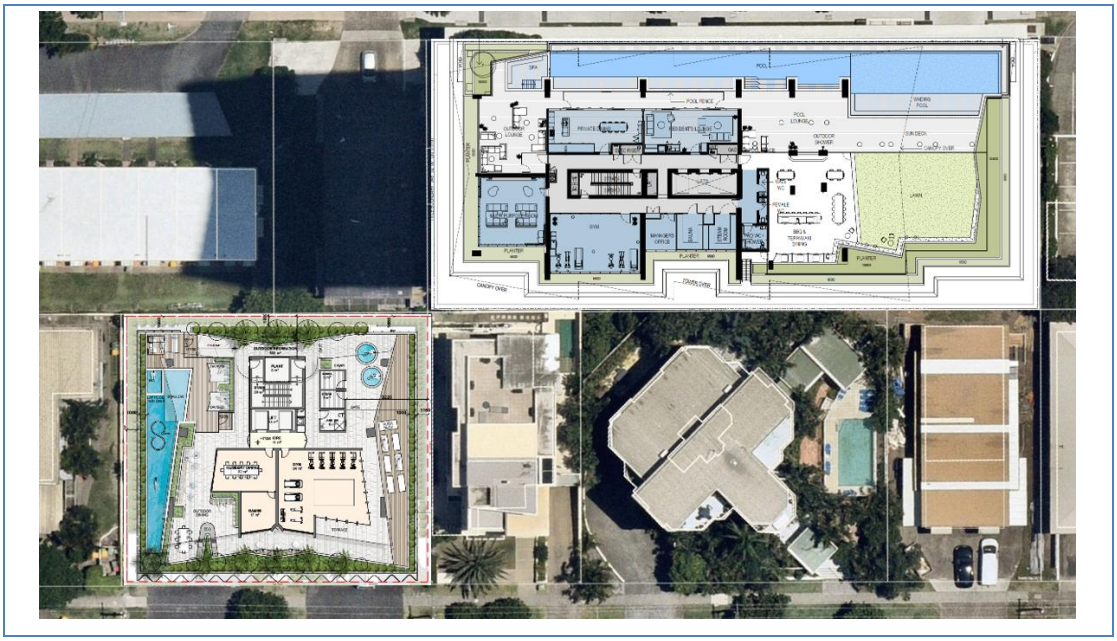


Figure 8: *Aerial Photo with the floor plans for the two development's podiums superimposed*

- The above figure demonstrates the interface of the podium to the north-eastern neighbouring property "Signature". Signature has been recently constructed and the heights, setbacks and design of the podium have been utilised as an exemplar within the immediate area.
- The podium separation between each development results in an approximate 8m separation between podium recreation levels. Furthermore, the proposed development benefits from the existing podium only sharing the north-eastern corner with the proposed development. This interface has been appropriately managed within landscaping, however it is important to note Signature's podium contains a Multi Purpose Room where adjoining the proposed development. It is considered the podium has been designed to turn away from the existing podium to allow for the two developments to appropriately accommodate their future and current occupants.
- The Signature common area is located on a comparable level however is not oriented toward the proposed development. The design of the podium has considered the neighbouring property (Signature) and the other adjoining properties to ensure the proposed development is directly responding to and respects the scale, height and orientation to ensure the proposed development does not result in any amenity impact, reverse or otherwise.
- The ground floor level is proposing perimeter planting to assist with screening shrubs to be grown around the entire property boundary. These areas are large enough to permit the shrubs to grow above the height of the boundary fence at maturity and will assist to soften the development when viewed from the neighbouring properties.
- Furthermore, the Recreational Level is proposing a variety of perimeter planting which will facilitate cascading planting to grow down from the recreation level. The ground level and podium planting will work together to soften the development from the surrounding properties, whilst still providing a unique tower and podium development (which is desired by the Zone and Overlay codes).
- Additionally, the podium has been designed to promote visual interest (where the landscaping will not grow). The design of the podium will create visual interest and movement within the architectural language.

- The below figure demonstrates how a consistent material used throughout the podium design will create visual interest, however will allow the development to be tied together when viewed from all sides.



Figure 9: *South-east perspective of the podium render showing the podium design.*

- The nature of the podium car parking will not result in any opportunities for overlooking. Additionally, the extensive landscaping on the recreational level and the accessible area being recessed from the edge will restrict any overlooking from the proposed recreational level and therefore mitigate any privacy concerns.
- The two towers are separated by approximately 13m, however this separation will be perceived as a larger distance due to each development's pinchpoint being the corner of their respective towers.
- This separation is still considered suitable for allowing sunlight, ventilation and airflow into the recreational area. The proposed development is considered to be appropriately designed to consider the adjoining amenity of the Signature development to ensure the design respects and responds to protect the adjacent amenity for all surrounding properties.
- The below figures demonstrate the tower interface between "Signature" and the proposed development.

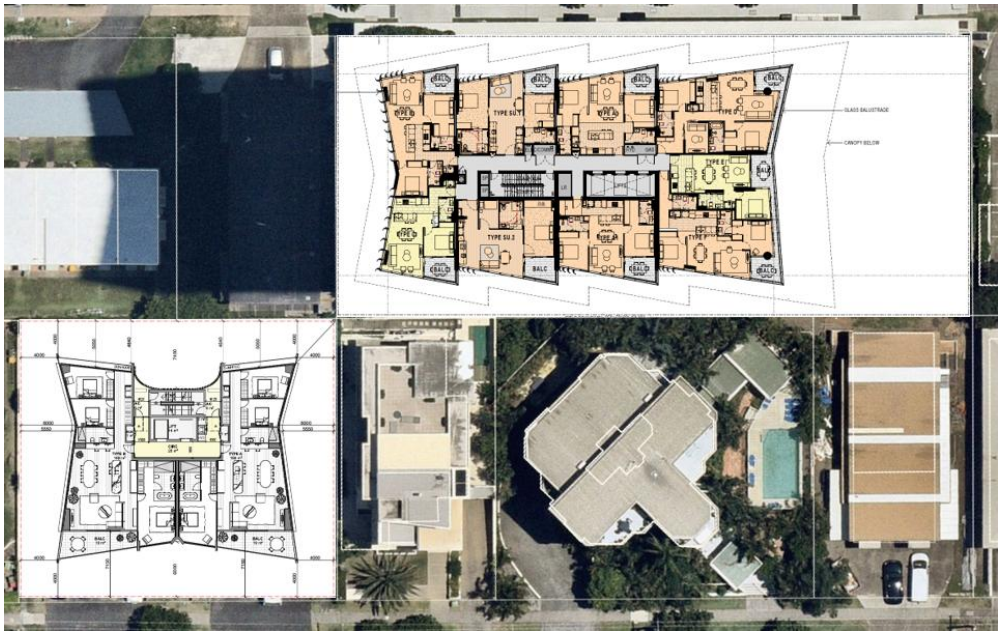


Figure 10: *Tower separation between the proposed development and neighbouring tower*

- The above figure demonstrates the setbacks of the two towers is largely consistent with one another and the east-west and north-south view corridor will be maintained. The proposed tower has oriented the balconies to the south-east, closer to the Anne Avenue frontage, whereas the neighbouring tower has their balconies facing due east.
- Notwithstanding the differences within the design, the resulting tower separation of 13m (to the pinch point) is considered to be appropriate. The orientation of the tower allows the separation to be experienced as far greater due to the extent (or lack thereof) where the two towers actually interface.
- As discussed, the separation will be enhanced through the layout and design of the units which directly interface. The interface between Signature and the proposed development is largely with one bedroom in the proposed development. This bedroom will interface with a lounge room (Level 5 – 25), a master bedroom (Level 26 -35). The nature of the bedrooms will result in internal coverings on the windows, however there will be no privacy/amenity concerns at this location.
- The Signature tower already contains privacy screening on the outside of the tower, however is also considered to have internal coverings to further assist with privacy. Where the adjoining tower changes to the interface with the bedroom it is considered the main bedroom is designed to orient away from the proposed development with a balcony which is accessed directly from the bedroom facing due east.
- The design of the proposed development has been cognisant of the existing and constructed design to ensure the amenity is protected for all developments. The design of the proposed development is directly comparable to the Signature podium and is considered to respect and complement the scale of the Signature tower development.
- UPS considers the above assessment has demonstrated how the proposed development is able to meet Overall Outcome (3)(a)(i, iii and v).

Streets and spaces for people

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

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

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

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

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

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

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

(vii) within mixed use and specialist centres, opportunities for social interaction, cultural expression, artwork and meeting places are encouraged and provide attractive and safe, legible and connected pedestrian and public space environments.

Applicant's comment

- The development is proposing balconies fronting the street frontage which is appropriately located to maximise the view to the ocean and provide passive surveillance of the streetscape, contributing to pedestrian comfort.
- The shadow analysis study provided by BDA Architecture demonstrates the shadow from the proposed development will be fast moving and will not be unreasonably impacting upon the shadow sensitive areas within the surrounding area. It should be noted the subject site is located within the area of the City which seeks intensity within the built form and does not have a building height designation.
- The development is proposing a high quality pedestrian environment and providing a suitable landscaped outcome to balance the built form and positively contribute to the streetscape character. The pedestrian environment is enhanced by the inclusion of a footpath along the front of the site, connecting to the existing footpath network.
- BDA have designed the streetscape to ensure the lobby is clearly visible and appropriately interfaces with the streetscape - see the below figure.



Figure 11: *Streetscape perspective from south-east*

- UPS consider the proposed development is able to meet Overall outcome (3)(b)(i-v).

Design buildings to foster 'street life'

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

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

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

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

of the uses;

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

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

Applicant's comment

- The building form positively interfaces with the street and provides opportunities to engage with the street life through the design of the ground level elements. The built form provides ground level and podium landscaping which improve the comfort and visual quality of the streetscape.
- The design is proposing a highly pedestrianised interface with the public realm and is further assisted by the inclusion of legible pedestrian entry way on the ground level with glazed lobby area.
- The high quality built form interacts and enhances the streetscape. The development provides a positive public/private realm transition, and the design provides an appropriate level of access and surveillance based on the proposed uses.
- The development utilises the podium to create visual interest to the street edge and adjoining properties. The ground floor is highly activated and will blend into the existing streetscape and contribute to the walkability of the area.
- The setbacks and the street level designs provide amenity protection of the adjoining properties and provide a level of access around the development. Additionally, the suitable front setback allows for suitable ground level features to activate the frontage which provides additional passive surveillance opportunities through the design of the front balconies.
- BDA Architecture have undertaken extensive design exercises which demonstrate the building form and how it interfaces with the street – see figures below.

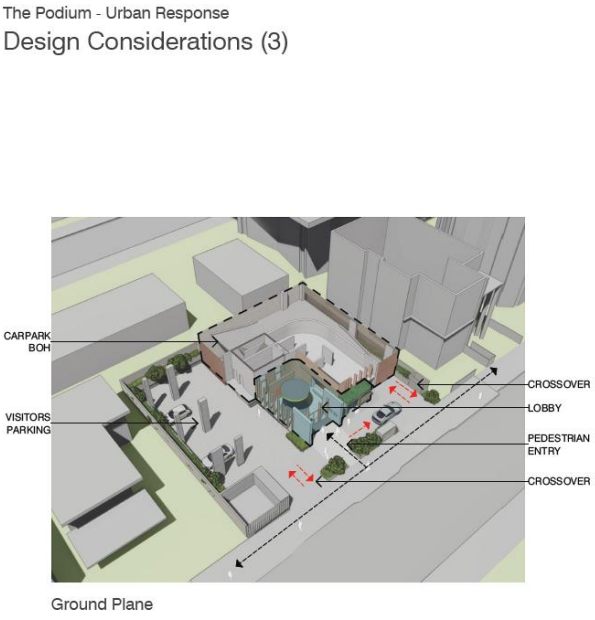


Figure 12: *BDA Design principles demonstrating the ground floor design and pedestrian interface/movement*

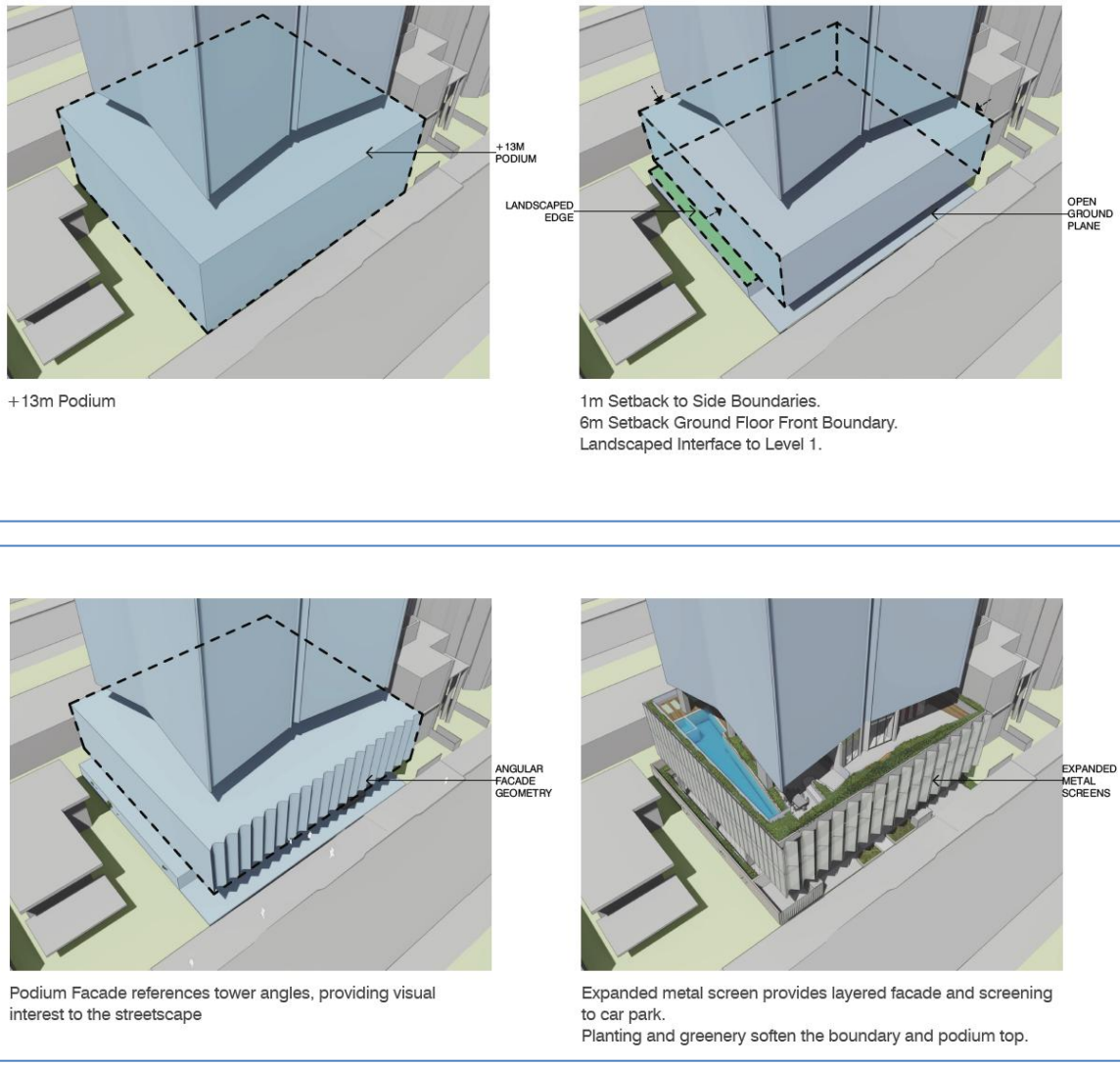


Figure 13: *BDA Design principles demonstrating the podium design and movement*

- The applicant considers the proposed development is able to meet Overall outcome (3)(c) and (d)(i-iv).

Design buildings to foster distinct Gold Coast character.

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

(i) building form is characterised by either:

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

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

(ii) mix of uses are characterised by:

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

(B) *'Frame areas' are high density neighbourhoods which allow for a range of intense built form outcomes and activity and commerce of a scale that services the local neighbourhood requirements and supports the light rail stations; and*

(C) *'Transition areas' are medium density neighbourhoods and ensure the logical tapering of built form intensity and height down to adjacent lower intensity neighbourhoods.*

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

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

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

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

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

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

(ix) *above-ground car parking structures, including the ground floor level, are located behind a viable depth of commercial or residential floor space for the majority of the street frontage. Alternative treatments, such as integrated and curated artwork, layered facades with screening and textured depths or adaptive reuse of above-ground car parking for future habitable uses, must be of a high standard of design and appearance to complement the character of the local area.*

Applicant's comment

- The development is proposing 33 storeys and as such is considered to be a high rise building. The proposed development contains a clearly defined podium and tower form which is appropriately fractured by pedestrian access ways and landscaped areas on the ground floor and throughout the recreation level.
- The Frame Area are considered to be high density neighbourhoods which allow for intense built form outcomes and activity. The proposed development is seeking an outcome which is appropriately balanced within the context of the site and the locale. The tower is appropriately separated from the neighbouring towers. As already mentioned the podium design has responded directly to the adjoining developments and has ensured appropriate design measures to mitigate any amenity concerns via design/landscaping.

- The proposed development is within the HX building height designation and therefore considered to be within the desired intent for this part of the City. The tower is designed and located to be separated from the adjoining properties and oriented away from these development without 'turning it's back' on the neighbouring properties. The subject site is within the Frame areas which seeks the high density neighbourhoods within this area of the City and therefore the proposed development is considered to be consistent with the intent for the area.
- The development is proposing ground floor glazed lobby with a defined pedestrian entry way.
- The building type and design of ground floor area is protecting the local appearance by providing suitable setbacks for a development of this scale. Additionally, the design (shown below) demonstrates the design of the ground level appropriately locates the visitor parking to be hidden for the above ground level car parking and is of a high standard of design and appearance.



Figure 14: *Proposed ground floor plan (top) and perspective from Anne Avenue (bottom) demonstrating the hidden at grade car parking*

- The applicant consider the proposed development is able to meet Overall outcome (3)(e)(i)(B) and (3)(e)(ii)(A), (3)(e)(iii, v, viii - ix).

- The applicant considers the proposed development is able to meet the Overall outcomes and the Purpose of the Light Rail Urban Renewal Area Overlay Code.

7.3 Zone code assessment

As mentioned throughout this Report, under the provisions of the Gold Coast City Plan (Version 11) the subject site is located within the High Density Residential Zone.

The 'Purpose' of the High Density Residential Zone Code is:

> *'to provide for higher density multiple dwellings supported by community uses and small-scale services and facilities that cater for local residents.'*

It is acknowledged the development is proposing a Multiple dwelling and Short Term Accommodation, which is captured in the purpose. Notwithstanding, the proposed development is required to be assessed against the Acceptable outcomes and then Performance outcomes. If a non-compliance with the Performance outcome exists, the proposed development must be assessed against the overall outcomes.

7.3.1 Acceptable outcome/Performance outcome AO1/PO1 – Setbacks

The assessment of the proposed development against the Performance outcome PO1 will be presented in two sections being:-

- Ground level and podium; and
- Typical tower level.

The High density residential zone code requires a front setback of 4m up to 23m and then 6m setback where exceeding 23m. The proposed development is providing a 4m and 5m setback to the eastern boundary and therefore as the development increases in height becomes non-compliant after 23m in height.

The nature of the Acceptable outcome for the side setback will result in certain sections being unable to comply with Acceptable outcome AO1. For example, the development totals 105m and therefore would require a side setback of 18.25m. The development does not propose a side setback of 18.25 metres, therefore requires assessment against the performance outcome.

Ground level and podium

The ground level is largely able to meet the acceptable outcomes for the proposed setbacks at the ground level. There are some building services (i.e. padmount and booster) which are commonly located along the boundaries. The extent of the assessment against the Performance outcome for the ground level is limited to elements of the pedestrian entryway and the podium ramp. The structural elements of the pedestrian entryway is providing a legible entry into the development and the podium ramp (whilst encroaching 400mm) is being utilised to provide vehicle access to the level above.

The next two levels of the podium parking are proposed at the same setbacks. The setbacks to the north, are proposed at 1m to the outermost projection (OMP) and 1.6m to the deeper sections. The podium setbacks to the east and west are proposed at 1.1m. These setbacks are gradually encroaching into the acceptable outcome as the development gets taller.

The upper most level of the podium is the communal recreation level for the proposed development. This level contains extensive perimeter landscaping and provides a recessive area for the active areas to be internalised within the building to avoid overlooking. This design creates visual interest between the podium levels from all orientations. The design of the podium provides a modulated built form which includes elements which elevates the design and is further enhanced through the fracturing of the built form with landscaping.



Figure 15: *Ground floor plan (top left), podium parking levels (top right) and recreation level (bottom)*

Tower

The proposed development is proposing 4m pinch points at each corner of the tower for the typical tower level. A screenshot is shown below of the proposed development which comprises each corner of the tower at 4m with deeper recesses for the glazing line (approximately 5m-7m) with a deep central recess.

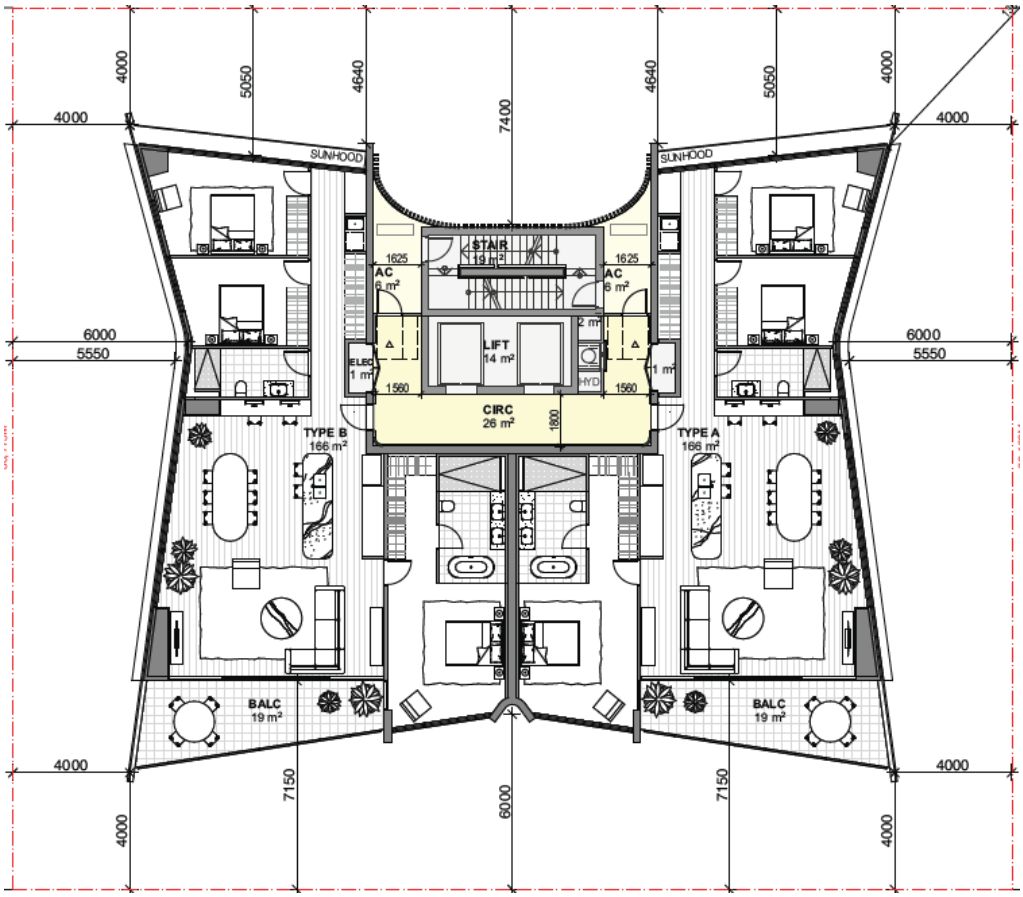


Figure 16: *Typical tower floor plan with proposed setbacks*

The tower setbacks proposed are considered to be commensurate with the size of the tower proposed. Despite the corners of the tower being proposed at 4m, the tower contains deeper recesses, changes in material, colours and shape provide variation and modulation to promote visual interest. The side setbacks of the proposed tower are appropriately located based on the size of the tower and the immediate context to the adjoining properties. This development appropriately reflects the desired tower design for this part of the City. The developments surrounding the subject site are largely reflective of legacy zoning and are yet to be redeveloped. If similar projects were to be proposed on the surrounding developments, the resulting separation would be from 8m – 12m and therefore reflective of the desired separation within this part of the City and maintaining the view corridors of the surrounding area.

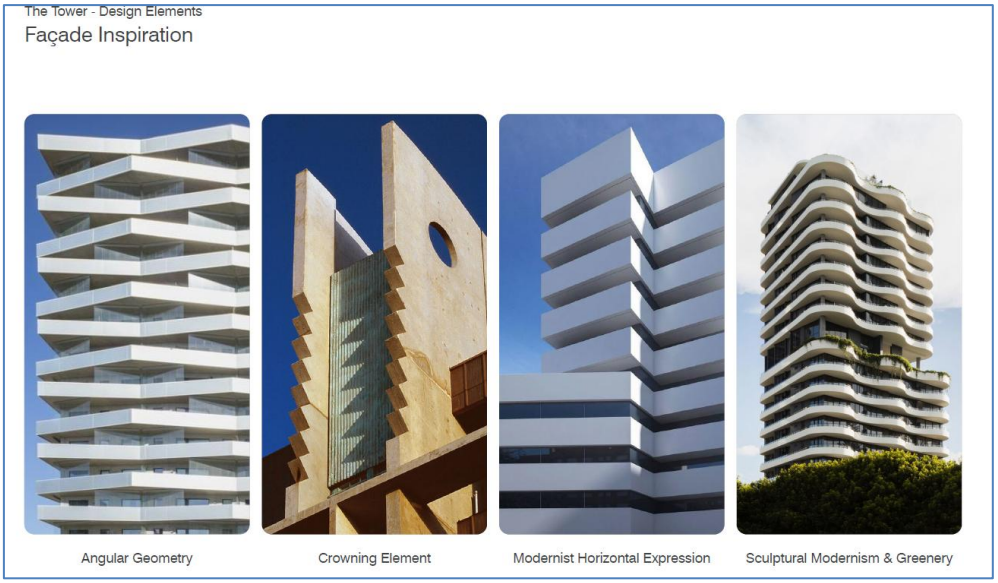


Figure 17: *Tower facade design inspiration from BDA*



Figure 18 - *Tower facade north (top), south (middle), north-east (bottom)*

The front setbacks are also seeking an alternate setback as the proposed development increases in height. The proposed development offers a 4m setback to the southern balconies and 6m to the southern central recess. The recess is able to comply with the Acceptable Outcome for the entire tower, however due to the tapered design there would be elements marginally encroaching into the front setback. The balcony is

lightweight and open in its nature and therefore the glazing (built form) is setback beyond 7m. Notwithstanding, the proposed encroachment is considered to be contributing the opportunities for casual surveillance and protecting the adjacent amenity through these CPTED principles. The eastern balconies can be seen within the above figure and it demonstrates the lightweight nature for the use of the future occupants.

Additionally, the roof terrace is proposing to maintain the tower setbacks, however contains a variety of perimeter landscaping to soften the development from the surrounding area and provide some screening/privacy for the future users of the recreational area.

The proposed tower setbacks are able to facilitate access around the entire development and provides suitable opportunities to provide on site parking which would be generated by the development. Notwithstanding, the proposed development is still proposing alternative setbacks to some boundaries and therefore the development must be assessed against the Performance Outcomes PO1 of the High Density Residential Zone Code, as follows:-

Setbacks:

(a) assist in the protection of adjacent amenity;

(b) allow for access around the building;

(c) contribute to streetscape character;

(d) allow for off-street car parking; and

(e) provide separation between buildings to maintain view corridors.

UPS comment

- The podium setbacks despite encroaching into the side setback are to facilitate suitably designed to create visual interest whilst still appropriately designed to mitigate noise/light spill. The side tower setbacks of 4m with a deep central recess along each side of the tower provides a suitable setback for a development of this size within this part of the city.
- The landscaping provides the opportunity for screening and balancing the built from with landscaped areas to aide the high quality architectural outcome. The landscaping and the setback will work together to provide a suitable separation distance from the north, east and west neighbours and protect their amenity. Furthermore, the balcony areas of each unit are oriented toward the road, preventing the opportunity to overlook into the adjoining property.
- The proposed setbacks, despite the encroachment, still facilitate access around the building and provide opportunities for off-street parking.
- The landscaping and design elements fronting the street will positively contribute to the streetscape character. Additionally, the legible pedestrian entryway will provide a positive addition to the streetscape character for this part of the City.
- The setbacks proposed provide sufficient separation between buildings, existing and future, to maintain the view corridors of the existing and future developments.
- The above justification has demonstrated the proposed development will be providing setbacks which can satisfy the requirements of Performance outcome PO1 of the High Density Residential Zone Code.

7.3.2 Acceptable outcome/Performance outcome AO2/PO2 – Site cover

The High Density Residential Zone Code outlines the site cover is 50% up to 8 storeys, 40% from 9 to 15 storeys and 30% above 15 storeys. As previously outlined, the development is proposing:-

- Ground Level – 36% (373m2)
- Podium Levels 2 – 4 – 86% (884m2)

- Tower - 45 % (461m^2)

The proposed development is unable to meet the Acceptable outcomes (AO2) of the High density residential zone. The nature of site cover requirements results in some of the lower tower levels meeting the requirements of the Acceptable outcome, however as the proposed tower is maintaining the setbacks the proposed development is still required to be assessed against the Performance outcome PO2 as follows:-

(a) is balanced between built form and green areas for landscaped private open space;

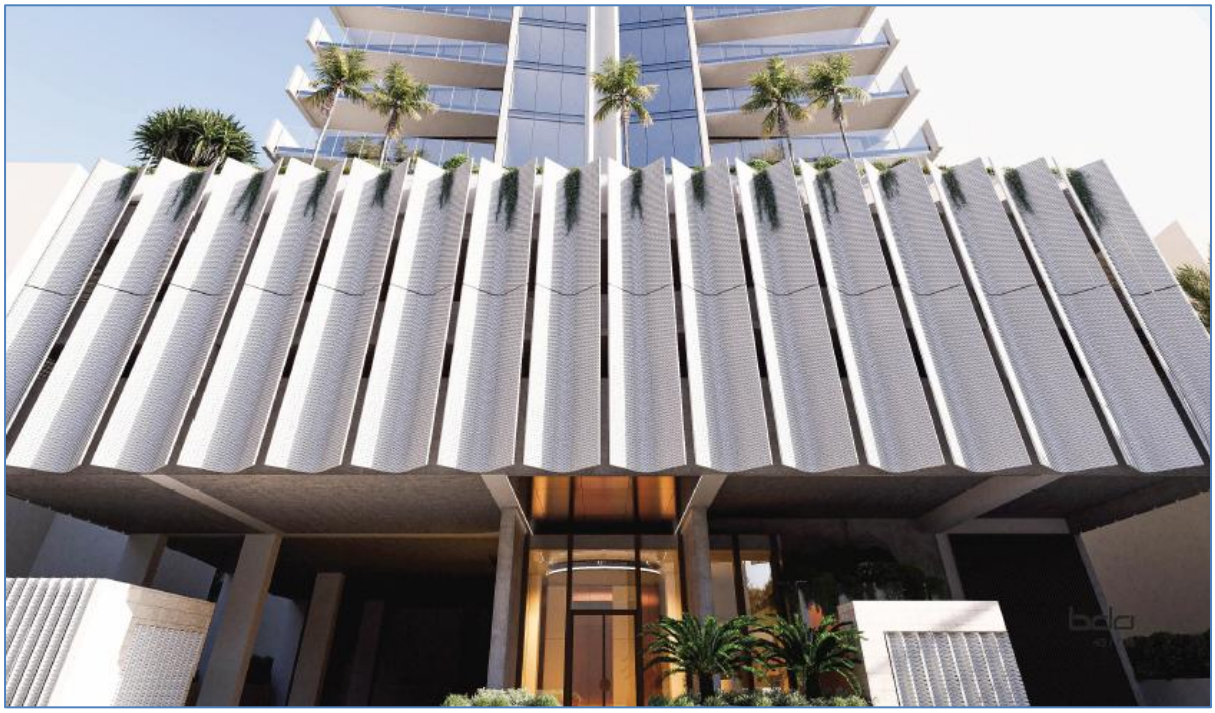


Figure 19: *Render of the proposed streetscape interface*

The proposed development has appropriately balanced the built form with areas for landscaped private open space. The podium planting provides a significant amount of perimeter planting on the podium which will cascade down and be visible from the ground level. The ground level landscaping contains perimeter screening shrubs around the north, east and west boundaries to allow the development to be softened to all adjoining neighbours.

The proposed development is offering landscaping at the ground level to further enhance the streetscape character and the pedestrian experience when utilising the legible pedestrian entryway. LDGLA have prepared a Statement of Landscaping intent for this development which provides some additional information on the proposed landscaped outcome and soil volumes. It is considered the proposed landscaped outcome in the private open space areas is appropriately balanced with the built form.

(b) contributes to neighbourhood character and amenity;

The proposed development will positively contribute to the streetscape through the inclusion of landscaping and screening of at grade visitor parking through landscaping and placement of essential services.

The tower base and podium design positively enhances the neighbourhood character and provides amenity for the surrounding area. The tower design will provide the opportunity to overlook the street and provide casual surveillance, utilising CPTED principles.

The proposed development is considered to positively contribute to neighbourhood character amenity through its design and ability to propose the type of development that is sought within this part of the City.

(a) promotes slender bulk form;

The development is proposing a built form which is generally consistent with the Acceptable outcome. It is acknowledged there are marginally exceedances, however the development does not exceed a tower floor plate of 750m^2. The proposed tower through the size of the tower floor plate is considered to be promoting slender bulk form.

(a) promotes an open, attractive and distinct skyline; and

The proposed development is contributing to the open, attractive and distinct skyline. The perspective below demonstrates the view of the development from the surrounding area.

(b) facilitates small, fast moving shadows.

The proposed development is slender and providing a floor plate which is less than 750m^2. These design elements and the orientation of the development will provide small, fast moving shadows.



Based on the above assessment, UPS considers the proposed development is able to:-

- Balance the built form and green areas for landscaped private areas;
- Positively contribute to the neighbourhood character and amenity;
- Promote a slender tower form;
- Contribute to the open, attractive and distinctive skyline; and
- Facilitate small and fast moving shadows.

The above assessment has demonstrated the proposed development is able to meet the element of Performance outcome PO2 of the High Density Residential Zone Code.

7.3.3 Acceptable outcome/Performance outcome AO4/PO4 – Density

The subject site is mapped with the residential density of 1 bed per 13m^2. The development is proposing a density of 1 bed per 6.14m^2 and therefore does not meet the Acceptable outcome or the Performance outcome. In accordance with section 5.3.3 of the City Plan, the development can still be assessed as complying with the code, provided it complies with the purpose and overall outcomes of the code. This is undertaken within the next section.

7.3.4 Assessment against the Overall outcomes of the High density residential zone code

The High Density Residential Zone Code explains that this purpose will be achieved through the Overall Outcomes of the Code, including that (emphasis added) as follows.

(a) Land uses –

(i) include a range of high density residential uses;

*(ii) such as **Multiple dwellings**, Community residences, Dwelling houses on small lots, Short term accommodation, Residential care facilities and Retirement facilities are included in the zone to provide a mix of dwelling types and increase residential density;*

(iii) such as Relocatable home parks and Rooming accommodation may be included to deliver housing choice, providing they do not reduce the potential to supply a sufficient number of high density residential dwellings and do not detract from the residential amenity of the area;

(iv) include neighbourhood centres and stand-alone small scale non-residential development consistent with the Strategic framework;

(v) which carry higher potential for impacts on amenity such as Car washes, Child care centres, Health care services, Food and drink outlets, Shops (other than a supermarket), Veterinary services, Community care centres, Community uses, Educational establishments, Emergency services, Places of worship, Indoor sport and recreation and Parking stations may be considered if appropriately designed and located and not detract from the residential amenity of the area;

(vi) involving Tourist-related development such as Tourist parks and attractions but not Party houses, may be considered where they can be supported by City services and do not compromise the amenity or character of the zone and local area; and

(vii) do not detract from the residential amenity of the area.

(b) Housing is provided at a form, scale and intensity that is appropriate for the zone and each particular locality it is in where the following outcomes are satisfied:

Orderly and economically efficient settlement pattern

(i) degree of public transport service within a 400 metre walking distance, being the most desirable distance for pedestrian access, and the ease and safety of pedestrian access to that service;

(ii) proximity to major employment concentrations, centres, social and community infrastructure facilities and important amenity features, including the coast, recreational waterways and parkland;

(iii) capacity of available infrastructure to support the development, including water, sewer, transport and social and community facilities;

Housing needs

(iv) delivery of a generous mix of housing form, sizes and affordability outcomes that meet housing needs (including housing needs of the future) for the locality;

Design and amenity

(v) whether intended outcomes for building form/city form and desirable building height patterns are negatively impacted, including the likelihood of undesirable local development patterns to arise if the cumulative effects of the development are considered;

(vi) retention of important elements of neighbourhood character and amenity, and cultural heritage;

(vii) whether adjoining residential amenity is unreasonably impacted;

(viii) achievement of a high quality urban design through highly functional, accessible, attractive, memorable and sustainable buildings and public spaces;

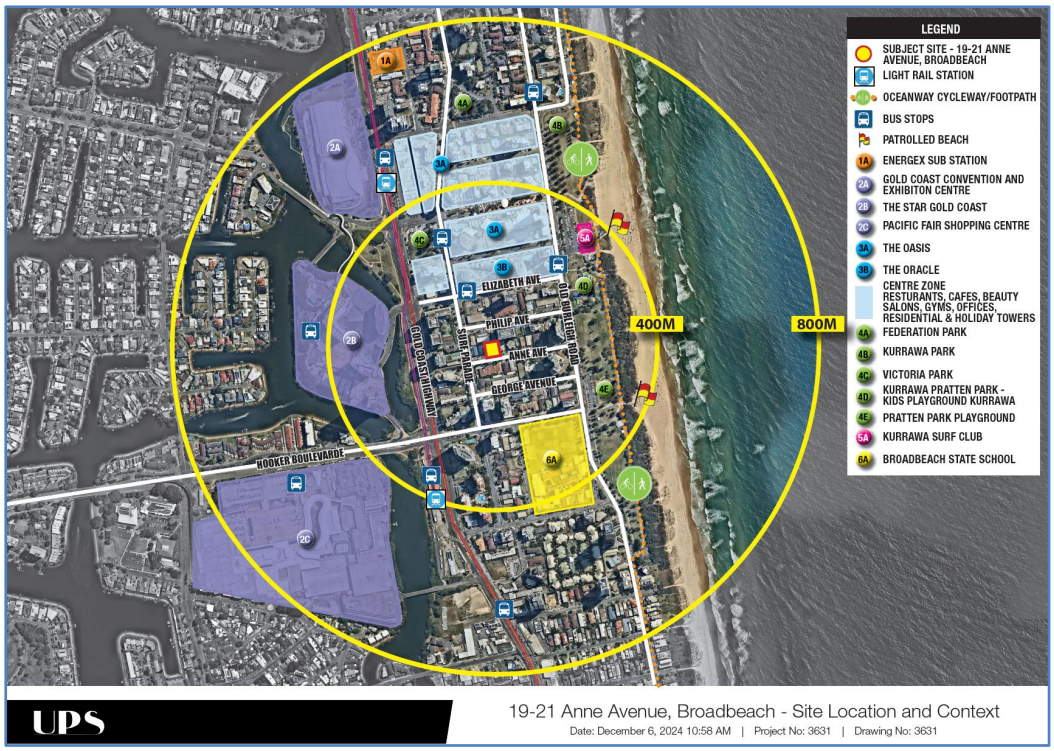
Environment

(ix) the impacts of any site constraints, including natural hazard and environmental-based constraints; and

Applicant's comment

- The proposed development is for Multiple Dwelling and Short Term Accommodation and is contemplated within the zone to provide a mix of dwelling types and increase residential density.

- As outlined within the assessment against the setback and site cover provisions, the proposed development is considered to enhance the residential amenity of the surrounding area.
- The below graphic demonstrates the subject site is located within proximity to the high-frequency public transport route. The Light Rail Stations are located 390m (south-west) or 700m (north-west) away from the subject site which is considered to be a comfortable walking distance.



- The proposed development is within proximity to a variety of services, centres, and community facilities for the future occupants to utilise. The Broadbeach Principal Centre is located approximately 200m away from the subject site. The proposed development is on the opposite side of the Gold Coast Highway to Pacific Fair and is approximately 300m to the Broadbeach Esplanade. The development is considered to be within proximity to an extensive range of services and social infrastructure.
- The specialist reports (refer to **Section 3**) submitted with this application support the land use to demonstrate there is suitable capacity within the available infrastructure to ensure the development can be supported..
- The development is proposing a range of different unit yields and typologies to ensure it is contributing to the mix of housing needs throughout the City.
- The development is proposing a 33 storey tower with a high quality architectural outcome which is appropriately balanced with landscaping at the ground level and podium levels. The landscaping works harmoniously with the variation in building design and material to provide a high quality urban design.

(c) Character consists of –

(i) urban neighbourhoods that consist of primarily higher intensity places containing medium to high rise buildings;

(ii) a building height that provides a hard and distinct edge to clearly define the higher density locations within the city; and

(iii) walking and cycling paths, street trees and local streets for shared car and bike use.

(d) Built form (excluding Dwelling houses on small lots) –

(i) has a building height that does not exceed that indicated on the Building height overlay map;

(ii) is setback from side and rear boundaries to protect the amenity of adjoining uses;

(iii) is setback from road frontages to promote an urban setting and interface with the street; and

(iv) has varying site cover to reduce building dominance and provide areas for landscaping.

Applicant's comment

- The development is proposing a higher intensity built form within a high-rise building. The building height is within the anticipated building height for this area with the subject site being mapped 'HX' which does not have a height limit.
- The development is proposing suitable setbacks to positively contribute to the streetscape character and pedestrian environment. The development is serviced by existing footpaths to the surrounding area and considered to achieve the desired development for this part of the City.
- The development is proposing a varied site cover and proposed landscaping to reduce the dominance.
- The development complies with all the Overall Outcomes of the High Density Residential Zone Code and therefore is considered to achieve the purpose and the intent of the zone code.

7.4 Assessment against the Development Codes

The proposed development has been assessed against the applicable Development Codes and is considered to comply with the Acceptable outcomes/Performance outcomes of the following Overlay Codes:-

- Driveways and vehicular crossing code;
- General development provisions code;
- Healthy waters code;
- High rise accommodation design code;
- Solid waste management code;
- Transport code; and
- Vegetation management code.

Based on the nature of the proposed development, an assessment against the above development codes reveals the development is able to comply with a majority of the benchmarks (evidenced within the code templates). Where necessary, the applicable benchmarks have been accompanied by a specialist report to demonstrate compliance. These reports can be found within Section 3 of this development application package. Where indicated within the code templates, the provisions which require further discussion is outlined below.

7.4.1 Assessment against the General Development Provisions Code

Further discussion is warranted to discuss the shadow analysis undertaken for the proposed development.

The below figure demonstrates compliance with AO8.1 of the General Development Provisions Code.

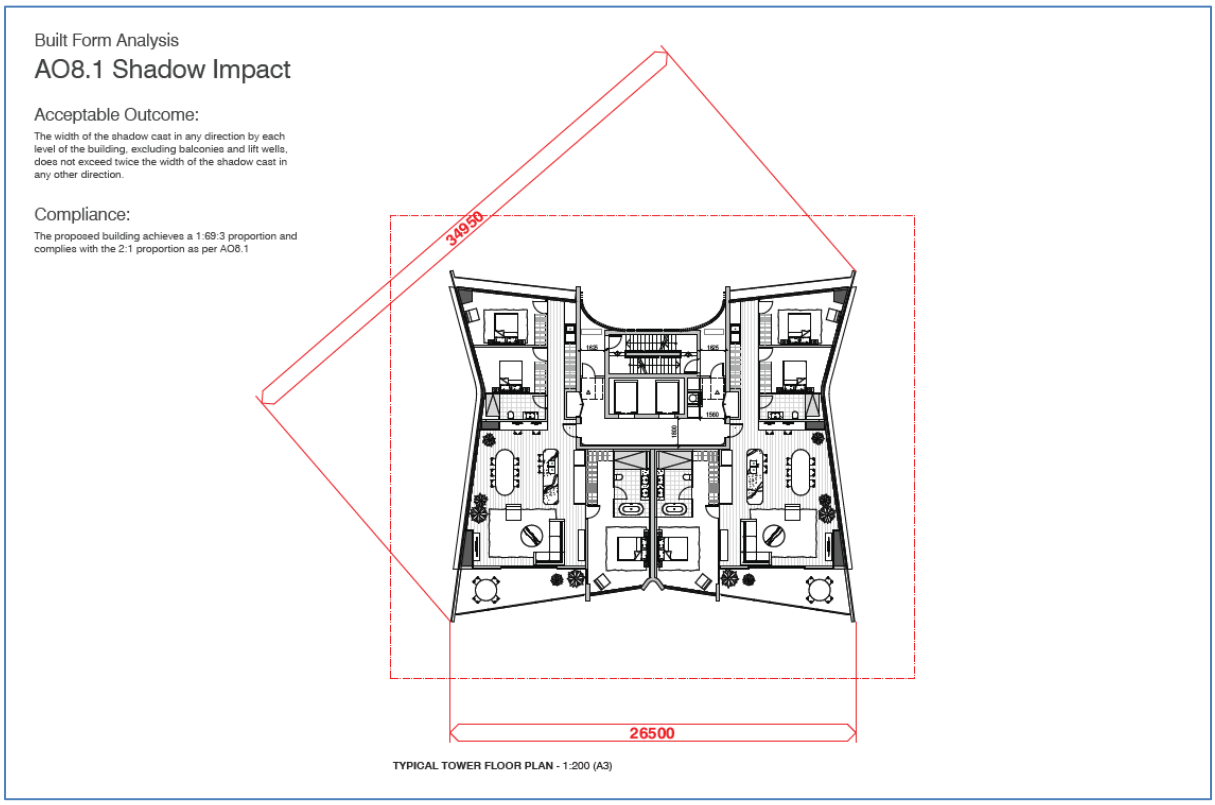


Figure 20: *BDA diagram demonstrating compliance with AO8.1*

The development is proposed to be approximately 105m in height and to meet AO8.2, the development at 0.25 times the height (in a true south direction) must not intrude into any other site. To determine compliance with AO8.2, a true south shadow of 26.25m must not intrude onto another site. The property in a true south direction is less than 26m away and therefore assessment must be undertaken against the Performance Outcomes PO8.

Assessment against Performance outcome PO8 – Shadow Impacts

The building is designed and located to ensure that the shadow cast by the building does not detract from a comfortable living and ground level environment and the access of adequate sunlight to private and public spaces having regard to:

- *(a) the degree of containment of the shadow on the subject site at different times of the day on the summer and winter solstice and spring and autumn equinox;*
- *(b) the cumulative impact of the shadow and existing shadows;*
- *(c) the effect of the shadow on the ocean beach, Broadwater foreshore, or riverside or beachside public open space;*
- *(d) the location of the shadow on non-residential areas external to the site; and*
- *(e) the effect of the shadow on any other site or other building.*

Applicant's comment

- The below figures demonstrate the degree of containment of the shadow on the subject site during different times of the day during the solstices and equinoxes

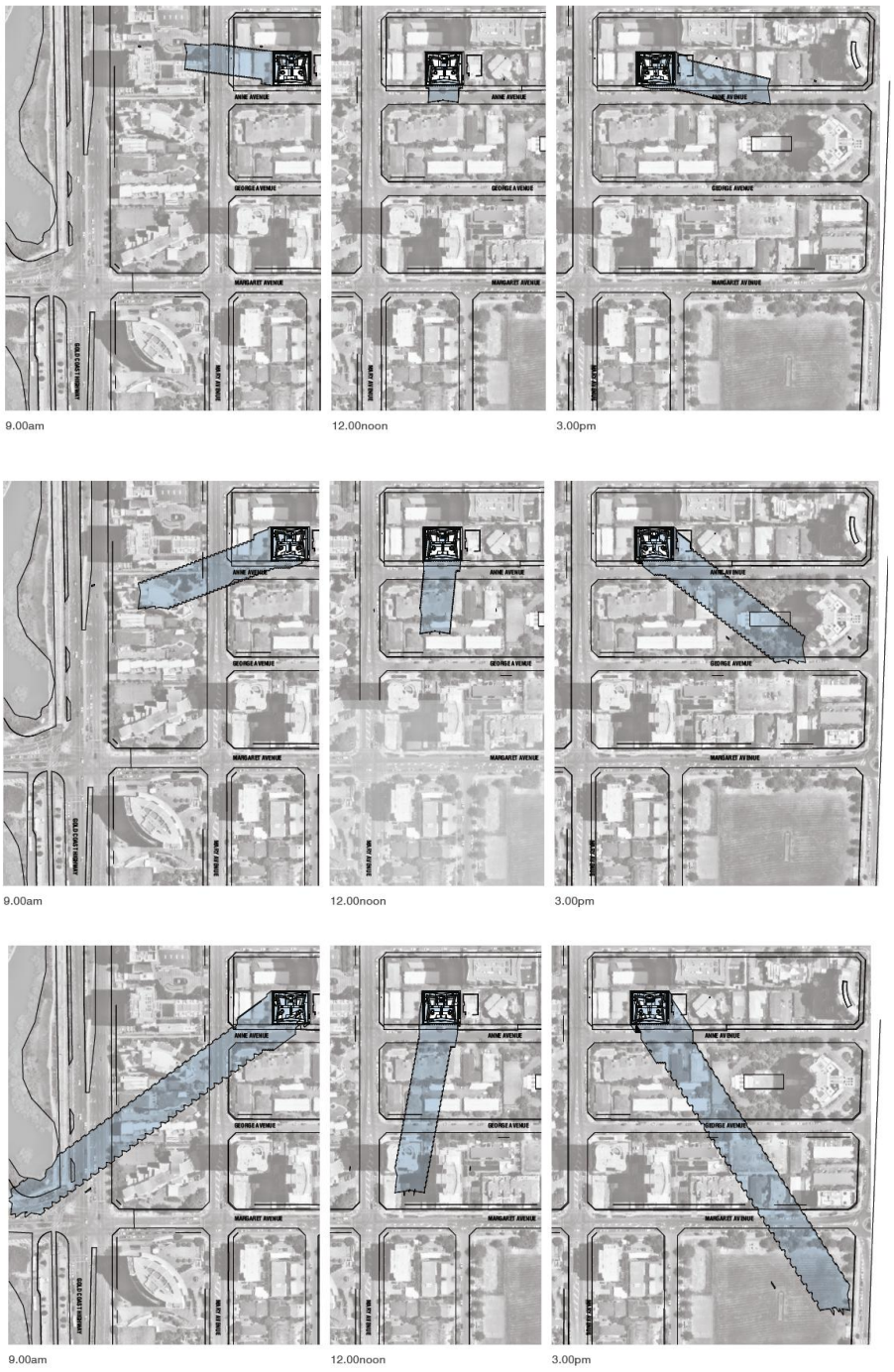


Figure 21: *Shadow analysis for Summer (top), Autumn (middle) and Winter (bottom)*

- The above shadow analysis demonstrates the shadow cast from the proposed development is fast moving through all seasons and all times of the day.
- It is acknowledged that at various times of the year the shadow is not cast onto the beach/foreshore area.
- The fast-moving nature of the shadow provides adequate access to sunlight for all private/public spaces throughout the entire year. As previously mentioned, this part of the City desires the most intensive built form outcomes and therefore the extent of shadow is contemplated within this part of the City. The proposed development is considered to meet Performance outcome PO8 of the General development provisions code.

7.4.2 Assessment against the Healthy Waters Code

Please refer to the specialist reports prepared by Arcadis which provides the relevant reports and compliance templates to demonstrate compliance with the Healthy Waters Code.

7.4.3 Assessment against the Solid Waste Management Code

Please refer to the specialist reports prepared by MRA Environmental which provides the relevant reports and compliance templates to demonstrate compliance with the Solid Waste Management Code.

7.4.4 Assessment against the Transport Code

Please refer to the specialist reports prepared by Rytenskild Traffic Engineering which provides the relevant reports and compliance templates to demonstrate compliance with the Transport Code.

8 Conclusion

This Development Application seeks approval of the Council of the City of Gold Coast for a Development Permit for Material Change of Use (Code Assessable) for Multiple Dwelling & Short-term Accommodation (56 units) development on the site located at 19-21 Anne Avenue, Broadbeach, being properly described as Lot 0 - 8 on BUP1114.

The assessment set out within this Report (and supporting documentation) demonstrates the proposed development takes the opportunity to revitalise this site to reflect the desired development outcome within this part of the City. The subject site benefits from the Overlays and Zoning which desires high density development to occur within this part of the City. The development is proposing a development which is cognisant of the adjoining properties and has been designed to respect and respond to each of these to fulfil the desired development intent.

In particular, the proposed development will:

- contribute effectively to the achievement of increased residential densities, supporting the aims of the Council and State Government to transform the inner-city areas and Light Rail Urban Renewal Areas to become more vibrant, compact, interesting, connected and active;
- deliver a mixed-use development, adopting innovative design and a sophisticated composition of materials to create a distinguished built form and enhance the character and quality of the site and its context within the Frame Area of the Light Rail Urban Renewal Area. Further, the development is provide the intensity within the tower/podium design as desired by the Frame Area of the Light Rail Urban Renewal Area Overlay. Despite the intensity, the development has been designed to protect the adjoining amenity and enhance the streetscape.
- The development supports the City Plan intent to create intensity and push the iconic Gold Coast Skyline within the Broadbeach area which is free from a building height designation to encourage innovative high rise towers that advance the City's iconic skyline.

Following our assessment of the proposed development against the Codes prescribed by the City Plan and having regard to the Purpose of the instrument, as required by part 5.3.3(4), it has been established that the proposed development is in keeping with the Purpose of the City Plan, and at no stage does the development result in a non-compliance with relevant Performance and Overall Outcomes or other relevant aspect of the City Plan. Our assessment also leads to the conclusion that the proposed development is consistent with the statutory requirements of the Planning Act 2016 and associated Regulations, and all relevant State Planning Regulatory Provisions and Policies.

This application seeks approval for a distinctive new mixed use development that will help to deliver more compact housing in a well-located and established centre of the City, in accordance with objectives of the Council and State Government. Moreover, the proposed development will substantially enhance the quality and character of the subject site and its surroundings with a new residential tower exhibiting exceptional design and an innovative composition of materials and fenestrations to create an attractive and highly desirable addition to the built environment of the area.

Should you have any further questions during the assessment of this development application please contact Jack Collings on telephone number (07) 5570 4994 or email jcollings@urbanps.com.au.

Yours faithfully



Jason McGrath
Director & Town Planner
Urban Planning Services Pty Ltd

ATTACHMENT 4
Code Assessment



URBAN PLANNING SERVICES

Acid sulfate soils overlay code



URBAN PLANNING SERVICES

City Plan code template

This code template supports the preparation of a development application against either the acceptable outcome(s) or performance outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Please note:

For assessment against the overall outcomes, refer to the appropriate code.

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.

8.2.1 Acid sulfate soils overlay code

8.2.1.1 Application

This code applies to assessing material change of use, reconfiguring a lot and operational work, for development subject to the Acid sulfate soils overlay where indicated within **Part 5.10 Categories of development and assessment – Overlays.**

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

8.2.1.2 Purpose

(1) The Acid sulfate soils overlay deals with areas of land identified in a State planning policy as being subject to acid sulfate soils. It may include areas of land identified in the local government area as having potential or actual acid sulfate soils.

(2) The purpose of the Acid sulfate soils overlay code is to protect the natural environment, built environment and infrastructure from impacts of acid sulfate soils.

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

- (a) Acid sulfate soils are identified and managed to ensure the release of acid and associated metal contaminants into the environment does not occur.
- (b) Buildings and infrastructure are protected from the effects of acid sulfate soils.

8.2.1.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 8.2.1-1: Acid sulfate soils overlay code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Acid sulfate soils			
PO1 The extent and severity of the acid sulfate soils risk is accurately characterised.	**AO1** Acid sulfate soils are identified through an acid sulfate soils investigation, carried out in accordance with **SC6.2 City Plan policy – Acid sulfate soils management**.	**PERFORMANCE OUTCOME ADOPTED** The site has been identified within an area at or below RL5m or below and RL20m or below with the potential for acid sulfate soils. The site will require excavations around RL-3m. Therefore, it has been recommended that prior to commencement of site earthworks, further investigation is required by a suitably qualified geotechnical engineer to establish the quality of the soil on the site and if acid sulfate soils are present within the soil. It is recommended that an appropriate development approval condition is provided to enable this.	
PO2 The natural environment, built environment and/or infrastructure is protected by ensuring that soil disturbance or development of land does not result in the release of acid and metal contaminants.	**AO2** Development does not: (a) excavate or otherwise remove soil or sediment identified as containing acid sulfate soils; (b) permanently or temporarily extract groundwater resulting in aeration of previously saturated acid sulfate soils; or (c) fill land (where at or below 5m AHD) that	**PERFORMANCE OUTCOME ADOPTED** Refer response to PO1. All works will ensure compliance with AO2.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	results in: (i) actual acid sulfate soils being moved below the watertable; or (ii) previously saturated potential acid sulfate soils being aerated. OR Where acid sulfate soils are disturbed, building design, infrastructure and filling/excavation works are managed in accordance with an acid sulfate soils management plan to: (a) protect the natural environment, buildings and infrastructure; and (b) neutralise existing acidity and ensure the release of acid and metal contaminants does not occur. The Acid sulfate soils management plan is to be prepared in accordance with **SC6.2 City Plan policy – Acid sulfate soils management**. **Note: A condition will be included on any approval requiring certification from a suitably qualified and experienced professional. This certification must be submitted to Council confirming that the management of the acid sulfate soils has complied with the approved management plan.**		

Airport environs overlay code



URBAN PLANNING SERVICES

City Plan code template

This code template supports the preparation of a development application against either the acceptable outcome(s) or performance outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Please note:

For assessment against the overall outcomes, refer to the appropriate code.

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.

8.2.2 Airport environs overlay code

8.2.2.1 Application

This code applies to assessing any Operational work or Material change of use where indicated as accepted subject to requirements or assessable development within **Part 5.10 Categories of development and assessment – Overlays**.

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

8.2.2.2 Purpose

(1) The airport environs overlay deals with issues relating to development in the vicinity of certain airports and aviation facilities. This includes:

- the Obstacle Limitation Surface (OLS)
- public safety area
- wildlife hazard buffer zones
- lighting area buffer zones
- Australian Noise Exposure Forecast (ANEF) contour
- Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces
- aviation facilities
- it may also include locally identified issues that relate to airport environments.

(2) The purpose of the Airport environs overlay code is to

(a) recognise Gold Coast Airport as essential economic infrastructure and protect and assure its ongoing operation and continued development;

(b) regulate development that may affect the operational efficiency of Gold Coast Airport at Coolangatta and the Airservices Australia Aviation Facilities related to the operation of the airport;

(c) minimise incompatible development within the public safety area adjacent to the airport;

(d) minimise the adverse impacts of airport noise on residential and other noise sensitive land uses in the vicinity of the airport.

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

(a) The Gold Coast Airport continues to contribute to the tourism industry, the business sector and communities of Gold Coast.

(b) Development does not impact on the operation of Gold Coast Airport.

(c) The maximum height of buildings and other structures, within the area designated as the airport's 'prescribed airspace' pursuant to the Airports (Protection of Airspace) Regulations 1996, as shown in the mapping of the **Obstacle Limitation Surface (OLS)** and the **Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces**, is not exceeded.

(d) Buildings and other structures do not encroach into the sensitive areas around aviation facilities pursuant to International Civil Aviation Organisation (ICAO) principles and *Air Services Act 1996*.

(e) The operation of artificial lighting sources does not exceed the maximum light source intensities imposed by the Gold Coast Airport Master Plan and the Civil Aviation Safety Authority.

(f) Potential hazards to safety of aircraft operations brought about by bird or bat strikes are minimised.

(g) Potential hazards to safety of aircraft operations resulting from the emission of smoke, dust or other particulate matter, or creation of air turbulence are minimised.

(h) Potential hazards to safety of aircraft operations resulting from reflection of sunlight, and any another potential causes of temporary interference with pilot vision are minimised.

(i) New development within the public safety area of the airport does not significantly increase population density or the use and storage of hazardous materials within this area.

(j) Potential impacts on residential and other noise-sensitive development in close proximity to the airport are minimised by ensuring that new development is subject to appropriate acoustic treatment pursuant to *AS 2021:2015 Acoustics – Aircraft noise intrusion – Building siting and construction*, according to noise contours shown on **Airport environs – Australian Noise Exposure Forecast (ANEF) contour overlay map**.

8.2.2.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 8.2.2-2: Airport environs overlay code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Heights of buildings and other structures			
PO1 Building height and structure height does not affect the current or future operational efficiency of Gold Coast Airport or create a hazard to the safe navigation of aircraft using the airport's prescribed airspace. **Note: The requirements associated with the heights of buildings are also applicable to temporary intrusions into prescribed airspace, such as cranes utilised during building construction.** Editor's note – A development proposal involving a building, structure, crane or other construction equipment which exceeds 110m is required to be notified to CASA. Furthermore, any building, structure, crane or other construction equipment which exceeds 150m above ground level must be regarded as an obstacle unless assessed otherwise by CASA. Council is required to refer such development proposals to the airport manager for assessment, who will then refer the proposal to CASA. Refer to the SPP guidelines for more information regarding the Australian Government's role and assessment processes for intrusions into operational airspace of strategic airports.	**AO1** Building height and structure height does not exceed the current maximum allowable height applicable to the subject site, as identified on **Airport environs – Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces overlay map** and **Airport environs – Obstacle Limitation Surface (OLS) overlay map**. Editor's note – A development proposal involving a building, structure, crane or other construction equipment which encroaches into the operational airspace of a Leased Federal or other strategic airport must be referred by Council to the airport manager for assessment, who will on refer the proposal to the Australian Government if required.	**AO1 – COMPLIES** The development is proposed to have a finished building height of 211m. The site is mapped at HP335.28 and therefore is not considered to exceed this height during or post construction.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Acoustic treatment to buildings to lessen the impact of aircraft noise (on land within the Airport environs – Airport Noise Exposure Forecast (ANEF) contour overlay map)			
PO2 Development, other than an extension to an existing Dwelling house, on land within the 20 ANEF contour or greater as shown on the latest approved ANEF plan for Gold Coast Airport, is designed and constructed to prevent adverse impacts from aircraft noise. **Note: The current ANEF mapping for Gold Coast Airport as at the date of adoption of the planning scheme is shown in Airport environs – Australian Noise Exposure Forecast (ANEF) contour overlay map.**	**AO2** Development within the 20 ANEF contour or greater, as identified on **Airport environs – Australian Noise Exposure Forecast (ANEF) contour overlay map** is acoustically insulated to the applicable standard required by *AS 2021:2015 Acoustics – Aircraft noise intrusion – Building siting and construction*.	**NOT APPLICABLE**	
Reflective roof materials, advertising devices and artificial light sources (on land within the Gold Coast Airport lighting zone)			
PO3 Development involving reflective roof materials, illuminated advertising devices or other artificial light sources, including street lighting and coloured lights, do not create a visual hazard for aircraft operation on approach to, or take off from, the Gold Coast Airport. **Note: For advice on how to meet aviation safety requirements refer to *Civil Aviation Safety Authority (CASA) guidelines: Lighting in the Vicinity of Aerodromes – Advice to Lighting Designers.*** **Note: Use of a reflective roof surface in the Lighting Zone of Gold Coast Airport constitutes a 'controlled activity', and**	**AO3.1** The illuminated advertising device or artificial light source does not exceed the maximum intensity of illumination within the respective light intensity zone, as identified on **Airport environs – lighting area buffer zones overlay map**.	**NOT APPLICABLE**	
	AO3.2 Configurations of lights in straight parallel lines 500m to 1,000m long (e.g. sporting fields and large parking areas) are not located within the Outer lighting zone, as identified on **Airport environs – lighting area buffer zones overlay map**.	**NOT APPLICABLE**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
requires approval from the operator of Gold Coast Airport. (Roof materials having solar absorbency greater than 0.35 are deemed to be pre-approved).	**AO3.3** Glare or flashes (e.g. sporting stadia), flare plumes, refineries, upward shining lights, laser lights, flashing or sodium (yellow) lighting are not located within 6 km of the airport runway, as identified on **Airport environs – lighting area buffer zones overlay map**.	**NOT APPLICABLE**	
	AO3.4 The roof of any building located on land identified on **Airport environs – lighting area buffer zones overlay map** has a solar absorbency greater than 0.35.	**NOT APPLICABLE**	
Development within public safety areas			
PO4 Development within the Public Safety Area for Gold Coast Airport as identified on **Airport environs – public safety area overlay map** does not increase the amount of people living and using the area or increase the risk to airport operations.	**AO4** Development within the Public Safety Area for the Gold Coast Airport as identified on the **Airport environs – public safety area overlay map** does not: (a) Increase the number of people living in the area, and proposes no greater density than a Dwelling house. (b) Introduce or intensify community, commercial, industrial or any other uses. (c) Involve the manufacturing or bulk storage of hazardous (explosive or noxious) or flammable materials.	**NOT APPLICABLE**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Aviation facilities			
PO5 Development in the area, around Airservices Australia Aviation Facilities identified on **Airport environs – Airservices Australia aviation facilities overlay map**, does not adversely impact on the functioning of these facilities. **Note: If development has the potential to adversely affect the functioning of Airservices Australia Aviation Facilities, approval is required from the Manager, Operational Requirements and Services (Airservices Australia).**	**AO5.1** Development that involves electrical or electromagnetic fields (e.g. arc welding) or that creates a permanent or temporary physical line of sight obstruction between transmitting and receiving devices, is not located within the VHF 500m buffer overlay for the Springbrook VHF facility (as identified on the **Airport environs – Airservices Australia aviation facilities overlay map**).	**NOT APPLICABLE**	
	AO5.2 Development that involves any of the following, is not included within the VOR 1000m buffer overlay for the Jacobs Well VOR facility (as identified on **Airport environs – Airservices Australia aviation facilities overlay map**): (a) creating a permanent or temporary physical line of sight obstruction; (b) overhead lines exceeding 5m in height; (c) metallic structures exceeding 8m in height; (d) trees and open lattice towers exceeding 10m in height; (e) wooden structures exceeding 13m in height.	**NOT APPLICABLE**	
	AO5.3 Development that involves any of the following, is not located within the	**NOT APPLICABLE**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	building restricted area for the Mt Somerville PSR and SSR facilities (as identified on the **Airport environs - Airservices Australia aviation facilities overlay map**). (a) creating a permanent or temporary physical line of sight obstruction; (b) overhead lines exceeding 5m in height; (c) metallic structure exceeding 8m in height.		
	AO5.4 Development that involves any of the following, is not located within the building restricted area for the Coolangatta DVOR, DME and NDB facilities (as identified on the **Airport environs - Airservices Australia aviation facilities overlay map**). (a) creating a permanent or temporary physical line of sight obstruction; (b) overhead lines exceeding 5m in height; (c) metallic structures exceeding 8m in height.	**NOT APPLICABLE**	
Potential bird or bat strike on aircraft (on land within the Gold Coast Airport wildlife hazard buffer zones)			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
PO6 Development in the bird/bat strike zones of Gold Coast Airport, as identified on **Airport environs – wildlife hazard buffer zones overlay map**, does not exacerbate the potential for bird or bat strike on aircraft.	**AO6.1** In locations within 3km of the Gold Coast Airport, as identified on **Airport environs – wildlife hazard buffer zones overlay map**, where planting as part of a development could result in increased attraction of birds or bats, with the possibility of creating a hazard for aircraft operations, plant species will be selected which are not subject to heavy flowering or fruiting. **Editors Note: The operator of Gold Coast Airport maintains a preferred plant species list that is available for the assistance of development proponents, if required.**	**NOT APPLICABLE**	
	AO6.2 In the case of any development within an allotment located within 3km of the Gold Coast Airport, as identified on **Airport environs – wildlife hazard buffer zones overlay map**, with the potential to create or increase a hazard of bird or bat strike on aircraft evidence is provided to confirm that approval has been obtained from the operator of Gold Coast Airport.	**NOT APPLICABLE**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	AO6.3 The following land uses are not located within 3km of the airport runway, as identified on **Airport environs – wildlife hazard buffer zones overlay map**: (a) Cropping (turf farm or fruit tree farm) (b) Intensive animal industry (piggery) (c) Aquaculture (fish processing/packing plant) (d) Conservation state (e.g. wetland) (e) Major sport, recreation and entertainment facility (showground) (f) Low impact industry, Medium impact industry, high impact industry (food processing plant) (g) Food/organic waste facility: and (h) Putrescible waste facility (e.g. landfill, transfer station)	**NOT APPLICABLE**	
	AO6.4 Where the uses listed in AO6.3 are located between 3km and 13km from the airport runway, as identified on the **Airport environs – wildlife hazard buffer zones overlay map**, measures that prevent wildlife attraction are undertaken (e.g. covering of potential food/waste sources and other wildlife deterrence methods). **Note: Where exceptional circumstances justify approval of development within 3km – 13km of the airport runway, rigorous wildlife management measures to avoid**	**NOT APPLICABLE**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	attracting wildlife should be incorporated in the development proposal.		
	AO6.5 The following land uses include appropriate measures that prevent wildlife attraction (e.g. covering of potential food/waste sources and other wildlife deterrence methods) if located within 13km of the airport runway, as identified on the **Airport environs – wildlife hazard buffer zones overlay map:** (a) Animal husbandry (cattle/dairy farm); (b) Intensive animal industry (poultry farm); (c) Conservation estate (all other than mentioned in AO6.3); (d) Major sport, recreation and entertainment facility (all other than mentioned in AO6.3); (e) Outdoor sport and recreation; (f) Park; (g) Non-putrescible waste facility (e.g. landfill, transfer station) (h) Sewerage/wastewater treatment facility	**NOT APPLICABLE**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Emission of particulate matter and air turbulence (inside the outer horizontal surface 15km)			
PO7 Development in the Gold Coast Airport's prescribed airspace does not compromise the operation of aircraft engines or create air turbulence or a potential visual hazard for aircraft operation around the Gold Coast Airport due to emission of smoke, steam or other particulate matter. **Note: The Gold Coast Airport's 'Prescribed Airspace' is indicated by the OLS and the PANS-OPS on Airport environs – Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces overlay map and Airport environs – Obstacle Limitation Surface (OLS) overlay map.** **Note: If development has the potential to cause a hazard to aircraft operations through the emission of particulate matter, approval of the operator of Gold Coast Airport is required.**	**AO7.1** The development will not cause a potential hazard to the operation of aircraft through the emission of smoke, steam, dust or other particulate matter.	**NOT APPLICABLE**	
	AO7.2 The development will not cause a potential hazard to the operation of aircraft through the emission of a gaseous plume at a velocity exceeding 4.3m per second.	**NOT APPLICABLE**	
Transient aviation activities			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
PO8 Development does not adversely impact on the Gold Coast Airport's prescribed airspace. **Note: The Gold Coast Airport's 'Prescribed Airspace' is indicated by the OLS and the PANS-OPS on Airport environs – Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces overlay map and Airport environs – Obstacle Limitation Surface (OLS) overlay map.**	**AO8** Activities involving transient intrusions such as parachuting, hot air ballooning or hang gliding are not located within the airspace of the Gold Coast Airport.	**NOT APPLICABLE**	

Coastal erosion hazard overlay code



URBAN PLANNING SERVICES

City Plan code template

This code template supports the preparation of a development application against either the acceptable outcome(s) or performance outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Please note:

For assessment against the overall outcomes, refer to the appropriate code.

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.

8.2.4 Coastal erosion hazard overlay code

8.2.4.1 Application

This code applies to assessing material change of use, building work, reconfiguring a lot or operational work for development subject to the Coastal erosion hazard overlay where indicated in **Part 5.10 Categories of development and assessment – Overlays**.

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

8.2.4.2 Purpose

(1) The purpose of the Coastal erosion hazard overlay code is to outline the minimum requirement to reduce the exposure of development within close proximity to the ocean or waterways from the threat of erosion and provide for the maintenance of natural and engineered protection measures. Note that developers of coastal hazard zones are encouraged to consider coastal hazard reduction measures that exceed those required by this code.

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

- (a) People and premises are protected from the adverse impacts of erosion and climate change.
- (b) Adequate access is provided for foreshore seawall maintenance.
- (c) Sand resources are protected and replenished for preservation and restoration of the city's beaches.
- (d) The hydraulic performance of waterways are maintained.
- (e) The environmental values of the foreshore and the waterways are maintained and protected.
- (f) The scenic amenity of waterways (including bed, banks foreshores, dunes riparian areas and ocean beaches) are protected.

(g) The bed, banks, foreshores, dunes and riparians of tidal waterways are adequately stabilised.

(h) Public access to the foreshore is maintained and enhanced for current and future generations.

8.2.4.3 Specific benchmarks for assessment

Part B applies to assessable development.

(a) **Table 8.2.4-3 –** applies to ocean front land development; and

(b) **Table 8.2.4-4 –** applies to canal and waterway development.

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 8.2.4-3: Coastal erosion hazard overlay code (ocean front land) – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Setbacks			
PO1 Buildings and structures are setback from the ocean beach to: (a) ensure the protection and maintenance of the foreshore seawall (boulder wall); (b) protect the landscape character of the foreshore environment; (c) protect beachfront properties from erosion and other coastal hazards; (d) ensure the protection and maintenance of the active dunal areas; and (e) ensure unimpeded access through to neighbouring properties for seawall maintenance.	**AO1** Buildings and structures are setback at least 8.1m from the foreshore seawall line shown on the **Coastal erosion hazard overlay**. **Note: Contact Council for information on the distance of the foreshore seawall line from the property boundary.**	**NOT APPLICABLE** The site is not within the foreshore 8.1m setback zone.	
Erosion protection			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
PO2 All buildings and structures (including any refurbishment works to existing buildings or structures) on land near the open coast have adequate footings, designed and certified by a Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering, and constructed to ensure that they are erosion resistant to safe standards.	**AO2.1** Erosion prevention devices, including building footings, are certified by a Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering with a suitable specialty.	**NOT APPLICABLE** The site is not within the foreshore setback zones.	
	AO2.2 Buildings with a height up to 25m that are wholly or partly located within land identified on the **Coastal erosion hazard overlay map** as an 'area from seawall to 40m west requiring special building footings' are located and designed, constructed and certified for scour to at least at RL 0.0 metres AHD.	**REFER AO2.1**	
	AO2.3 Buildings with a height up to 25m that are wholly or partly located within land identified on the **Coastal erosion hazard overlay map** as an 'area from 40m west of seawall to 75m west of seawall requiring special building footings' are located and designed, constructed and certified for scour to at least at RL +1.0 metres AHD.	**REFER AO2.1**	
	AO2.4 Buildings with a height exceeding 25m that are wholly or partly located within land identified on the **Coastal erosion hazard overlay map** as an 'area from seawall to 40m west requiring special building footings' are located and designed, constructed and certified for scour to at least at RL –3.0 metres AHD.	**REFER AO2.1**	
	AO2.5 Buildings with a height exceeding 25m that are wholly or partly located within land identified on	**REFER AO2.1**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	Coastal erosion hazard overlay map as an 'area from 40m west of seawall to 75m west of seawall requiring special building footings' are located and designed, constructed and certified for scour to at least at RL 0.0 metres AHD.		
	AO2.6 Buildings that are wholly or partly located within 75m of the foreshore seawall line shown on the **Coastal erosion hazard overlay map** are located and designed, constructed and certified for resisting wave attack to at least at RL +6.0 metres AHD.	**REFER AO2.1**	
PO3 For development on land identified as a 'Foreshore Seawall site' on the **Coastal erosion hazard overlay map** a foreshore seawall (boulder wall) certified by Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering is in place to protect persons and property from erosion and other coastal hazards.	**AO3.1** Development on land identified as a 'Foreshore Seawall site' on **Coastal erosion hazard overlay map**: (a) a foreshore seawall (boulder wall) is constructed, for the full width of the property, on the foreshore seawall line shown on the **Coastal erosion hazard overlay map**; and (b) a Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering has certified that the foreshore seawall (boulder wall) is in accordance with **SC6.12 City Plan policy – Land development guidelines – standard drawings (standard drawing 04-001** and **04-002**).	**NOT APPLICABLE** The site is not a foreshore seawall site.	
	AO3.2 Prior to the commencement of the construction or reconstruction of a foreshore seawall (boulder wall), sufficient security is provided to Council to ensure that: (a) it is constructed in accordance with Council	**NOT APPLICABLE** The site is not a foreshore seawall site.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	requirements; (b) appropriate dune restoration will be undertaken in accordance with **SC6.4 City Plan policy – Coastal dune management**.		
Restoration and replenishment of beach sand			
PO4 Development on land near the open coast contributes to the maintenance of the beach zone through replenishment of excavated sand.	**AO4.1** The development is on a site wholly or partly identified on the **Coastal erosion hazard overlay map** as '0 to 500m west of seawall' requires sand excavated in this area to be dumped on beach as directed. Excess sand that is excavated in the course of development is: (a) cleaned using a 20mm sieve to remove all material other than clean sand; and (b) delivered and deposited to a beach as directed by Council; and (c) if the sand excavated on the site exceeds 1,500 cubic metres, a supervisor appointed by Council shall be employed for the duration of the sand excavation and deposition at the expense of the applicant.	**COMPLIES** The site is within 500m west of the seawall and may require excavation of >1,500 cubic metres of material to facilitate basement construction, subject to detailed design. Should this threshold be triggered, a sand management plan will be required. It is recommended that Council condition the requirement of PO4 outcomes, subject to the confirmation of excavated material, during Building Approval phase works.	
	AO4.2 Prior to the commencement of sand extraction and deposition, sufficient security is provided to Council to ensure that: (a) it is sieved and placed on an ocean beach in accordance with Council requirements; and (b) appropriate beach protection and/or restoration measures are used.	**REFER ABOVE**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Protection of the coastal environment			
PO5 Coastal dunes are protected and managed to minimise human impacts on existing dune vegetation and facilitate restoration and protection of dune systems.	**AO5.1** A rear dune fence is constructed on the foreshore seawall line shown on the **Coastal erosion hazard overlay map** and: (a) there is no fence or structure linking the rear dune fence with any fence on the site; and (b) the fencing is in accordance with **SC6.12 City Plan policy – Land development guidelines** (**Section 9.8 Foreshore seawalls and dune fencing and standard drawing 04-003)** and **SC6.4 City Plan policy – Coastal dune management**.	**NOT APPLICABLE** The site is not a foreshore seawall site.	
	AO5.2 Dune fencing does not impede public access to, and along, the beach.	**NOT APPLICABLE** The site is not a foreshore seawall site.	
PO6 The proposed development responds to the adjoining dune environments by: (a) ensuring the retention and planting of appropriate vegetation to assist in dune stabilisation and habitat protection; (b) reinforcing the visual amenity of the city's beaches by using appropriate vegetation and landscaping; (c) facilitating safe public access through public land; (d) ensuring water quality is not diminished; and (e) considering the visual amenity and privacy requirements of beachfront residents.	**AO6** No acceptable outcome provided.	**NOT APPLICABLE** The site is not a foreshore seawall site.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Note: Compliance with SC6.4 City Plan policy – Coastal dune management is Council's preferred method of demonstrating compliance with this performance outcome.			
Scenic amenity			
PO7 Development does not adversely affect the scenic amenity of the foreshore having regard to: (a) views from adjoining open space; (b) shadowing of public space; and (c) scale of adjoining development.	**AO7** No acceptable outcome provided.	**NOT APPLICABLE** The site is not a foreshore seawall site.	
Public access			
PO8 Any area of the site seaward of the foreshore seawall line as shown on the **Coastal erosion hazard overlay map** is transferred to Council ensure public access and beach protection.	**AO8** For reconfiguring a lot applications, land seaward of the foreshore seawall line is to be transferred to Council to ensure public access and beach protection. For material change of use, operational works or building works, land seaward of the foreshore seawall line should remain free from development or where this is not possible ensure that structures are temporary, can be easily removed during erosion events or sacrificial in nature.	**NOT APPLICABLE** The site is not a foreshore seawall site.	

Table 8.2.4-4: Coastal erosion hazard overlay code (canals and waterways) – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Setbacks			
PO9 Buildings and structures are setback from waterways to: (a) maintain the long term integrity of the foreshore stability structure and public access areas; (b) ensure the hydraulic performance of the waterway is not compromised; (c) provide for the undertaking of future maintenance of the foreshore stability structure and public access areas; and (d) ensure unimpeded access through to neighbouring properties for revetment wall maintenance.	**AO9.1** Buildings and structures are not located beyond the waterway regulation line. **Note: For guidance applicants should refer to SC6.12 City Plan policy – Land development guidelines – standard drawings (standard drawing 04-004).** **Note: The applicant will be required to contact Council to determine the location of the waterway regulation line.**	**NOT APPLICABLE** The site is not a site which fronts a waterway.	
	AO9.2 For properties identified on the **Coastal Erosion Hazard Overlay Map** as 'Area Affected by Waterway Building Setback (Nominated)', buildings and structures are set back from waterways in accordance with the waterway building setback line. **Note: Applicants are advised to contact Council for the location of the waterway building setback line for their property. Refer to SC6.12 City Plan policy – Land development guidelines – standard drawings (standard drawing 04-004) to determine the relationship of the waterway building setback line to waterways.** OR For properties identified on the **Coastal Erosion Hazard Overlay Map** as 'Area Affected by Waterway Building Setback (To be Advised)' or 'Refer to CGC for Waterway Building Setback' where no waterway building setback line is	**NOT APPLICABLE** The site is not a site which fronts a waterway.	

<table>
<tr><th>Performance outcomes</th><th>Acceptable outcomes</th><th>Does the proposal meet the acceptable outcome?
If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome</th><th>Internal use</th></tr>
<tr><td></td><td>nominated or determined as part of the condition/s of a development permit, buildings and structures are setback from waterways in accordance with the setback line determined by Council following submission of a report prepared in accordance with SC6.12 City Plan policy – Land development guidelines (Section 8.3.3 Waterways report (canals, lakes, tidal waters, creeks, rivers and other waterways)).
The following buildings and structures may intrude into the setback area as follows:
<table>
<tr><th>Structure</th><th>Maximum acceptable intrusion into setback area</th></tr>
<tr><td>Eaves overhang</td><td>1m</td></tr>
<tr><td>Cantilevered balcony</td><td>2m</td></tr>
<tr><td>Attached pergola comprising open sides and a roof without impervious sheeting</td><td>2.5m</td></tr>
<tr><td>Cantilevered not more than 1.2m in height above the natural ground surface</td><td>Unlimited</td></tr>
<tr><td>Swimming pool not more than 1m above the</td><td>Unlimited where it demonstrated there exists structural independence between the</td></tr>
</table></td><td></td><td></td></tr>
</table>

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	natural ground surface	revetment wall and swimming pool and sufficient access is provided for maintenance.		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Erosion protection			
PO10 Foreshore stability solutions for canals and waterways must: (a) demonstrate on going sustainability of the waterbody; (b) protect persons and property from erosion and other coastal hazards; and (c) be certified by a Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering.	**AO10.1** Where structures in, on and over the water are proposed, a report is prepared by a Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering with a suitable speciality, detailing the most appropriate foreshore stability solution. **Note: The report is to be prepared in accordance with SC9.11 City Plan policy – Land development guidelines (Sections 8.3.3 Report submission – waterways (canals, lakes, tidal waters, creeks, rivers and other waterways)).** OR Where a report for a foreshore stability solution is not deemed necessary, prior to the development commencing on site, an inspection of the condition of the existing revetment wall or erosion prevention/bank stability measure is undertaken. The inspection must report on the existing condition of the structure and make any recommendations as to any repairs or maintenance work necessary. If repairs or maintenance works are needed, they are to be completed and certification from a Registered Professional Engineer of Queensland (RPEQ) is required. **Note: Certifications and reports are required to be submitted to Council, for Council's records.**	**NOT APPLICABLE** The site is not a site which fronts a waterway.	
	AO10.2 Proposed foreshore stability solutions are in accordance with the condition/s of a development permit.	**NOT APPLICABLE** The site is not a site which fronts a waterway.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	AO10.3 Where revetment walls are to be utilised, construction is to occur in accordance with **SC6.12 City Plan policy – Land development guidelines – standard drawings (standard drawing 04-004)** on the waterway regulation line. The wall is to be certified by a Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering with a suitable speciality.	**NOT APPLICABLE** The site is not a site which fronts a waterway.	
Protection of the coastal environment			
PO11 Development on land adjoining a waterway maintains the environmental values of the waterway, including ensuring no adverse impacts on riparian vegetation. **Note: Where the waterbody contains a natural bank, setbacks to the waterway should be consistent with those articulated in the Environmental significance overlay code.**	**AO11** No acceptable outcome provided.	**NOT APPLICABLE** The site is not a site which fronts a waterway.	
PO12 Development on land adjoining a waterway ensures the water quality and quantity of the adjoining waterway is maintained having regard to: (a) current or intended uses of the waterway; and (b) water quality of adjacent waterways.	**AO12** For development on land adjoining a waterway, a water quality management plan is prepared by a suitably qualified person and demonstrates that: (a) the proposed use will not adversely impact the water quality and quantity of the waterway; (b) the proposed non-residential development will comply with *Water Quality Standards for Specific Waterbodies* or the *AWQ Guidelines*; and	**NOT APPLICABLE** The site is not a site which fronts a waterway.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	(c) overland flow does not impact on the structural integrity of the foreshore stability structure.		
Scenic amenity			
PO13 Development on land adjoining a waterway does not adversely affect the scenic amenity of the foreshore or waterway environs.	**AO13** Development layout and building setbacks maintain the existing view line of neighbouring properties.	**NOT APPLICABLE** The site is not a site which fronts a waterway.	
Public access			
PO14 All areas of a site below high water mark adjoining a canal or tidal waterway are maintained for public purposes as permanently inundated land.	**AO14** The area below high water mark is to be transferred to Council as public open space.	**NOT APPLICABLE** The site is not a site which fronts a waterway.	

Driveways and vehicular crossing code



URBAN PLANNING SERVICES

City Plan code template

This code template supports the preparation of a development application against either the acceptable outcome(s) or performance outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Please note:

For assessment against the overall outcomes, refer to the appropriate code.

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.

9.4.2 Driveways and vehicle crossings code

9.4.2.1 Application

This code applies to assessing operational work for vehicle access works and material change of use for any development involving vehicle access works where indicated within **Part 5 Tables of assessment**.

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

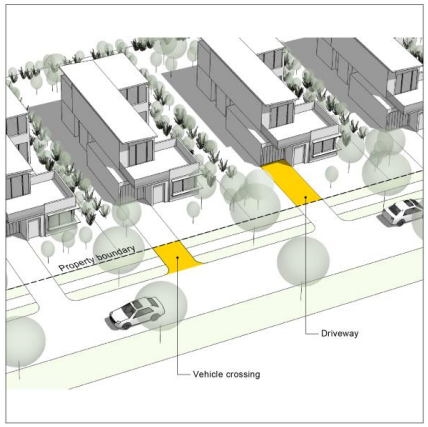


Figure 9.4.2-1
Illustration showing the driveway and vehicle crossing components of vehicle access works

9.4.2.2 Purpose

(1) The purpose of the Driveways and vehicle crossings code is to provide design standards for the construction, repair or modification to a driveway and/or a vehicle crossing.

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

(a) Vehicle crossings are designed to a standard in accordance with **SC6.12 City Plan policy – Land development guidelines** or with RPEQ certification to provide safe access for vehicles required to access the site from the edge of the road carriageway to the property boundary.

(b) Driveways provide safe access for all vehicles required to access the site from the property boundary to the on-site vehicle accommodation or standing area.

(c) Vehicle crossings avoid adverse impacts on City or utility infrastructure.

(d) Driveways and vehicle crossings are of an appropriate standard to meet the needs of the development.

(e) Vehicle crossings ensure that there is minimal loss of on-street car parking spaces.

(f) Driveways and vehicle crossings are designed and sited to maintain streetscape elements and retain space for the future planting of street trees.

(g) Vehicle crossings allow for the safety of all users of the existing and planned road and active transport networks.

(h) Driveways and vehicle crossings are designed such that vertical and horizontal alignments provide a continuous, smooth access of good rideability and clearance for all vehicles required to access the site.

(i) Driveways and vehicle crossings are designed and sited to mitigate stormwater drainage impacts.

9.4.2.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 9.4.2-2: Driveways and vehicle crossings code – assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Design			
PO1 The driveway is designed in accordance with the applicable requirements in *AS2890:2009 – Parking Facilities*.	**AO1** No acceptable outcome provided.	**PO1 – COMPLIES**	
PO2 Design of the vehicle crossing is certified by a RPEQ confirming compliance with: (a) *Disability Discrimination Act 1992*; (b) Applicable requirements in *AS2890: 2009 – Parking Facilities*; and (c) *QUDM (Queensland Urban Drainage Manual)*.	**AO2** The vehicle crossing is designed in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards**.	**CONDITIONED TO COMPLY WITH AO2.** Council will apply standard conditions to ensure compliance with AO2 is achieved.	
PO3 The vehicle crossing avoids damage to utility services, pathways, kerbs, road pavement and seal and other city infrastructure.	**AO3** Vehicle crossings are separated from: **Instance** / **Minimum distance** Traffic management devices and transport services, stormwater management devices, power supply services and telecommunication / 1m	**AO3 – COMPLIES**	

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	supply services			
	Water and sewerage service assets on the surface (including water meter enclosures, sewerage inspection or maintenance pits, fire hydrants and valves)	300mm (horizontal distance)		

<table>
<tr><th>Performance outcomes</th><th>Acceptable outcomes</th><th>Does the proposal meet the acceptable outcome?
If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome</th><th>Internal use</th></tr>
<tr><td colspan="2">Maximum number of vehicle crossings</td><td></td><td></td></tr>
<tr><td>PO4
The number of vehicle crossings are minimised to avoid loss of streetscape elements and on-street car parking spaces and to prevent adverse interference with:
(a) the safety, capacity and operations of the existing or planned road network; and
(b) cycleways or pedestrian footpaths.</td><td>AO4
The maximum number of vehicular crossings per site, for the following land uses, is as follows:<table><tr><th>Land use</th><th>Maximum number of vehicle crossings</th></tr><tr><td>Dwelling house</td><td>1
OR
2 - when the road frontage at the kerb is at least 40m subject to achieving a minimum of 7m between the crossings</td></tr><tr><td>Dual occupancy
Multiple dwelling</td><td>1
OR
2 - where the road frontage at the kerb is greater than 20m subject to achieving a minimum of 7m between the crossings</td></tr><tr><td>Non–residential use</td><td>2</td></tr></table>Note: the maximum number of vehicle crossings and separation distance is shown above unless otherwise approved in a current development approval.</td><td>AO4 – COMPLIES
The frontage is over 20m and the development is proposing two VXOs which are separated by 15m</td><td></td></tr>
<tr><td colspan="2">Separation distances</td><td></td><td></td></tr>
<tr><td>PO5
Vehicle crossings are appropriately separated from other vehicle crossings and side property boundaries to prevent interference</td><td>AO5
Vehicle crossings are separated from:<table><tr><th>Instance</th><th>Minimum distance (m)</th></tr><tr><td>Vehicle crossings on adjoining</td><td>1m</td></tr></table></td><td>AO5 – COMPLIES</td><td></td></tr>
</table>

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
with: (a) the safety, capacity and operations of the existing or planned road network; (b) adjoining properties; and (c) cycleways or pedestrian footpaths.	properties			
	Any side property boundary:			
	• for residential development with approved built-to-boundary setback	0.5m		
	• for all other developments	1m		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Location			
PO6 Vehicle access to a public roadway is safe and does not compromise the efficiency, function, convenience of use or capacity of the road network.	**AO6.1** The location of the vehicle crossing to a public roadway is consistent with the applicable requirements in *AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking* and *AS 2890.2–2002 Parking facilities Part 2: Off-street commercial vehicle facilities*.	**AO6.1 – COMPLIES**	
	AO6.2 No new vehicle crossings are created on roads identified on the **Functional road hierarchy** as shown on the Zone maps or the **Pacific motorway service road types overlap map**.	**AO6.2 – COMPLIES**	
PO7 Driveways and vehicle crossings: (a) ensure existing street trees within the verge are retained; (b) provide an appropriate separation distance to existing street trees within the verge in accordance with *AS4970:2009 – Protection of trees on development site*; and (c) retain space for the future planting of street trees within the verge in accordance with **SC6.13 City Plan policy – Landscape work**. **Note: The location of the driveway and vehicle crossing is considered at the design stage of the development.**	**AO7** No acceptable outcome provided.	**PO7 – COMPLIES**	
Sight distances and lines			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
PO8 Vehicle crossings are designed to provide safe travel for vehicles, cyclists and pedestrians.	**AO8** Vehicle crossings are designed to provide sight distances and lines in accordance with *AS 2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities*.	**AO8 – COMPLIES**	

General development provisions code



URBAN PLANNING SERVICES

City Plan code template

This code template supports the preparation of a development application against either the acceptable outcome(s) or performance outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Please note:

For assessment against the overall outcomes, refer to the appropriate code.

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.

9.4.4 General development provisions code

9.4.4.1 Application

The code applies to assessing material change of use, building work, reconfiguring a lot or operational work where indicated within **Part 5 Tables of assessment**.

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

9.4.4.2 Purpose

(1) The purpose of the General development provisions code is to provide a consistent approach to city wide issues and avoid duplication of regulation throughout the City Plan.

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

- (a) Development is designed to maintain the expected level of amenity for the area.
- (b) Development promotes a safe environment and reduces the potential for crime.
- (c) Development is designed to respect the natural values of the land, including vegetation, natural topography and development on steep slopes to minimise impacts on the landscape character of the city's rural, urban and hinterland areas.
- (d) Development does not result in unsightly retaining walls.
- (e) Building services and storage areas are designed and located to avoid nuisance to adjoining premises and avoid an unattractive appearance when viewed from the street.
- (f) Development does not cause adverse stormwater drainage impacts on or off the site.

(g) Development is connected to essential services and public utilities in accordance with infrastructure provider requirements.

(h) Development is designed and located to ensure it does not adversely impact on Council infrastructure.

9.4.4.3 Specific benchmarks for assessment

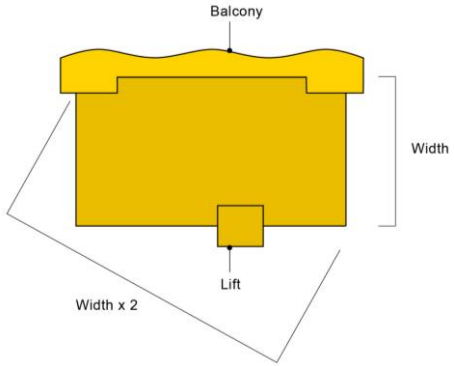
PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

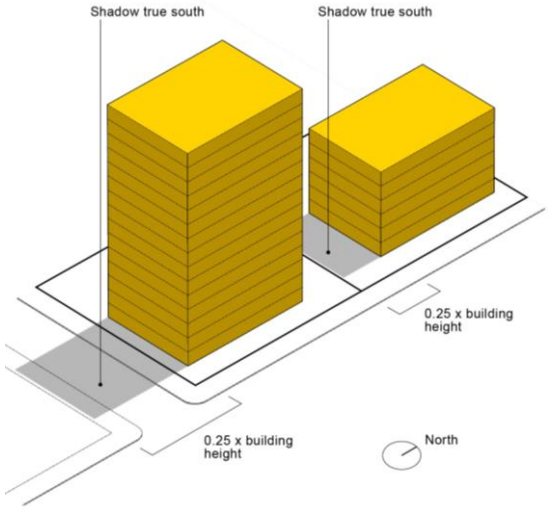
Table 9.4.4-2: General development provisions code – for assessable development

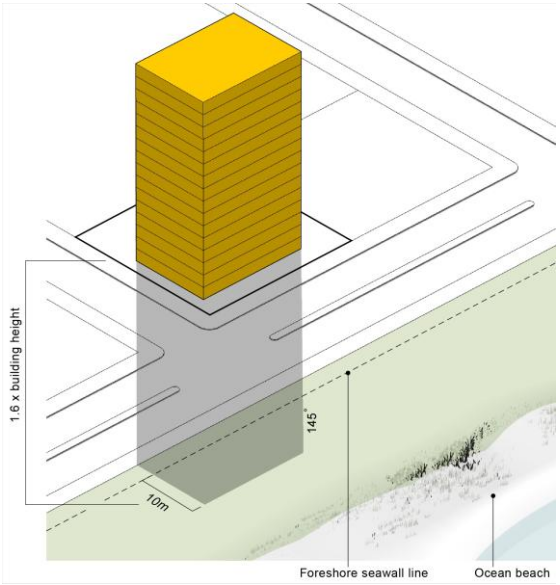
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Amenity protection			
PO1 Development mitigates any negative effects to amenity, health and safety from existing surrounding activities having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) signage; (e) visual amenity; (f) wind effects; (g) privacy; (h) vibration; (i) contaminated substances; (j) hazardous chemicals; (k) odour and emissions; and (l) safety.	**AO1** No acceptable outcome provided.	**PO1 – COMPLIES** The proposed development mitigates any negative effects to amenity, health and safety from the existing surrounding activities. The provided specialist reports will address the compliance with:- • Noise • Traffic The subject site is located within the High Density Residential Zone and therefore a level of reduced residential amenity is anticipated due to the location within the City. The visual amenity, privacy and safety have all been addressed through the compliance with the Overall outcomes of the Overlay and Zone code. The surrounding development will not cause any impacts on the proposed development and therefore complies with PO1.	
PO2 The proposed development prevents loss of amenity and threats to health and safety, having regard to: (a) noise;	**AO2** No acceptable outcome provided.	**PO2 – COMPLIES** The proposed development presents the loss of amenity and threats to health and safety. The provided specialist reports will address the compliance with:-	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
(b) hours of operation; (c) traffic; (d) signage; (e) visual amenity; (f) wind effects; (g) privacy; (h) vibration; (i) contaminating substances; (j) hazardous chemicals; (k) odour and emissions; and (l) safety.		• Noise • Traffic The subject site is located within the High Density Residential Zone and therefore a level of reduced residential amenity is anticipated due to the location within the City. The visual amenity, privacy and safety have all been addressed through the compliance with the Overall outcomes of the Overlay and Zone code. The nature of the proposed development will not result in any issues with signage, contaminating substances, hazardous chemicals and odour/emissions. It is anticipated Council will impose conditions to ensure the vibration is mitigated during the construction, therefore the proposed development complies with PO2.	
Development along the Pacific Motorway and heavy railway line			
PO3 Development adjacent to the Pacific Motorway and heavy railway line minimises views of the storage of outdoor plant and equipment, including service areas to provide an attractive outlook for persons using the transport network.	**AO3** Where the site is adjacent to the Pacific Motorway or a heavy rail line, areas used for outdoor storage, including service areas are screened from view from users of the motorway or heavy rail line by buildings, solid fencing or vegetation.	**NOT APPLICABLE**	
Landscaping			
PO4 The proposal provides landscape work that protects and enhances the character of the local area.	**AO4.1** For all development except dwelling houses, dual occupancies, caretaker's accommodation and community residences a Statement of Landscape Intent prepared in accordance with **SC6.13 City Plan policy – Landscape work** demonstrating	**AO4.1 – COMPLIES**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	that the landscaping will provide amenity for site users and will protect and enhance the character of the local area. **AO4.2** An Open Space Management Statement is prepared in accordance with **SC6.13 City Plan policy – Landscape work** where landscape works are proposed to be undertaken on land that is or is intended to be, public open space.		
Building services			
PO5 All mechanical equipment is located and housed so as not to cause disturbance to residents within or adjoining the development.	**AO5** **For all development except dwelling houses, dual occupancies, caretaker's accommodation and community residences:** The mechanical equipment, including air-conditioning plant and swimming pool pumps, is incorporated within the building. OR The mechanical equipment, including air-conditioning plant and swimming pool pumps, is housed external to the principal building and: (a) is contained within a solid structure; and (b) located no closer than 1.5m to any site boundary.	**AO5 – COMPLIES**	
Casual surveillance and lighting			
PO6 Development facilitates casual surveillance of public areas and incorporates lighting to reduce opportunities for crime.	**AO6** No acceptable outcome provided.	**PO6 – COMPLIES**	
Lighting			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
PO7 Lighting associated with any development does not cause a nuisance.	**AO7** Direct or reflected light emissions from the premises must be positioned and shielded to prevent light spillage outside the boundaries of the site.	**AO7 – COMPLIES**	
Shadow impacts – for all development 3 or more storeys			
PO8 The building is designed and located to ensure that the shadow cast by the building does not detract from a comfortable living and ground level environment and the access of adequate sunlight to private and public spaces having regard to: (a) the degree of containment of the shadow on the subject site at different times of the day on the summer and winter solstice and spring and autumn equinox; (b) the cumulative impact of the shadow and existing shadows; (c) the effect of the shadow on the ocean beach, Broadwater foreshore, or riverside or beachside public open space; (d) the location of the shadow on non-residential areas external to the site; and (e) the effect of the shadow on any other site or other building.	**AO8.1** The width of the shadow cast in any direction by each level of the building, excluding balconies and lift wells, does not exceed twice the width of the shadow cast in any other direction.  **Figure 9.4.4-1** Illustration showing width ratio shadow outcome	**FURTHER DISCUSSION REQUIRED** Refer to Town Planning Report	
	AO8.2 The shadow cast by the building in a true south direction has a length 0.25 times the height of the building, as measured from ground level adjacent to the southern side of the subject building to the top of the topmost storey, and does not intrude onto any other site, or does not cast shadow onto any other building on the same site.	**FURTHER DISCUSSION REQUIRED** Refer to Town Planning Report	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	 **Figure 9.4.4-2** Illustration showing southern shadow outcome		
	AO8.3 **Bermuda Point precinct** The shadow cast by the building in a true south direction has a length 0.25 times the height of the building, as measured from the top of the podium adjacent to the southern side of the subject building to the top of the topmost storey, and does not intrude onto any other site, or does not cast shadow onto any other building on the same site. **Note: The podium is excluded from any southern shadow calculations.**	**NOT APPLICABLE**	
	AO8.4 The shadow cast by any building does not cover any part of the ocean beach or Broadwater foreshore when the shadow has a bearing of 145° east of true north and the length of the shadow is	**FURTHER DISCUSSION REQUIRED** Refer to Town Planning Report	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	1.6 times the height of the building as measured from the ground level to the top of the topmost storey. **Note: For the purpose of this acceptable outcome, the ocean beach is defined as that area east of a line 10m east of and parallel to the foreshore seawall line and the Broadwater foreshore is defined as that area east of the leading edge of the revetment wall.**  **Figure 9.4.4-3** Illustration showing ocean beach and Broadwater foreshore shadow outcome		
	AO8.5 The shadow cast by the building in the direction of true south does not intrude more than 10m into a riverside public open space reserve.	**NOT APPLICABLE**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Earthworks and treatment of retaining walls			
PO9 Earthworks and retaining walls associated with the development do not create a negative visual impact upon neighbouring properties or the streetscape.	**AO9** Retaining walls and batters comply with the requirements of **SC6.12 City Plan policy – Land development guidelines, Section 3 – Change to ground level standards**.	**AO9 – COMPLIES**	
Stormwater drainage			
PO10 Development does not cause adverse stormwater drainage impacts on or off the site.	**AO10** All development incorporates stormwater drainage works to comply with the requirements of **SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**.	**AO10 – COMPLIES** Refer to submitted Stormwater Management Plan	
Infrastructure			
PO11 All development ensures connection to public utilities to meet the needs of the development, including sewer, water, electricity and communications services.	**AO11** All development is provided with services, as follows: (a) electricity supply and communication services (b) reticulated water supply, when within the mapped 'water supply service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space or Rural zones (c) reticulated sewer network, when within the mapped 'wastewater service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space, Rural or Rural residential zones.	**AO11 – CONDITIONED TO COMPLY**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO12 Development is undertaken in accordance with the Performance Criteria specified in the *Queensland Development Code MP1.4 – Building over or near relevant infrastructure*.	**AO12** Development is undertaken in accordance with the Acceptable Solutions specified in the *Queensland Development Code MP1.4 – Building over or near relevant infrastructure*.	**NOT APPLICABLE**	
Site analysis			
PO13 Development is designed to: (a) complement the character and address any impacts on the amenity and environment of the local area; (b) avoid any risk to life or property arising from natural hazards; and (c) protect significant natural habitat areas, wildlife corridors, wetlands and waterway corridors.	**AO13** A site analysis plan is prepared in accordance with **SC6.14 City Plan policy – Site analysis**.	**PO13 – COMPLIES**	

Healthy waters code



URBAN PLANNING SERVICES

City Plan code template

This code template supports the preparation of a development application against either the acceptable outcome(s) or performance outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Please note:

Note: In accordance with Section 2.1 of City Plan, an assessment against State interest - Water quality (policies 4 and 5) of the State Planning Policy 2017 is required as the Healthy water development code does not fully integrate this State interest. A response table for policies 4 and 5 have been included below.

For assessment against the overall outcomes, refer to the appropriate code.

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.

9.4.5 Healthy waters code

9.4.5.1 Application

This code applies to assessing material change of use, reconfiguring a lot or operational work for development where indicated within:

(1) **Part 5 Tables of assessment**; and

(2) **Table 9.4.5.1-1: Development triggers for applying the Healthy waters code.**

Table 9.4.5.1-1: Development triggers for applying the Healthy waters code

Topic	Assessment triggers	Applicable assessment benchmarks
Erosion and sediment control	All development.	For accepted development subject to requirements: **RO1, RO2**
		For assessable development: **PO1, PO2**
Stormwater quality and	For residential land uses involving one or more of the following:	For accepted development subject to requirements:

Topic	Assessment triggers	Applicable assessment benchmarks
waterway stability	(a) 3 or more dwellings; or (b) a land area greater than 1,200m^2; or (c) a newly constructed road (previously unformed road) exceeding 30m in total length; or (d) 200m^2 or more of uncovered new or refurbished car park area including parking bays and circulation driveways; or (e) the creation of high polluting outdoor activities (including Bulk landscape supplies, Garden centres, Tourist parks, Transport depots, Warehouses and Wholesale nurseries).	**RO3, RO5** For assessable development: **PO3, PO4, PO8 – PO13**
	For non-residential land uses involving one or more of the following: (a) a land area greater than 1,200m^2; or (b) a newly constructed road (previously unformed road) exceeding 30m in total length; or (c) 200m^2 or more of uncovered new or refurbished car park area including parking bays and circulation driveways; or (d) the creation of high polluting outdoor activities (including Bulk landscape supplies, Garden centres, Tourist parks, Transport depots, Warehouses and Wholesale nurseries).	For accepted development subject to requirements: **RO4, RO5** For assessable development: **PO3, PO4, PO8 – PO14**
Stormwater quantity	For residential activities, development associated with the creation of 3 or more dwellings, resulting in either: (a) an increase in the total impervious area; or (b) an alteration of upstream conveyance or change to existing discharge location or condition.	For accepted development subject to requirements: **RO3, RO6, RO7** For assessable development: **PO5 – PO14**
	For all other land uses, development that results in either: (a) an increase in the total impervious area; or (b) an alteration of upstream conveyance or change to existing discharge location or condition.	For accepted development subject to requirements: **RO4, RO6, RO7** For assessable development: **PO5 – PO14**
Woongoolba flood mitigation catchment area	Development that is code or impact assessable, on land within the 'Woongoolba flood mitigation catchment area' on the **Water catchments and dual supply system area overlay map**.	For assessable development: **PO15**

This code does not apply in the following instances:

(1) where the development involves internal works or minor building works to a lawfully established building; or

(2) a sales office.

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

9.4.5.2 Purpose

(1) The purpose of the Healthy waters code is to:

(a) protect the quality of the city's waters and watercourses by managing the impacts of development on quality and quantity of surface and ground water runoff; and

(b) ensure that development does not cause adverse impact on people and/or property.

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

(a) Total water cycle management and water sensitive urban design (WSUD) principles are:

(i) implemented to contribute to biodiversity areas and green space values within the city and promote co-location of assets; and

(ii) integrated into the landscape so as to maintain watercourse health, biodiversity and ecosystems.

(b) Development avoids or minimises disturbance to existing landforms, surface drainage, watercourses and groundwater.

(c) Impacts to public health and safety hazards are minimised.

(d) Adverse impacts to people and/or property are prevented and stormwater is safely managed within urban areas.

(e) Development protects existing overland flow paths and watercourses of environmental value.

(f) Development limits the quantity of key pollutants discharged in stormwater to protect the quality of receiving waters.

(g) Development avoids adverse impacts to downstream properties or environmental value from stormwater peak discharge.

(h) Development avoids or minimises adverse impacts on the environmental values of receiving waters from the release and mobilisation of nutrients and sediments.

(i) The drainage capacity of the Woongoolba Flood Mitigation Scheme Area for rainfall events up to 1 in 10 year 72 hours is maintained (contained within the Scheme drains within a 4 day period) and this capacity is not to be eroded due to cumulative impact of development.

9.4.5.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 9.4.5-3: Healthy waters code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets **either** the performance outcome or overall outcome	Internal use
Erosion and sediment control			
PO1 Stormwater discharge from a development site achieves the construction phase water quality objectives of **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and water sensitive urban design standards**.	**AO1** No acceptable outcome provided.	**AO1- COMPLIES** A stormwater management plan has been prepared which addresses the construction phase stormwater quality management for the proposed development. Refer to Section 8 of the SBSMP, report reference 30265222-GA0002.	
PO2 Erosion, sediment and dust is appropriately managed during the construction phase.	**AO2** The level of risk for soil erosion and sediment pollution to the environment is determined by an erosion hazard assessment, completed by a suitably-qualified person in accordance with the criteria in **Table 9.4.5-4: Erosion hazard assessment**. Where the erosion hazard assessment has a risk score of: (a) less than or equal to 10: A deemed to comply report is prepared by a suitably qualified person for Council approval, including conceptual location and design drawings of each treatment measure in plan and section views, in accordance with the *Best Practice Erosion and Sediment Control: International Erosion Control Association, (IECA) 2008, Australasia Chapter 2008.* (b) greater than 10 or developments involving multiple stages of disturbance or more than 1.25 ha of land: (i) For material change of use or reconfiguring a lot, a conceptual erosion and sediment control plan (ESCP) is prepared by a	**AO2 – COMPLIES** Section 8 of the stormwater report prepared by Arcadis, '30265222-GA0002' discusses appropriate ESC techniques for the site. The erosion hazard assessment has been completed within the table of this code response, and has scored a total of 10.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets **either** the performance outcome or overall outcome	Internal use
	suitably-qualified person for Council approval in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**, and the *Best Practice Erosion and Sediment Control: International Erosion Control Association (IECA) 2008, Australasia Chapter 2008*. (ii) For operational work, a detailed ESCP is prepared by a suitably-qualified person in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**, and *Best Practice Erosion and Sediment Control: International Erosion Control Association (IECA) 2008, Australasia Chapter 2008*. The ESCP is to detail appropriate treatment measures for the construction phase of development, demonstrating how the minimum design objectives in **Table 9.4.5-5: Stormwater design objectives** are achieved, including: (a) measures to ensure the release of sediment-laden stormwater for the nominated design storm are minimised when the design storm is exceeded; (b) detailed design, installation, construction, monitoring and maintenance requirements of all approved proprietary products in		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets **either** the performance outcome or overall outcome	Internal use
	accordance with local conditions and manufacturer's recommendations; and (c) details of how the ESCP aligns with the approved development staging plan.		
Stormwater quality			
PO3 Development appropriately manages stormwater quality to: (a) protect natural ecosystems; (b) protect water quality; (c) reduce runoff and peak flows; and (d) meet the water quality objectives and environmental values for Queensland waters. **Note: Water quality objectives and environmental values for Queensland waters are contained within *Schedule 1* of the *Environmental Protection (Water) Policy 2009*. Water quality objectives are locally specific and vary between and within river catchments.** **Note: A stormwater quality management plan prepared by a suitably qualified person in accordance with SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards, is Council's preferred method for addressing this performance outcome.**	**AO3.1** For post developed sites, the following minimum pollutant reduction targets are achieved: (a) Gross pollutants (>5mm) – 90%; (b) Total Suspended Solids (TSS) – 80%, (c) Total Phosphorus (TP) – 60%; and (d) Total Nitrogen (TN) – 45%.	**AO3.1 – COMPLIES** A stormwater management plan has been prepared which addresses the management of operational phase stormwater quality measures for the proposed development. Refer to Section 7 of the SBSMP, report reference 30265222-GA0002.	
	AO3.2 For development on land less than 1.25ha, a deemed to comply solution for stormwater quality is achieved in accordance with **Table 9.4.5-6: Stormwater quality deemed to comply solutions**.	**REFER ABOVE**	
	AO3.3 For development on land greater than 1.25ha, a stormwater quality management plan is to be prepared by a suitably qualified person in accordance with **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and water sensitive urban design standards**, is required.	**REFER ABOVE**	
Waterway stability			
PO4 In-stream erosion, downstream of urban	**AO4** Post-development peak 0.632 Annual	**AO4 – COMPLIES** Refer to Section 6 of the SBSMP, report reference	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets **either** the performance outcome or overall outcome	Internal use
development is prevented by controlling the rate (or magnitude) and duration of sediment transporting flows.	Exceedance Probability (AEP) event discharge within receiving waterway is limited to pre-development peak 0.632 AEP event discharge and is in accordance with **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and water sensitive urban design standards.**	30265222-GA0002 which addresses waterway stability requirements where applicable.	
Stormwater quantity control			
PO5 Stormwater quantity management outcomes demonstrate no adverse impact on stormwater flooding or the drainage of properties external to the subject site.	**AO5** The following is achieved external to the development site: (a) no increase in peak flood flow rate from the development site for all events up to and including the 1% AEP; (b) no increase in peak flood velocities from the development site for all events up to and including the 1% AEP; (c) no increase in peak flood level from the development site for all events up to and including the 1% AEP; and (d) stormwater outfalls or discharge is located to avoid conflict with existing usage of downstream land or impacts on existing watercourse or drainage.	**AO5 – COMPLIES** A stormwater management plan has been prepared which addresses the management of stormwater quantity for the proposed development. Refer to Section 6 of the SBSMP, report reference 30265222-GA0002.	
Lawful point of discharge			
PO6 Development ensures the stormwater systems are designed to not cause actionable nuisance that would adversely affect adjoining (upstream or downstream) properties.	**AO6** A lawful point of discharge must be identified and demonstrated that all discharge point/s from the development are in accordance with **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and**	**AO6 – COMPLIES** Refer to Section 5 of the SBSMP, report reference 30265222-GA0002 which assesses the LPoD(s) relevant to the subject site.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets **either** the performance outcome or overall outcome	Internal use
	water sensitive urban design standards.		
Overland flow paths			
PO7 Development must not obstruct free open surface flow of stormwater through a site.	**AO7** Overland flowing stormwater is allowed free open surface flow between the street and any waterway at the rear or sides of a property, in accordance with the provisions of the *Building Code of Australia.*	**AO7 – COMPLIES** The development does not interfere with any known existing overland flow paths.	
Whole of life costs			
PO8 Stormwater infrastructure is designed and constructed to: (a) remain fit for purpose for the life of the development and maintains full functionality in the design flood event; (b) be cost effective to maintain; and (c) ensure no structural damage to existing stormwater infrastructure.	**AO8** No acceptable outcome provided.	**AO8 – COMPIES** Private infrastructure will remain the responsibility of the body corp. All other municipal connection works have been designed to relevant standards.	
Landscape integration			
PO9 Stormwater treatment devices and stormwater infrastructure are designed to: (a) integrate with the urban design and landscape outcomes of the development; (b) complement natural environments, wetlands and watercourses; (c) protect environmental values; (d) enhance visual amenity; and (e) incorporate CPTED principles in accordance with **SC6.12 City Plan**	**AO9.1** Where stormwater treatment devices and stormwater infrastructure are integrated into public open space, a Statement of Landscape Intent is to be prepared by a suitably qualified person, for approval by Council. The plan is to demonstrate that the operation of stormwater infrastructure does not compromise the function of any co-located uses and reflect the design principles within **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and water sensitive urban design standards.**	**AO9.1 – COMPIES** Refer to Engineering Drawings within Appendix B of the SBSMP, report reference 30265222-GA0002 which demonstrates the location of stormwater treatment devices. The architect and landscape architect have integrated this within the proposed design as appropriate.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards.	**Note: A Statement of landscape intent is to be prepared in accordance with SC6.13 City Plan policy – Landscape work.**		
	AO9.2 Stormwater treatment devices are located offline to any upstream catchment. **Note: This provision relates to the integration of stormwater treatment devices and stormwater infrastructure into the landscape. Development identified on the Environmental significance – wetlands and watercourse overlay map will still require assessment against the Environmental significance overlay code.**	**AO9.2 – COMPIES** Refer to Section 5 of the SBSMP, report reference 30265222-GA0002 which demonstrates flows which stormwater treatment devices receive.	
	AO9.3 All stormwater outlets that are located adjacent to watercourses, creeks and drainage paths are aligned at a maximum of 45 degrees to the downstream direction of flow, and energy dissipation measures installed to minimise scour.	**NOT APPLICABLE** No outlets to watercourses, creeks or drainage paths are proposed.	
Public safety			
PO10 Stormwater treatment devices and stormwater infrastructure minimise impacts on public health and safety.	**AO10** All stormwater quantity control measures are designed in accordance with **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and water sensitive urban design standards**.	**AO10 – COMPIES** Refer to Engineering Drawings within Appendix B of the SBSMP, report reference 30265222-GA0002, which details the proposed treatment system including levels and location. The proposed treatment system is not in a location or position where it would pose an abnormal risk to health and safety.	
Maintenance access			

PO11 Maintenance access is provided for all stormwater management systems and considers: (a) the type of vehicle or machinery needed to service particular assets; and (b) the need to ensure a safe working environment for maintenance personnel and the public.	**AO11.1** All weather vehicle access is to be provided to inlet zones of the stormwater treatment systems in accordance with **Table 9.4.5-7: Maintenance access requirements (slope).**	**AO11.1 – COMPIES** Refer to Engineering Drawings within Appendix B of the SBSMP, report reference 30265222-GA0002, which illustrates appropriate maintenance access from the site frontage. It should be noted that the proposed asset is a small, private asset not transferred to Council.	
	AO11.2 Maintenance access is to be provided around the perimeter of all stormwater treatment systems in accordance with **Table 9.4.5-8: Maintenance access requirements (size).**	**REFER ABOVE**	
	AO11.3 A maintenance buffer is provided around the perimeter of all stormwater treatment devices and adjoining private property equal to: (a) 1m in width; or (b) the width of a perimeter maintenance access, as delivered in AO11.2, plus 0.5m. The maintenance buffer is measured from the adjacent allotment boundary to the top of batter around the treatment measure. The maximum slope on the maintenance buffer is 1 in 10.	**REFER ABOVE**	
Fauna movement			
PO12 Stormwater conveyance structures and channels are designed to ensure the safe movement of native fauna and provide for terrestrial and aquatic passage.	**AO12.1** Stormwater drainage structures and channels minimise impacts on aquatic fauna and associated habitats and provide opportunities for beneficial habitat uses of structures in accordance with the *Department of Primary Industries and Fisheries – Fisheries guidelines for Fish-friendly structures (2006).*	**NOT APPLICABLE** The proposed stormwater infrastructure is within an urbanised area which is not occupied by native fauna / does not currently provide aquatic passage.	

	AO12.2 Stormwater drainage structures allow for the safe movement of terrestrial fauna in accordance with: (a) the Queensland Government Fauna Sensitive Road Design Manual Volume 2: Preferred Practices; and (b) the Queensland Government Koala-Sensitive Design Guidelines.	**REFER ABOVE**	

Wastewater management			
PO13 Development does not discharge wastewater to receiving waters or areas external to the site unless demonstrated to be the best-practice environmental management for that site and takes into consideration: (a) the applicable water quality objectives for the receiving waters; and (b) the potential adverse impact on ecosystem health of receiving waters.	**AO13** Where the development involves the discharge of wastewater, a Wastewater Management Plan (WWMP) is prepared, demonstrating compliance with the performance outcome, by a suitably qualified person and submitted to the Council, detailing all of the following: (a) wastewater type; (b) climatic conditions; (c) water quality objectives; (d) best-practice environmental management; (e) waste management hierarchy; and (f) the WWMP provides for the management of wastewater in accordance with a wastewater management hierarchy that: (i) avoids wastewater discharge to watercourses; or (ii) if wastewater discharge to the environment cannot practicably be avoided wastewater discharge to watercourses is minimised through re-use, recycling, recovery and treatment for disposal to sewer, surface water and groundwater.	**NOT APPLICABLE** The site doesn't propose to discharge wastewater into receiving waters.	
Dewatering management			
PO14 Dewatering occurs in accordance with an approved Dewatering management plan.	**AO14** No acceptable outcome provided.	**AO14 – COMPLIES** If relevant requirements are triggered, the proposed development will be required to provide a dewatering plan to facilitate basement construction. Standard condition wording can be provided for the development approval.	
Woongoolba flood mitigation catchment area			

PO15 In the Woongoolba flood mitigation catchment area, shown on the **Water catchments and dual supply system area overlay map**, peak outflow and its timing for Q2, Q5 and Q10 for rainfall events up to 72 hours does not change as a result of development.	**AO15** No acceptable outcome provided.	**NOT APPLICABLE** The site is not within the flood mitigation scheme area.	

State Planning Policy July 2017

Policies	Demonstrate how the proposal meets the policy?	Internal use
State interest – water quality		
ASSESSMENT BENCHMARK 4 (POLICY 4): At the construction phase, development achieves the applicable stormwater management design objectives in table A (appendix 2) of the State Planning Policy.		
ASSESSMENT BENCHMARK 5 (POLICY 5): (5) At the post-construction phase, development: a) achieves the applicable stormwater management design objectives on-site, as identified in table B (appendix 2) of the State Planning Policy; or b) achieves an alternative locally appropriate solution off-site that achieves an equivalent or improved water quality outcome to the relevant stormwater management design objectives in table B (appendix 2) of the State Planning Policy.		

Table 9.4.5-3: Erosion hazard assessment

Controlling factor	Points	Score
Average slope of the whole site prior to operational works		
Slope less than 2%	0	0
More than or equal to 2% but less than 5%	1	
More than or equal to 5% but less than 10%	2	
More than or equal to 10% but less than 15%	4	
More than or equal to 15%	5	High risk
Soil type (to be disturbed)		
Gravels and sandy soils	1	1
Sandy loam	2	
Clays on flood plains	3	
Shallow soils on slopes	4	
Clays on slopes greater than 5%/imported fill or untested fill	5	High risk
Anticipated duration of site disturbance		
Duration less than 2 weeks	0	
More than 2 weeks but less than 3 months	2	
More than 3 months but less than 6 months	4	4
More than 6 months	5	High risk
Anticipated erosive rainfall risk during site disturbance		
Low (monthly average rainfall less than 45 mm)	0	
Moderate (monthly average rainfall 46 - 100 mm)	1	
High (monthly average rainfall 101 - 225 mm)	2	2
Very high (monthly average rainfall 226 - 1500 mm)	4	
Extreme (monthly average rainfall more than 1500 mm)	5	High risk

Controlling factor	Points	Score
Off-site sediment control (down-slope of the soil disturbance)		
Score 1 point if there is no purpose-built sediment trap (e.g. sediment basin, gross pollutant trap or purpose-built wetland).	1	1
Run-off entering the site		
Score 1 point if stormwater run-off is not diverted from entering the site or away from soil disturbance.	1	
Extent of site disturbance		
Score 2 points if the building works requires reshaping of the ground surface.	2	2
Total Score **Note: High erosion risk - if score 11 or greater, or five for any factor.**		

This Erosion Hazard Assessment form is adapted from the *Best Practice Erosion and Sediment Control, International Erosion Control Association (Australasia), IECA 2008 Appendix H - Building Sites, the Brisbane City Council Erosion Hazard Assessment Form* and *Attachment 2 to the QDC Draft Part 16 Erosion and Sediment Control*.

Table 9.4.5-5: Stormwater design objectives

Construction phase stormwater design objectives	Notes
Drainage control	
Design life and design storm of temporary drainage works: (1) Disturbed area open for less than 12 months - 1 in 2 ARI. (2) Disturbed area open for 12-24 months - 1 in 5 ARI. (3) Disturbed area open for more than 24 months - 1 in 10 ARI.	• ARI = Average Recurrence Interval (see Engineers Australia document Australian Rainfall and Runoff). • Design capacity excludes minimum 150mm freeboard. • A higher drainage design objective may be required for temporary drainage structures upslope of occupied properties. • A revised drainage design storm may be required if these design objectives are found to be impracticable.
Erosion control	
(1) Stage clearing and construction works to minimise the area of exposed soil at any one time. (2) Effectively cover or stabilise exposed soils prior to predicted rainfall. (3) Prior to completion of works for the development, and prior to removal of sediment controls, all site surfaces must be effectively stabilised using methods which will achieve effective short-term stabilisation. (4) Avoid or minimise large construction activities in the 'wet season'. (5) Divert water run-off from undisturbed areas around disturbed areas. (6) Use erosion risk ratings to determine appropriate erosion control measures.	• 'Wet season' means the high rainfall months, e.g. the four highest rainfall months. • For point 6, determine the erosion risk rating using local rainfall erosivity, rainfall depth, or soil loss rate or other acceptable method. A rating scale such as very low, low, moderate, high, extreme should be applied. Such ratings should reflect the local area. Example ratings may be shown in local council guidelines or detailed in best-practice guidelines.
Sediment control	
(1) Use soil loss rates to determine appropriate sediment control measures. (2) Direct runoff from exposed site soils to sediment controls that are appropriate to the extent of disturbance and level of erosion risk. (3) All exposed areas greater than 2500 metres must be provided with sediment controls which are designed, implemented and maintained to a standard which would achieve at least 80% of the average annual	• For point 1, surrogate determinations may be used such as monthly erosion or average monthly rainfall. • A commonly used design storm for basin sizing is 80th percentile five-day event. Depending on the settling characteristics of local soils, a higher 'operational' design storm can be achieved with chemical dosing operated in flow-through mode in a large storm with rainfall-activated auto-flocculent dosing, and advanced hydraulic efficiency features such as floating off-takes,

runoff volume of the contributing catchment treated (i.e. 80% hydrological effectiveness) to 50mg/L Total Suspended Solids (TSS) or less, and pH in the range (6.5–8.5).	and a sediment forebay. • TSS = Total Suspended Solids. Turbidity measurements (e.g. 60 Nephelometric Turbidity Units (NTU)) could be used; however, for accuracy, a site-specific relationship should be developed between turbidity and TSS.

Table 9.4.5-6: Stormwater quality deemed to comply solutions

The following deemed to comply solutions are to be documented within a Stormwater quality management plan prepared by a suitably-qualified person in accordance with **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and water sensitive urban design standards**.

Development type			**Stormwater treatment train**		**Land ownership[2]**
Land use	**Scenario**	**Scale**			
Residential	>2 lots up to 20 lots	N/A	Tank Volume per dwelling: • Detached 5 kl • Attached 3 kl	Bio retention[3] @ 1.3% of impervious catchment area.[1]	Public and/or Private
			No Tanks	Bio retention[3] @ 1.8% of impervious catchment area.[1]	Public and/or Private
			Tank Volume per dwelling: • Detached 5 kl • Attached 3 kl	Wetland @ 5% of impervious catchment area.	Public and/or Private
			No Tanks	Wetland @ 7% of impervious catchment area.[1]	Public and/or Private
	> 2 dwellings (Townhouse style up to 2 storeys	≤ 12,500m^2	Tank Volume per dwelling: • Detached 5 kl • Attached 3 kl	Bio retention[3] @ 1.3% of impervious catchment area.[1]	Private
			No Tanks	Bio retention[3] @ 1.8% of impervious catchment area. [1]	Private
			Tank Volume per dwelling: • Detached 5 kl • Attached 3 kl	Wetland @ 5% of impervious catchment area.[1]	Private
			No Tanks	Wetland @ 7% of impervious catchment area.[1]	Private

	High density multiple dwelling apartments (flats, high-rise)*	≤ 12,500m^2	Tank Volume per dwelling: • Detached 5 kl • Attached 3 kl	Bio retention[3] @ 1.8% of impervious catchment area.[1]	Private
			No Tanks	Wetland @ 7% of impervious catchment area.[1]	Private
Commercial, Industrial and Retail (including retail at the bottom floors of high rise)[4]	Commercial and/or Industrial uses	≤ 12,500m^2	Tank Volume per dwelling: • Detached 5 kl • Attached 3 kl	Gross pollutant management (GPT) + Bio retention[3] @ 1.8% of impervious catchment area.[1]	Public and/or Private
			No Tanks	Gross pollutant management (GPT) + Wetland @ 8% of impervious catchment area.[1]	Public and/or Private

[1] For developments that results in an increase in less than 15% imperviousness (i.e. roof and ground level impervious), then stormwater management to focus on the impervious areas only.

[2] Ultimate owner of the device and responsible for maintenance.

[3] For bioretention basins larger than 800m^2, an inlet pond will be required.

[4] The City requires gross pollutant management for these land uses. It is preferred that these are located on private property, but in larger scale Reconfiguring a lot applications it is logical to have a single gross pollutant trap for the site. The City will not accept proprietary devices for nutrient management on public/City land.

Table 9.4.5-7: Maintenance access requirements (slope)

Treatment type	Access track slope	Material and width
Stormwater inflows where pipe is 450mm or greater (where there is no forebay or inlet pond)	1 in 4 or flatter	2.5m wide minimum Gravel or reinforced turf from inlet
Coarse sediment forebay	1 in 4 or flatter	2.5m minimum Reinforced concrete in accordance with *IPWEAQ standard drawing RS-051* Concrete paver (subject to City approval), cement treated gravel

		250mm thick may be accepted by the City through negotiation.
Inlet pond (wet) for retention or wetland Sediment basins	1 in 4 or flatter	3m wide Reinforced concrete in accordance with Heavy Vehicle Crossing Industrial (*refer IPWEAQ standard drawing RS-051*). Where this access crosses perpendicular to pedestrian paths, the path must be 200mm thick, double reinforced and 42MPa.
Proprietary devices	1 in 4 or flatter	Reinforced concrete in accordance with Heavy Vehicle Crossing Industrial (refer *IPWEAQ standard drawing RS-051*).

Table 9.4.5-8: Maintenance access requirements (size)

Treatment type	Size	Maintenance access requirements (all paths 1 in 10 cross fall or less and maximum 1 in 4 longitudinal grade)
Bioretention	< 500m^2	Access path to > 40% of perimeter. ≥ 0.75m wide. Grass, mulch, gravel or concrete suitable for access on foot.[1]
	≥ 500m^2	Access path to > 40% of perimeter. ≥ 2.5m wide. Reinforced grass, gravel or concrete for light vehicles.[1] Remainder of perimeter as per < 500m^2 bioretention.
Wetland	<1000m^2	Access path to > 40% of perimeter. ≥ 0.75m wide. Grass, mulch, gravel or concrete

		suitable for access on foot.
	≥ 1000m^2 to < 5000m^2	Access path minimum 40% of perimeter. ≥ 2.5m wide. Reinforced grass, gravel or concrete for light vehicles.[1] Remainder of perimeter ≥ 0.75m wide.
	≥ 5000m^2	Access path 100% of perimeter. ≥ 2.5m wide. Cement treated gravel 200mm or concrete for large vehicles.

[1] Determine access path treatment based on slope, maintenance vehicle and the surrounding landscape. For example, turf is not appropriate where the treatment system is located against conservation open space, and where revegetation for the treatment system complements the surroundings, the use of gravel or concrete is preferred.

High rise accommodation design code



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City Plan code template

This code template supports the preparation of a development application against either the acceptable outcome(s) or performance outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Please note:

For assessment against the overall outcomes, refer to the appropriate code.

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.

9.3.9 High-rise accommodation design code

9.3.9.1 Application

This code applies to assessing material change of use for development for Multiple dwellings, Residential care facilities, Resort complexes, Retirement facilities, Rooming accommodation and Short-term accommodation uses over 32m in height where indicated within **Part 5 Tables of Assessment**.

Note: Where a development involves commercial uses, that component of the development shall be assessed against the Commercial design code.

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

9.3.9.2 Purpose

The purpose of the High-rise accommodation design code is to responsibly encourage diverse, innovative and engaging sub-tropical high-rise forms that enhance the city skyline.

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

(a) Development is designed to create attractive, high-quality visually appealing buildings and protect the privacy and amenity of neighbouring residential premises.

(b) Slender towers relate to existing high-rises and enhance views of the city skyline.

(c) Tower development mitigates negative visual and physical impacts through appropriate setbacks and design.

(d) Where they occur (in accordance with zone intentions), podiums are designed to engage with the street and be of a scale that is complementary to adjoining and nearby buildings.

(e) Development provides a high-standard of amenity and visual interest for users and neighbours, including a high-standard of communal and private open space.

(f) Development is designed and orientated to promote a safe environment within the site, adjoining streets and public realm.

(g) Development is complemented by high-quality landscaping that contributes to the desired character of the area.

(h) Development is designed to promote safe and convenient pedestrian and vehicle access to and from the site.

(i) Development supports the provision of diversity of housing for various types of households within the city to meet the needs of existing and future residents.

(j) Residential care facilities and retirement facilities are provided with self contained services and recreational facilities to meet the needs of residents.

(k) Development provides private and communal open spaces that respond to the subtropical climate, maximise outdoor living opportunities, enhance amenity for residents and provide engagement with streets and public open spaces.

9.3.9.3 Specific benchmarks for assessment

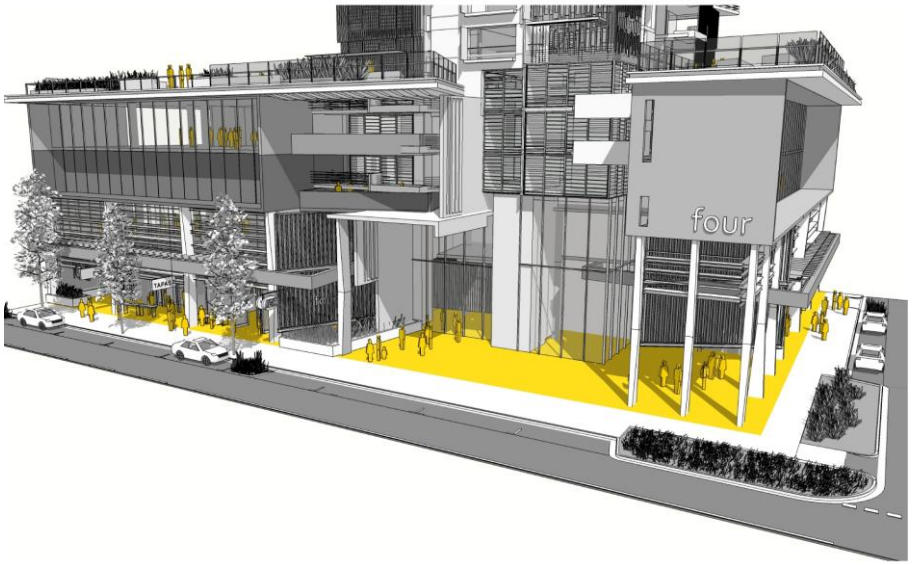
PART B– ASSESSABLE DEVELOPMENT BENCHMARKS

Table 9.3.9-1: High-rise accommodation design code – for assessable development

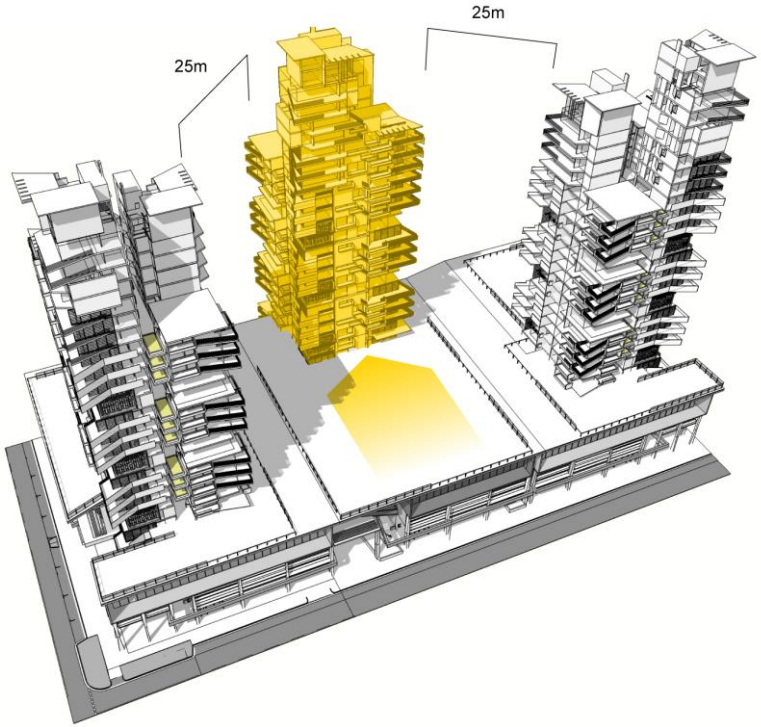
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Tower base (podium)			
PO1 Where podiums are envisaged by the zone, tower base form respects the framework of established built form, adjacent streets, parks and public or private open spaces.	**AO1.1** Tower base heights: (a) are well-proportioned to frame adjacent park land and on-site open space; (b) match neighbouring low-set built form; or (c) are no greater than 10.5 metres in height where no neighbouring low-set built form exists.	**PO1 – COMPLIES** The proposed development is considered to respect and respond to the established and approved built from. The subject site is in an area of the City which seeks the most intensive built form outcomes, notwithstanding, the extensive landscaping and retention of street trees is considered to soften the development and enhance the streetscape character. The podium height Is well proportioned to the adjoining development and is suitably designed to respect the surrounding developments.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	AO1.2 Tower base setbacks: (a) match adjacent established setbacks; and (b) continue public open space areas provided along street frontages.	**AO1.2 – COMPLIES** The proposed podium setbacks are contemplated by the zone and therefore prevail to the extent of inconsistency.	
 **Figure 9.3.9-1** Illustration showing High-rise accommodation design outcome where the tower base (podium) height matches neighbouring low-set built form and match adjacent established setbacks			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets **either** the performance outcome or overall outcome	Internal use
PO2 Tower base façades reinforce the intended neighbourhood character and enhance the pedestrian experience.	**AO2** Tower base façades avoid blank, featureless walls by patterning high-quality architectural elements, like window bays, canopies, and fenestration.	**AO2 – COMPLIES**	
 **Figure 9.3.9-2** Illustration showing High-rise accommodation design outcomes where the tower base facades reinforce the intended neighbourhood character and enhance the pedestrian experience with high quality architectural elements and windows			
PO3 Tower base form animates the street level by engaging primary and secondary street frontages appropriately.	**AO3.1** Where entirely residential development is proposed: (a) along the primary street frontages ground floor units are grade-separated (up to 600mm high) with soft screening landscaping and direct individual	**NOT APPLICABLE**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	entrances; and (b) private and communal open space areas provide casual surveillance to all street frontages.		
	AO3.2 Short-term accommodation uses locate grand lobbies or other signature features along primary street frontages and prominent street corners.	**NOT APPLICABLE**	
 **Figure 9.3.9-3** Illustration showing High-rise accommodation design outcomes where the tower base form animates the street by engaging primary and secondary street frontages through the use of grand lobbies or other signature features			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets **either** the performance outcome or overall outcome	Internal use
Tower form design			
PO4 Slender tower form promotes: (a) open, attractive and distinct skyline; (b) small, fast moving shadows; (c) view corridors between nearby towers; (d) efficient interior climate control; and (e) balconies as an extension of indoor living space.	**AO4.1** Tower floor plate is limited to 750m^2 per tower (includes all services, lift and stairwell annex, etc.). **Note**: **Balconies are excluded from calculations to encourage larger private outdoor space areas.**	**AO4.1 - COMPLIES** The proposed development floor plate results in a tower floor plate of less than 750m^2 when excluding balconies and therefore complies with AO4.1.	
	AO4.2 Tower form provides a unique profile when compared to nearby existing and proposed towers of similar height.	**AO4.2 – COMPLIES**	
PO5 Tower form mitigates negative visual and physical impacts, including impacts on privacy, by setting back from streets, parks, open space and adjacent properties and tower forms.	**AO5.1** Tower form (including balconies) along: (a) single frontages step in at least 3m from the base (podium); or (b) corner frontages can have up to 1/3 tower width extend straight down at the corner point to reinforce the intersection if negative ground level wind effects are mitigated.	**PO5 – COMPLIES** The proposed tower form mitigates the negative visual and physical impacts through the design and careful placement of rooms to ensure the amenity is protected for and the proposed development. The tower is closer to the street (as desired by the zone) and therefore prevails to the extent of inconsistency. The proposed development has a high quality architectural outcome which is extensively landscaped throughout the podium and ground floor levels to balance the built form. The towers are not separated by 25m however, this part of the City seeks the most dense built form outcomes and therefore the zone code is considered to prevail due to the extent of inconsistency. The compliance with the zone code allows the proposed development to meet the intent of the Zone and prevail over this code.	
	AO5.2 New towers are separated a minimum distance of 25m from any existing or approved adjacent and on-site tower(s).		
	AO5.3 Tower form is coordinated to off-set with adjacent existing and proposed towers to ensure: (a) prominent tower views to natural features like the beach and rivers are not obstructed; and (b) views of the sky and access to sunlight		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets **either** the performance outcome or overall outcome	Internal use
	from the public realm and private open space areas are maximised.		
 **Figure 9.3.9-4** Illustration showing High-rise accommodation outcomes for separation between towers.			

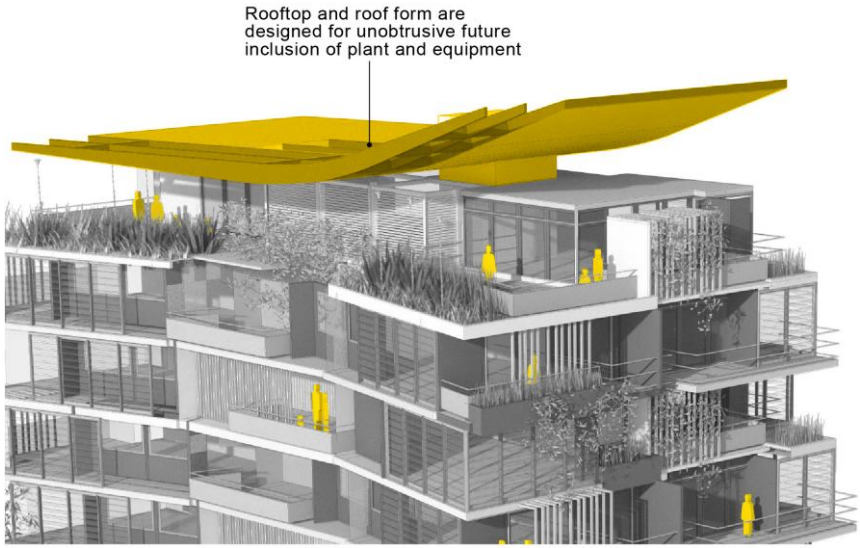
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 **Figure 9.3.9-5** Illustration showing High-rise accommodation design outcomes where the tower form mitigates negative visual and physical impacts by setting back from streets			
PO6 Tower form orientation and articulation promotes sub-tropical design excellence	**AO6.1** Tower form is orientated to: (a) reduce the perceived mass of the building;	**AO6.1 & AO6.2 – COMPLIES**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
and innovation.	and (b) provide privacy for both communal and private open space amenity areas.		
	AO6.2 Tower façades are: (a) articulated to manage passive solar gain in summer; (b) well-glazed with functional windows where possible to reduce reliance on artificial cooling; (c) designed with high-quality sustainable materials and finishes that promote building longevity; and (d) varied in design and articulation to promote visual interest.		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
 **Figure 9.3.9-6** Illustration showing High-rise accommodation design outcome where tower facades are articulated to manage passive solar gain in summer and varied in design and articulated to promote visual interest			
PO7 Balconies maximise building performance while minimising negative impacts on the building mass and public realm.	**AO7** Balconies: (a) are not made with materials susceptible to solar gain; (b) are not made with transparent materials that spill light from the dwellings; and (c) integrate into the building profile.	**AO7 – COMPLIES**	
Tower cap design			

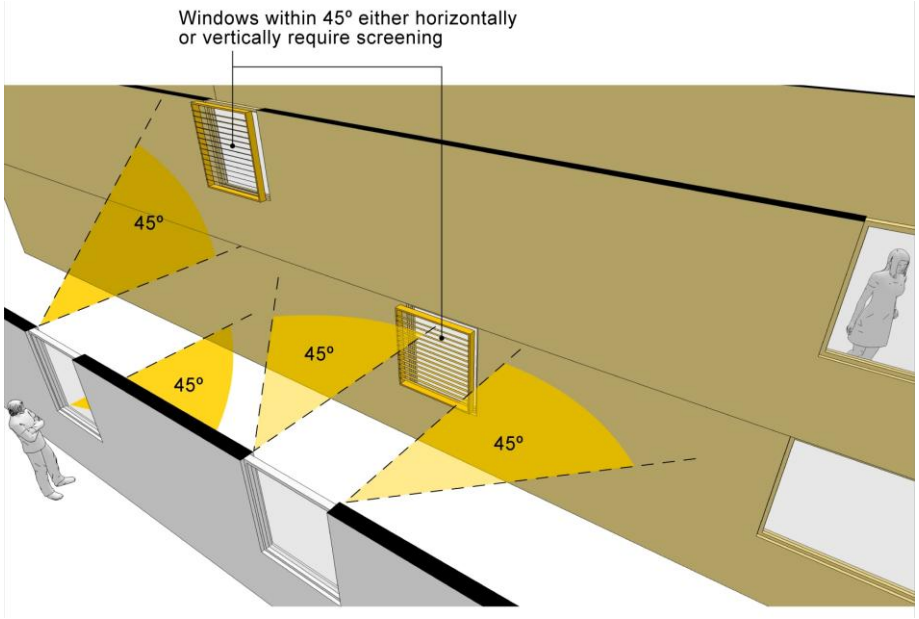
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO8 Tower caps reinforce the Gold Coast skyline. **Note: building height incorporates allowance for plant and equipment, attractive building caps and rooftop features.**	**AO8** Where building height creates an identifiable protrusion in the skyline or the site terminates a viewpoint, the following are provided: (a) a signature cap strengthening the identity as a landmark; and (b) decorative lighting that highlights key architectural features. OR Where lower building height forms part of the urban backdrop a subtle cap that integrates with the overall design is provided.	**AO8 – COMPLIES**	
PO9 Tower cap design attractively integrates all signage, telecommunications, service structures, lift motor rooms and mechanical plants.	**AO9** No acceptable outcome provided.	**PO9 – COMPLIES**	

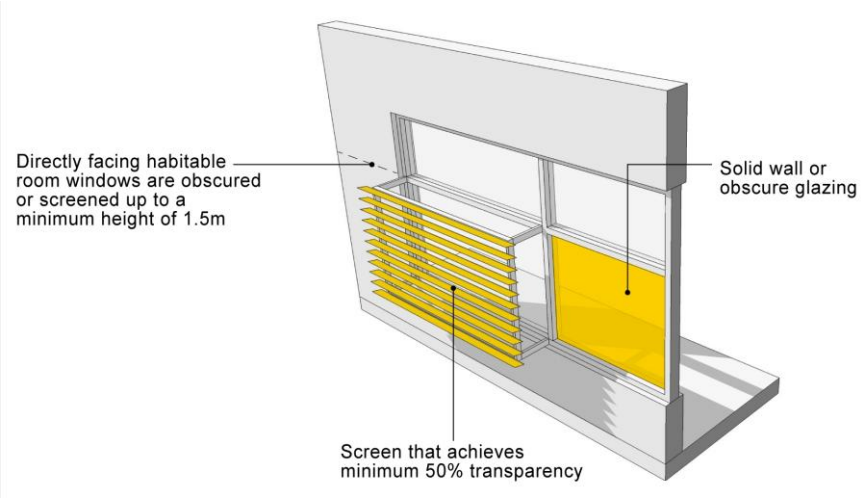
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 **Figure 9.3.9-7** Illustration showing High-rise accommodation outcomes for building caps and rooftops			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 **Figure 9.3.9-8** Illustration showing High-rise accommodation outcomes for roof top and roof form			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets **either** the performance outcome or overall outcome	Internal use
Housing need and choice			
PO10 Development provides a mix of housing sizes and affordability outcomes to meet housing needs.	**AO10** No acceptable outcome provided.	**PO10 – COMPLIES** The proposed development contributes to the mix of housing options within the city to meet housing needs.	
Communal and private space areas			
PO11 Communal space areas: (a) are accessible, useable and safe; (b) are designed for the subtropical climate, maximising outdoor living opportunities and enhancing amenity for residents; (c) enhance the attractiveness of the development; (d) provide opportunities for social interaction; and (e) create pleasantly shaded outdoor areas.	**AO11.1** Communal space is provided at a rate of 6.5m^2 per dwelling and is designed for simultaneous use by individuals and groups.	**PO11 – COMPLIES** Refer to the recreational capacity assessment prepared by LDGLA within Section 3.	
	AO11.2 Landscaping in open communal space areas: (a) have minimum and average widths of 1.5m and 3m; (b) are at-grade with adjacent footpaths; (c) comprises 50% deep planting; and (d) do not screen views to the street or entries.		
	AO11.3 Where the communal open space is for a residential care facility or retirement facility, the open space is provided with outdoor facilities for the health and wellbeing of residents such as sheltered gardens, circuit walkways, gardening beds and a space of sufficient size for a resident to take a visiting family with young children.		
PO12 Development provides attractive, accessible and functional private open space for residents, which are designed for the subtropical climate to maximise	**AO12.1** Above ground private open space for each dwelling: (a) mitigates negative wind effects on intended users;	**PO12 – COMPLIES**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
outdoor living opportunities and enhance amenity for residents.	(b) has a minimum area of 3m x 3m; (c) is accessible from the living room; and (d) has a maximum gradient not exceeding one in ten.		
	AO12.2 Ground floor private open space for each dwelling: (a) has a minimum area of 25m²; (b) has a minimum width of 5m; (c) is accessible from the living room; and (d) has a maximum gradient not exceeding one in ten.	**NOT APPLICABLE**	
Privacy			
PO13 Privacy for users and neighbouring properties is accomplished by windows that are appropriately obscured by glazing, shuttering, location or other similar treatments.	**AO13** Habitable room windows do not 'directly face': (a) private open space of adjoining dwellings; (b) another habitable room window within 10m; and (c) an at-grade access way, footpath or communal open space area within 3m. OR Where habitable room windows must face, the privacy is achieved through windows that: (a) have fixed obscure glazing in any part of the window below 1.5m above floor level; and (b) have privacy screens that cover a minimum of 50% window view. **Note: 'directly facing' means an angle within 45° either horizontally or vertically.**	**PO13 – COMPLIES**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 **Figure 9.3.9-9** Illustration showing High-rise accommodation design privacy outcomes where windows and doors are appropriately obscured by screening			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 **Figure 9.3.9-10** Illustration showing High-rise accommodation outcomes for privacy.			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Safety and security			
PO14 Building design enhances safety and security for intended users.	**AO14.1** Above ground floor windows and balconies overlook all on-site pedestrian paths and communal open spaces.	**PO14 – COMPLIES**	
	AO14.2 Lighting at 4m intervals is provided along all on-site pedestrian paths and communal open spaces.		
	AO14.3 Entrances and exits to the street are directly accessible, illuminated and highly visible.		
	AO14.4 Dead-end corridors, alleyways, pathways and refuse areas are signed and secured to prevent unauthorised access.		
Services			
PO15 Servicing, utilities, loading and other 'back of house' activities are either located underground, screened or hidden away from public view.	**AO15** No acceptable outcome provided.	**PO15 – COMPLIES**	
Services and recreational facilities for residential care facilities and retirement facilities			
PO16 A range of self-contained services and recreational facilities are provided.	**AO16** Developments that have between 11 and 25 units include a community meeting room. OR Developments that have 26 units or more include a community meeting room and one or more of the following:	**NOT APPLICABLE**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	(a) community vehicle; (b) on-site personal care; (c) on-site meal service; and (d) recreational facilities, in addition to the open space requirements in **PO11**.		

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