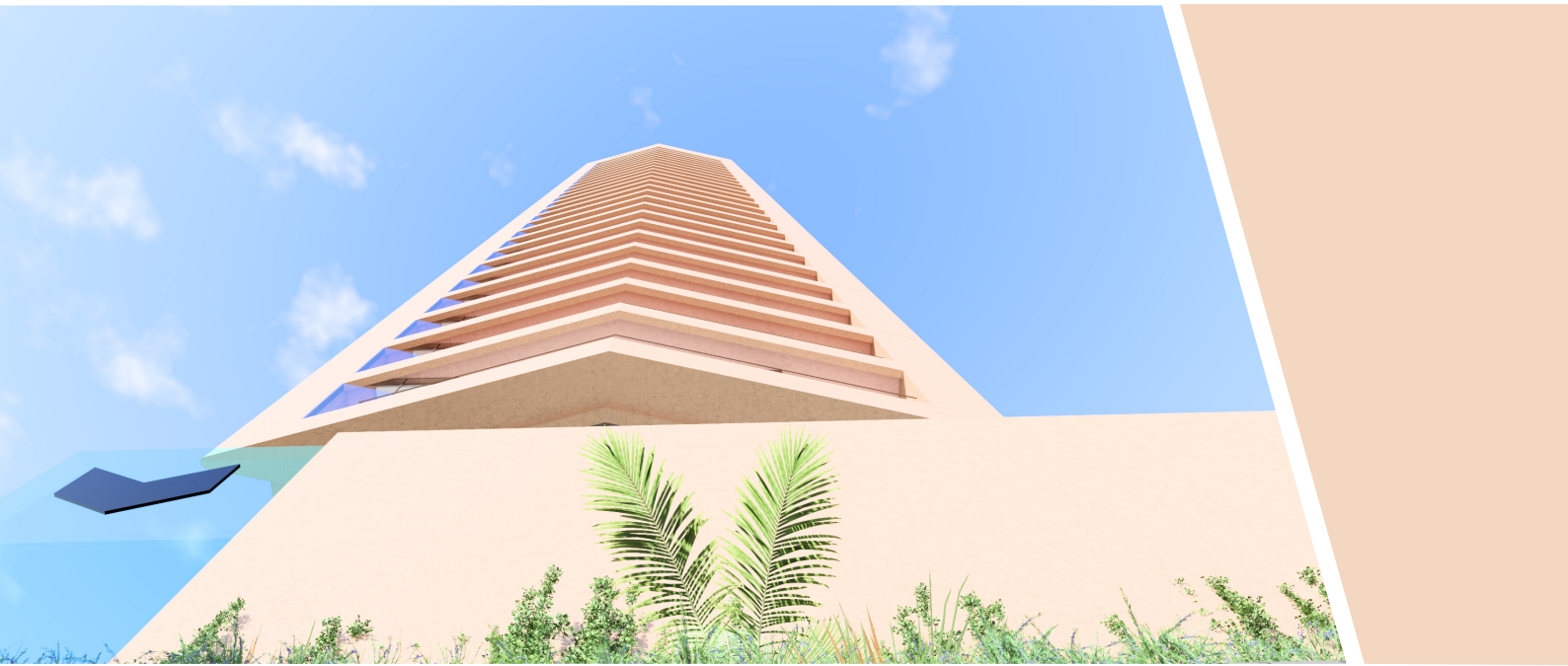




ATTACHMENT 3

Town Planning Report



Town Planning Report

25 & 27 Vista Street and 2959 Surfers Paradise Boulevard, Surfers Paradise

December 2025

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1 Introduction

Urban Planning Services Pty Ltd ('**UPS**') has been engaged by Baharr 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 (25 units), Short-term Accommodation (75 units), Food and Drink outlet and Shop (Neighbourhood Store) at the site described as 25 & 27 Vista Street and 2959 Surfers Paradise Boulevard, Surfers Paradise being properly described as Lot 205 on RP21845, Lot 2 on RP 48704 and Lot 6 on SP243229 (the '**subject site**').

Under the provisions of the *Gold Coast City Plan 2016 (Version No. 13)*, which commenced on 9 December 2025 (the '**City Plan**'), the subject site is in the High Density Residential Zone. The land uses 'Multiple Dwelling', 'Short Term Accommodation', 'Food and Drink outlet' and 'Shop (Neighbourhood Store)' are all anticipated land uses within the Table of Assessment: Table 5.5.3 – High Density Residential Zone being prescribed as Code Assessment.

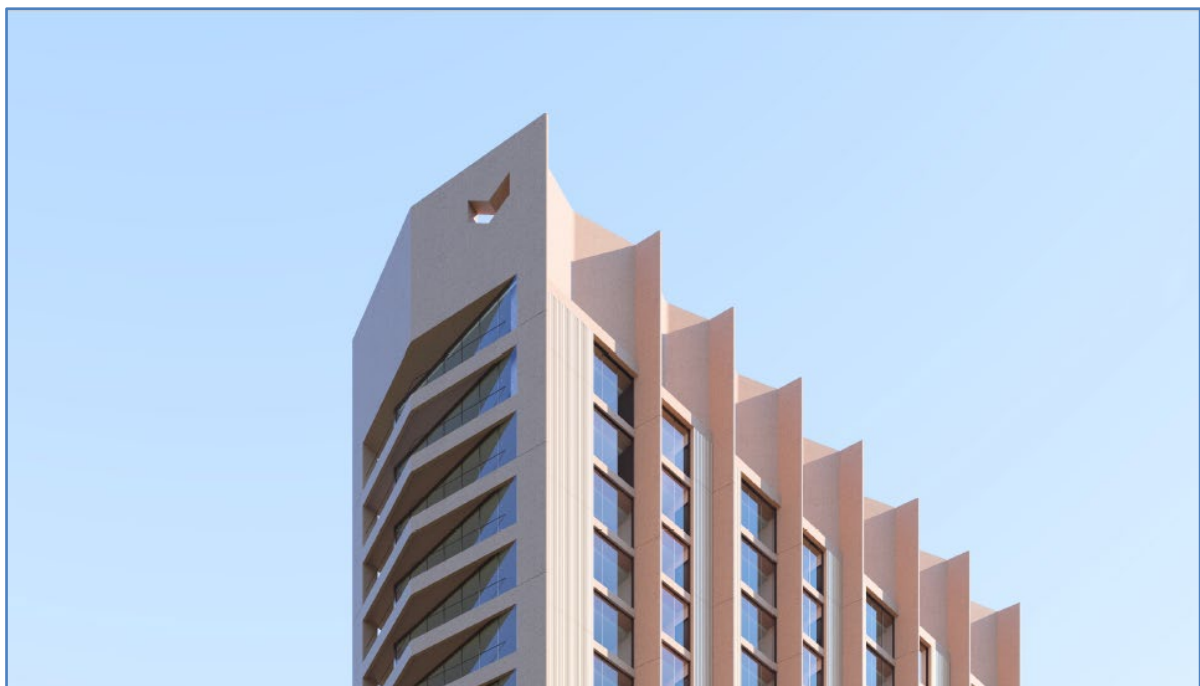
The proposed development has been considered in respect of applicable Codes of the City Plan (Version 13), including the Purpose and relevant Overall Outcomes of the High Density Residential Zone Code.

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
STUDIO SNELL ARCHITECTS	Architecture
URBAN PLANNING SERVICES (UPS)	Town Planning
DURIE DESIGN	Landscape Architecture
PEKOL TRAFFIC & TRANSPORT (PTT)	Traffic Engineer
EDGE CONSULTING ENGINEERS	Civil Engineer & Hydraulic Engineer
ACOUSTIC WORKS	Acoustic Engineer
MRA ENVIROMENTAL	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	City Plan Codes
SECTION 3: SPECIALIST REPORTS	
5	Traffic Impact Assessment prepared by Pekol Traffic & Transport
6	Engineering Services Report prepared by Edge Consulting Engineers
7	Stormwater Management Plan prepared by Edge Consulting Engineers
8	Acoustic Works prepared by Acoustic Works
9	Waste Management Plan prepared by MRA Environmental
SECTION 4: DRAWINGS	
10	Architectural Plans prepared by Studio Snell Architects
11	Architectural Renders prepared by Studio Snell Architects
12	Landscape Design Intent prepared by Durie Design
13	Survey Plan prepared by 3020 Surveys

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

PROPERTY DETAILS	ADDRESS	LOT & RP	AREA
	25 Vista Street, Surfers Paradise	Lot 205 RP21845	405m ²
	27 Vista Street, Surfers Paradise	Lot 2 RP48704	405m ²
	2959 Surfers Paradise Blvd, Surfers Paradise	Lot 6 SP243229	421m ²
		TOTAL	1,231m²
ROAD FRONTAGE/S	Vista Street: 46.47m Surfers Paradise Boulevard: 22.17m		
APPLICANT	Baharr Pty Ltd C/- Urban Planning Services Pty Ltd PO Box 2091 Surfers Paradise QLD 4217		
APPLICATION TYPE	Material Change of Use		
LEVEL OF ASSESSMENT	Code Assessable		
PROPOSED LAND USE/S	Multiple Dwelling (25 units) Short-term Accommodation (75 units) Food and Drink Outlet (116m ²) Shop (Neighbourhood Store) (23m ²)		
CITY PLAN (VERSION 12) ZONE	High Density Residential		
BUILDING HEIGHT	'HX' (unlimited) Building Height Building Height Overlay Map		
RESIDENTIAL DENSITY	RD8 (1 bedroom / 13sqm) Residential Density Overlay Map		
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		

4 Site and Environment

4.1 Allotment Address and Description

The subject site is irregular in shape, and is situated at 25 & 27 Vista Street and 2959 Surfers Paradise Boulevard, Surfers Paradise being properly described as Lot 205 on RP21845, Lot 2 on RP 48704 and Lot 6 on SP243229. The subject site comprises a total area of 1,231 sqm which adjoins a residential property along its northern & eastern boundary with the Gold Coast Light Rail sitting 6m (approx.) to the western boundary. The subject site 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 orange outline.



Figure 1: Site Location

4.2 Existing Improvements

The subject sites are currently all improved by:

- 25 Vista Street, Surfers Paradise – a single storey dwelling house;
- 27 Vista Street, Surfers Paradise - a two-storey dwelling house; and
- 2959 Surfers Paradise Blvd, Surfers Paradise – vacant.

All existing dwellings will be removed to facilitate the proposed development. The figure below provides a street view of the subject site.



Figure 2: Street view of Subject Site: 2959 Surfers Paradise Boulevard, Surfers Paradise

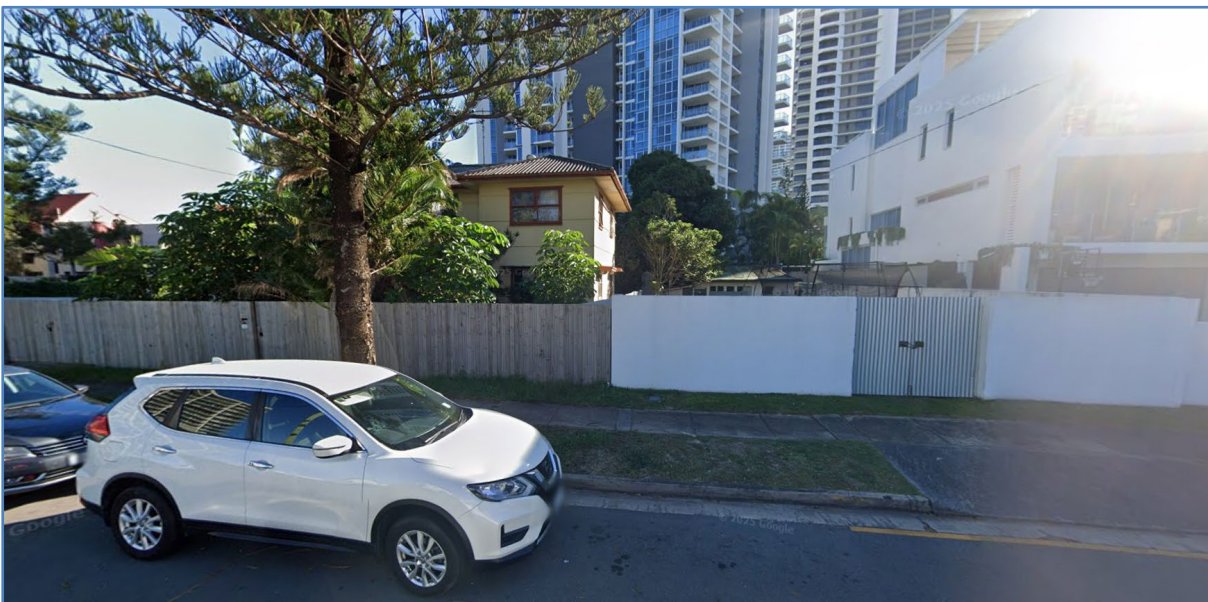


Figure 3: Street view of Subject Sites: 25 & 27 Vista Street, Surfers Paradise

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

The subject site is not located within an area of the city which is subject to flooding. The below screenshot taking from the Gold Coast Flood Mapping (**Figure 3**) demonstrates the site is safe during a flood event.



Figure 4: Extract of Council Flood Overlay Map

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 Surfers Paradise Boulevard to the West and Vista Street to the South. Pedestrian footpaths are incorporated within the road verge on both the northern and southern sides of Surfers Paradise Boulevard and Vista Street, with parallel on-street car parking permitted along Vista Street road verges only.

Approximately 170m to the South, Surfers Paradise Boulevard 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 Broadbeach, Burleigh Heads, Palm Beach and the Gold Coast Airport to the south, through to Southport CBD, Runaway Bay and Hope Island 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.

Four (4) existing bus stops are located within a 1km radius of the subject site, with services operating along this route including:

- 700 (Broadbeach, Surfers Paradise, Main Beach, Sea World);
- 705 (Pacific Fair, Isle of Capri, Surfers, Arts Centre, Southport);

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 Surfers Paradise Boulevard, known as Northcliffe Station, which lies approximately 60m to the south west of the site and Surfers Paradise Station, which lies approximately 360m to the north 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) 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.

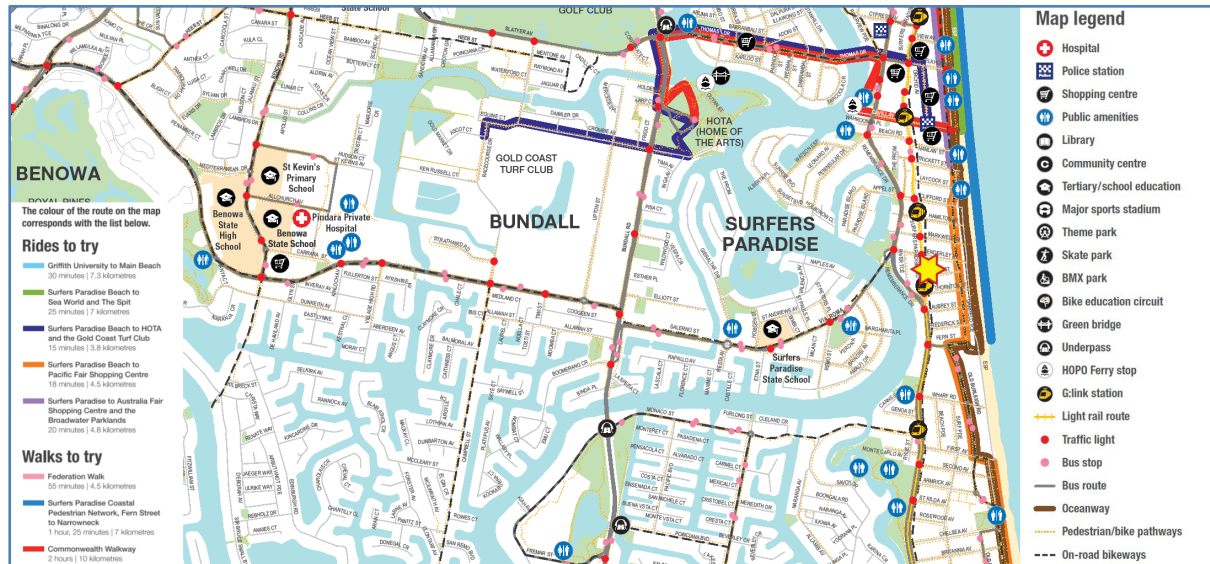


Figure 5: Extract Copy of 'GCCC Walk, Cycle and Public Transport Map'

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	North of the subject site is a 3 storey Multiple Dwelling with a residential tower referred to as 'Artique' sitting on the boundary of that site. Further North is the Surfers Paradise CBD comprising of Circle on Cavil Shopping Centre, Paradise Centre and Chevron Renaissance. All centres providing a variety of Food and Drink Outlets, Commercial Retail, nightlife, Tourist Attractions.
EAST	East of the subject site consists of residential dwellings predominantly Multiple Dwellings, Dwelling Houses and Dual Occupancies. Further East is the Northcliffe Surf Club which backs onto the Gold Coast Beach front.
SOUTH	South of the subject site the High Density Zoning continues comprising of an array of Multiple Dwellings, Dwelling Houses and Dual Occupancies. Further South is the Broadbeach CBD providing a variety of Food and Drink Outlets, Commercial Retail and nightlife.
WEST	West of the site is a residential tower commonly referred to as 'Palazzo Colonnades'. Further West is the Nerang River into Isle of Capri.

A photographic image of the immediate and surrounding area is presented in the figure below.

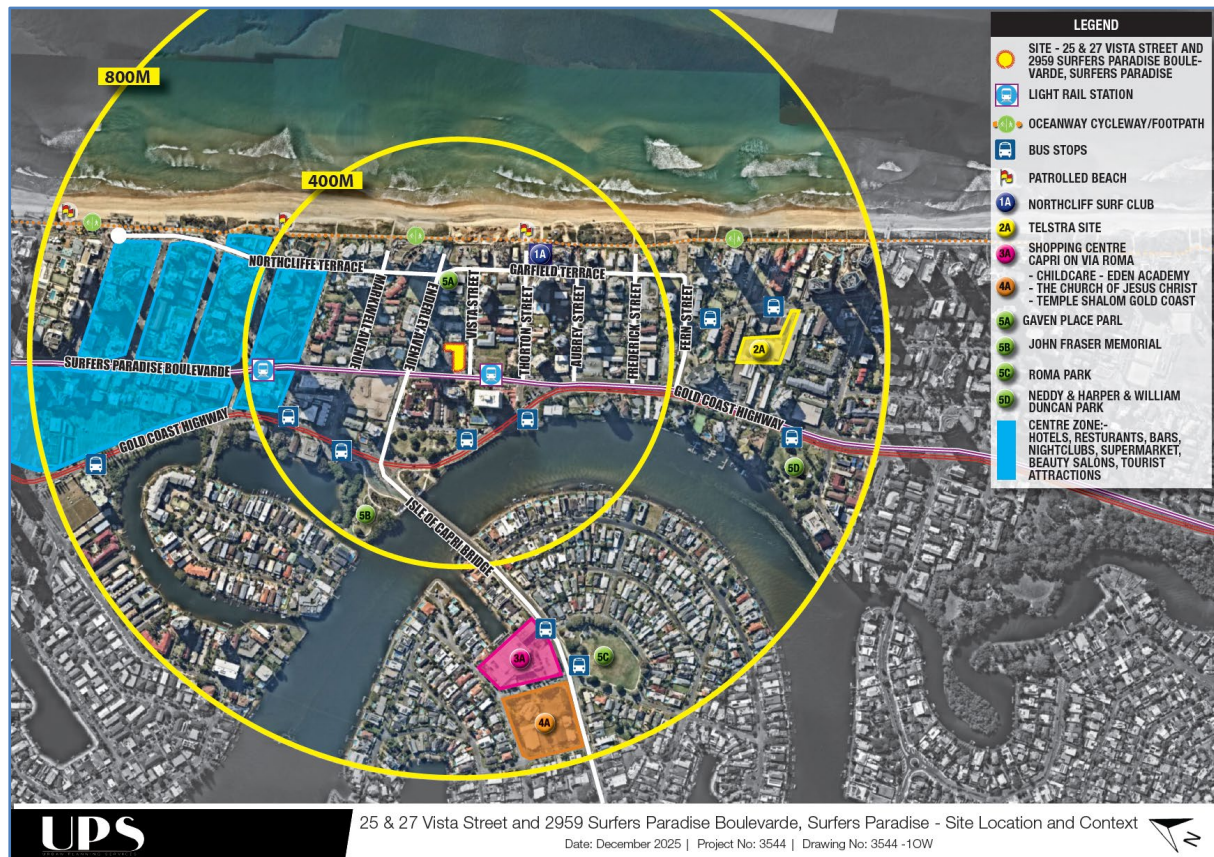


Figure 6: Subject site and surrounds

5 Proposed Development



Figure 7: 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	1,231m ²
BUILDING HEIGHT	102.4 metres – 30 storeys
SITE COVER	Ground – 44% (544m ²) Podium – 68% (836.5m ²) Typical Tower – 48% (591m ²)
SETBACKS	Tower • North (side) – 2.5m to balcony / 4.7m to main building line (MBL) • East (side) – 3.5m to glazing • South (front) – 2.2m to glazing • West (front) – 4.5m to glazing
APARTMENT AND BEDROOMS	100 units and 200 bedrooms
APARTMENT MIX	• 100 x 2 bedroom units
RESIDENTIAL DENSITY	1 bedroom per 6.15m ²
TOTAL CAR PARKS	45 total car parking spaces
VISITOR CAR PARKS	5 visitor car parking spaces

The proposed development is seeking to establish 100 units throughout the tower. The units will not be interchangeable and therefore 75 apartments will be serviced for the Short Term Accommodation units and 25 units will be for permanent residents. The breakdown can be shown within the below figure which shows the apartment mix throughout the tower. The ground floor level contains a food and drink outlet to the western street frontage with a small neighbourhood store to service the future residents. The proposed development seeks to retain the Norfolk Trees along the frontage to assist in softening the built form. Whilst built close to Vista Street, the development is proposing a built form outcome desired by the High density residential zone code and the Light rail urban renewal area overlay code.



Figure 8: Section showing the apartment mix between permanent residents and short term accommodation

The above figure demonstrates the eastern units will be the hero units and capitalising on the views towards the ocean (north-east & south-east) for the 25 x Multiple Dwelling units. The other three units on each level will be utilised for short-term accommodation.

The development is proposing 100 x 2 bedroom units to contribute an apartment typology which is considered to be lacking within the immediate area. The development is cognisant of the proximity to the light rail and has intentionally not proposed a basement to ensure minimal disruption to the light rail during construction. Furthermore, the development has proposed podium parking to ensure the development is able to provide car parking in a feasible manner to allow for the development to be both reasonable to construct, whilst preserving the mature, established Norfolk Trees along the southern frontage.

The high quality architectural design creates a strength within the built form which provides visual continuity throughout the development to anchor the development on the site. The development contains vertical architectural elements which provides a visual anchors from the crown, through the tower and the podium and into the ground floor.

The ground level and podium have been designed to provide sufficient opportunities for landscaping planters around the perimeter of the podium. The retention of the Norfolk Pines along the southern frontage was an integral part to the design of the tower to ensure these were protected to preserve the

streetscape character as well as providing established trees to enhance the streetscape with the activation which will be provided from the future food and drink outlet.

The design of the ground floor creates a legible pedestrian entry way and activation around the street frontages through the lobby, neighbourhood store and the food and drink outlet. The design of the ground floor level embodies the desired design outcomes from the Light rail urban renewal area code which seeks activation and wayfinding from the light rail stations.

The ground floor contains the essential services (pad mounted transformer, bin store, fire control rooms, MRV standing area) required for a development of this size in addition to at grade parking for car share, visitors and staff. The ramp is at the ground level to access the podium levels above for the resident and short term accommodation guest parking.



Figure 9: *Render of the tenancies at ground level*

The development is proposing a large communal open space level (Level 4) which provides a gym, BBQ area, pool, sauna and lounge/dining opportunities 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 contain views of

the Ocean to the north-east and south-east, but will still provide opportunities for the casual surveillance towards the light rail station.

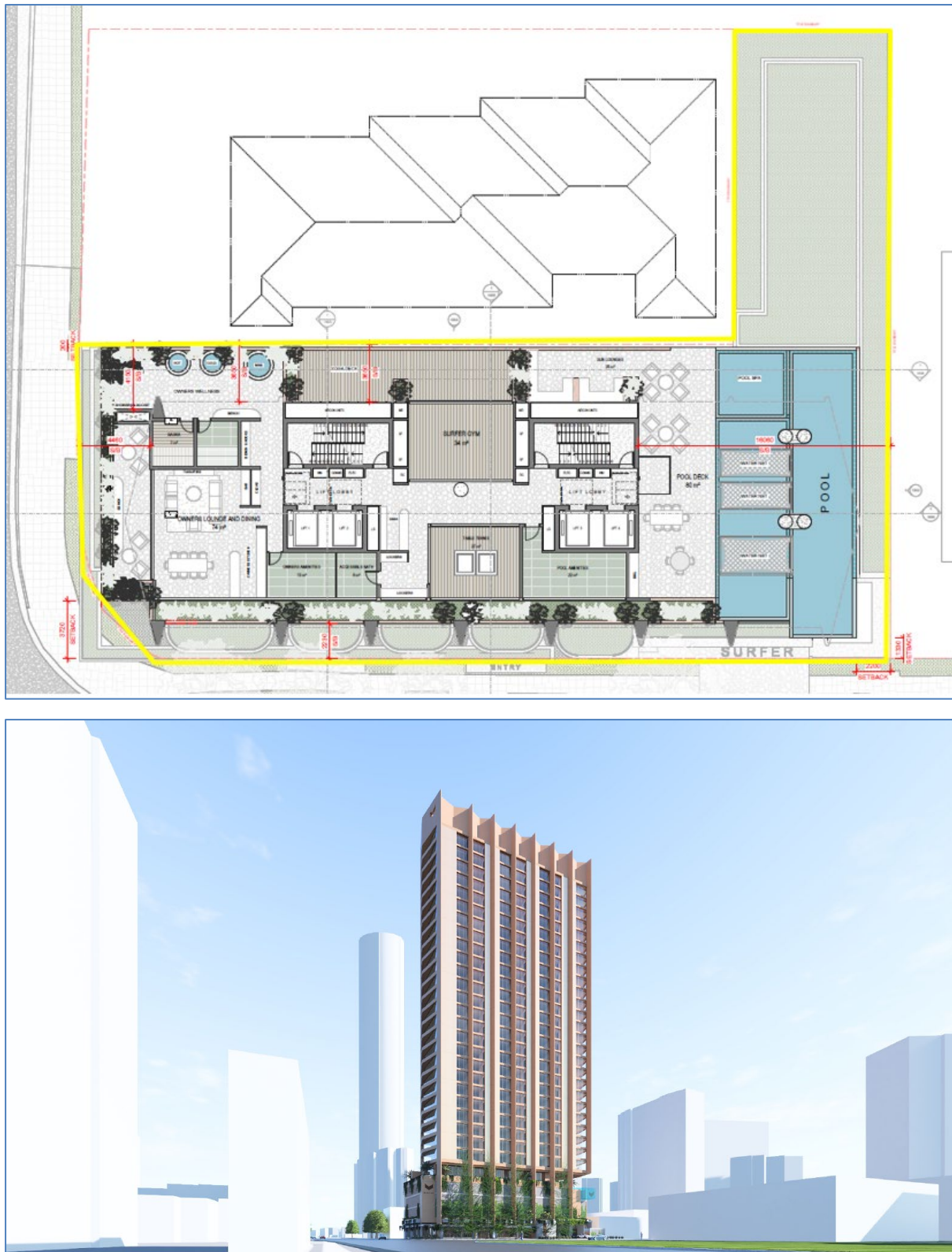


Figure 10: Subject site (outlined in yellow) with proposed recreational level for development (top) and proposed development when viewed from light rail station (bottom).

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 the hinterland. 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. As previously mentioned, the tower is providing a strength in the built form through the vertical architectural elements to provide the building continuous strength from the crown to the ground level. The extensive landscaping on the ground level, retained Norfolk Pines and the landscaped podium level works harmoniously with the tower design to present a high quality development which will be positively contributing to the streetscape character and Gold Coast skyline.



Figure 11: *Proposed tower renders from the street and material detailing proposed on the tower.*



Figure 12: *Renders of proposed tower from street showing the lobby detailing.*

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, Short-term Accommodation and Shop (Neighbourhood Store).

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 12), 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 and Shop (Neighbourhood Store)” is listed in the table of assessment for the High Density Residential 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 2023 (ShapingSEQ).
Planning Regulation 2017	The <i>Planning Regulation 2017</i> supports the principal planning laws by outlining the mechanics for the operation of the <i>Planning Act 2016</i>. 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.

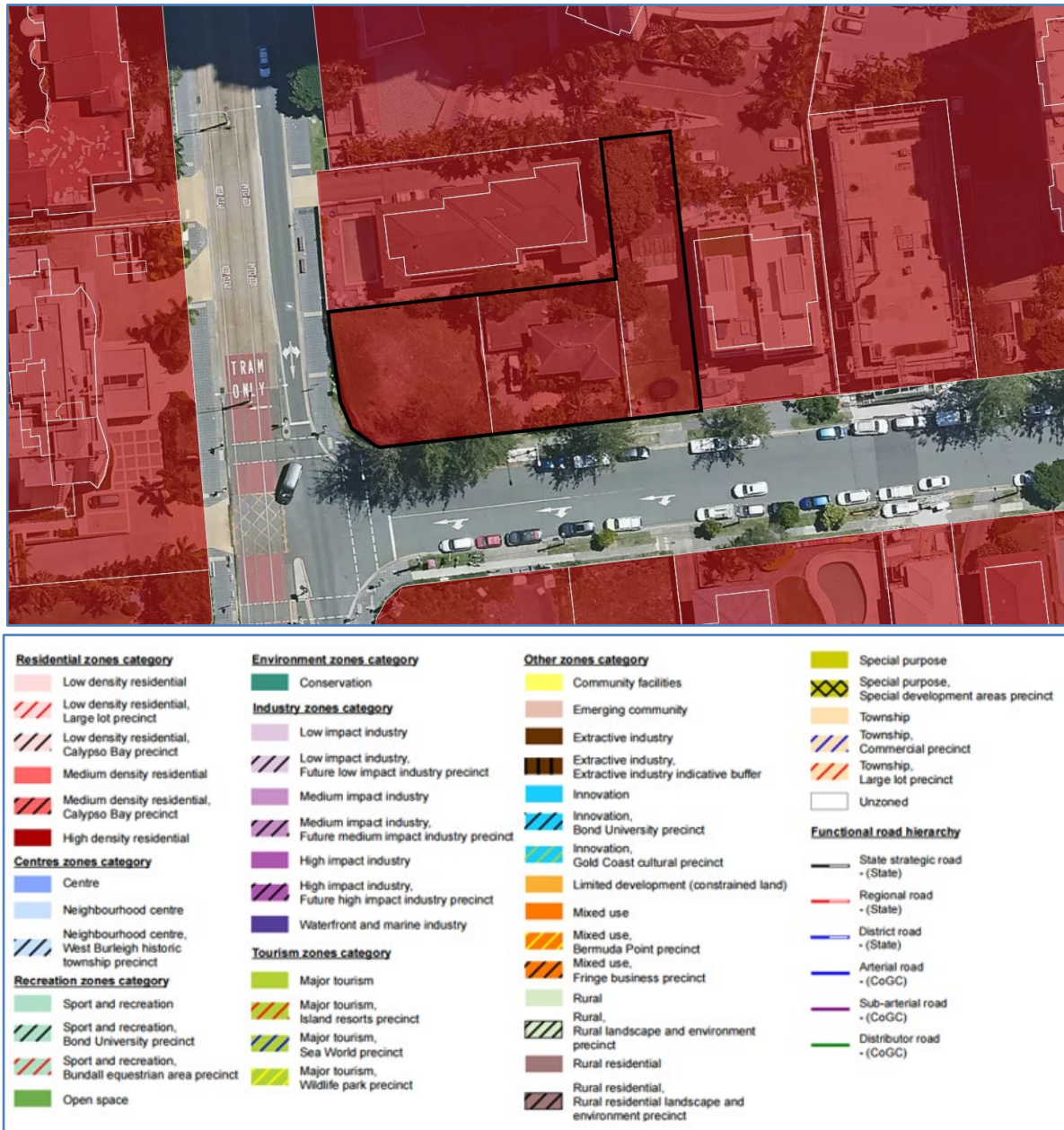
6.4 Local planning instruments

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 13)	The proposal is within the City Plan area of the City of Gold Coast. This is discussed in section 7 below. <u>Local Government Infrastructure Plan</u> 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 13, having commenced on 9 December 2025 (the '**City Plan**'). Based on a review of the City Plan, the subject site is located within the High Density Residential Zone, as shown in the Zone Map extract below, with the site identified by black outline in the figure below.



The following is an assessment of the application against the City Plan. The proposed development is considered to be 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
- Light rail urban renewal area overlay code.

Based on the nature of the proposed development, an assessment against the above overlays reveals the development is able to comply with a majority of the applicable overlays (evidenced within the code templates). The Overlay(s) which warrants further discussion are 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.

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

Applicant's comment

- The subject site is immediately adjacent to the Light Rail Station and provides a unique opportunity for the development to celebrate the corner which directly interfaces with the light rail station to enhance the streetscape and provide activation to the street.
- The development is proposing the Food and Drink outlet and outdoor terrace seating towards the Light rail station which will provide passive surveillance opportunities and providing a development which provides safe connection to and from the development and light rail station via the design of the built form which provide opportunities for casual surveillance.
- The proposed development has been designed specifically to retain the Norfolk Pines along the streetscape through all parking being within a podium form to protect the street trees and their root systems. It is understood these trees are integral part of the streetscape character throughout the Gold Coast, but more specifically this street as evidenced by the northern side of Vista being lined with Norfolks from the light rail station to the beach front.
- It is acknowledged the development is proposing a podium within proximity to the neighbouring property. This is considered to be reflective of the desired built form outcomes within this part of the City. The site is located within the High density residential zone and has an HX height limit with RD8 density designation. The built form is commensurate to the intensity afforded to the site, without compromising the amenity of the neighbouring property.
- The neighbouring property to the north contains a variety of fire egress and high set windows which when viewed with the development as a whole is considered to turn its back on the proposed development. Notwithstanding, the proposed development is still respecting the current amenity, however it is acknowledged the site to the north is a likely redevelopment site and will be looking to undertake a revitalisation of their site. Due to the size of their size and width of the frontage, it is likely the development to the north would seek to replicate a comparable development in the future.
- The proposed built form is considered to be reflecting the desired intensity within the built form for this part of the City. The proximity to the light rail has required the development to provide opportunities for passive surveillance without compromising the established street trees or the adjacent amenity.
- The development is proposing setbacks which are suitable for the neighbourhood to protect the amenity of the existing neighbours. Furthermore, if the neighbouring properties were to replicate the proposed development, the resulting development and the interface to the proposed development would be maintaining the amenity and intent for this part of the City.
- UPS consider 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 which are 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 Snell Studio demonstrates the shadow from the proposed development will be fast moving and will not be impacting upon the shadow sensitive areas within the surrounding area.
- The retention of the Norfolk Pines will preserve the established streetscape character and the proposed food and drink outlet and shop will further enhance the streetscape activation whilst also interfacing with the light rail station.
- 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 entrance is well defined and clearly visible from the street.

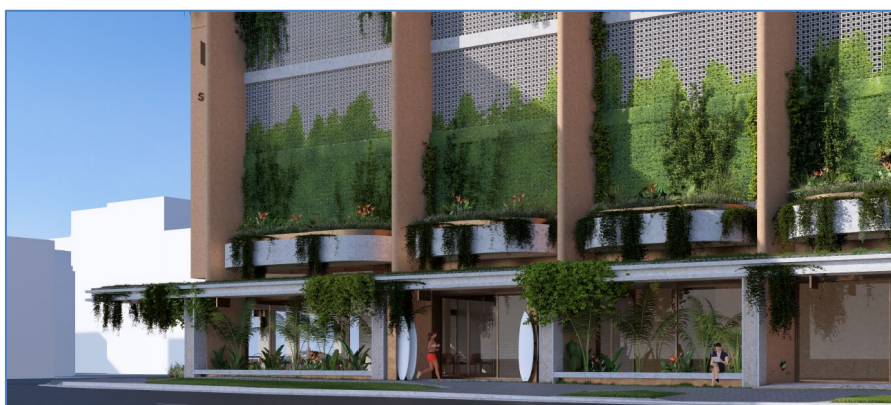


Figure 13: *Renders of the development's presentation to the street with pedestrian access*

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

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

- As previously mentioned, 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 preserves the existing street trees and enhances the pedestrian environment to improve the comfort and visual quality of the streetscape.
- The high quality building form enhances the street life and provides a viewpoint from the public realm to the ocean along the tree-lined Vista Street to frame the street.
- 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.
- The development is immediately adjacent the light rail station and is proposing glazing along the ground floor where it interfaces. The development is providing small, well glazed tenancies at grade which will create an animated frontage when accompanied by the pedestrian awning to enhance the streetscape pedestrian experience.
- The applicant considers the proposed development is able to meet Overall outcome (3)(c) and (d)(i, ii and 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 30 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 areas for landscaped areas to achieve the desired built form outcome.
- The frame areas allow for a range of intense built form outcomes and should be of a scale which services the neighbourhood requirements. As outlined, 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 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.

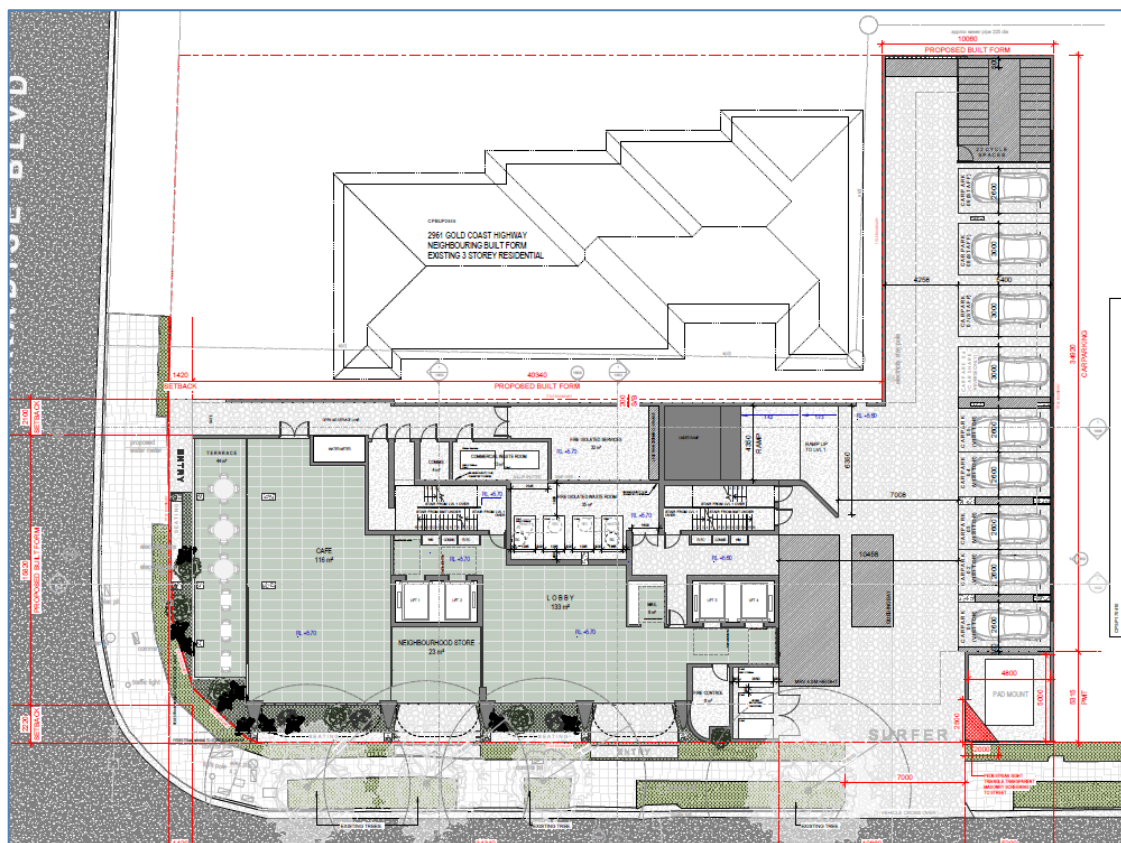


Figure 14: Ground level streetscape (top) and ground level floor plan with above ground car parking are appropriately located (bottom)

- The development is providing two small scale retail opportunities at the ground level in line with the commercial land use outcomes desired under the High density residential zone code and the provisions of the Light rail urban renewal area overlay.
- The applicant consider the proposed development is able to meet Overall outcome (3)(e)(i)(B) and (3)(e)(ii)(B), (3)(e)(iii, vii, 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 10) 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 & Short Term Accommodation land use, which the Multiple dwelling land use is captured in the purpose. Despite not being within the 'purpose' of the zone code, the Short term accommodation land use is still Code assessable demonstrating this land use is still contemplated and desired by the Code. 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 102m and therefore would require a side setback of 17.75m. The development does not propose a side setback of 17.75 metres, therefore requires assessment against the performance outcome.

Ground level

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, temp bin store, fire rooms) which are commonly located along the boundaries. The extent of the assessment against the Performance outcome for the ground level is limited to the lobby/food and drink outlet and shop. These items are within the '4m setback' however as per the City Plan hierarchy, the desired Light Rail Urban Renewal Area Overlay code provisions which seek glazing to the street and minimal setbacks will prevail to the extent of the inconsistency.

As such, it is acknowledged the built form is proposing alternate setbacks, however in the context of this part of the City, is considered to be appropriately balanced between the desires of the Light Rail Urban Renewal Area Overlay code and the desired 4m front setback from the zone code.

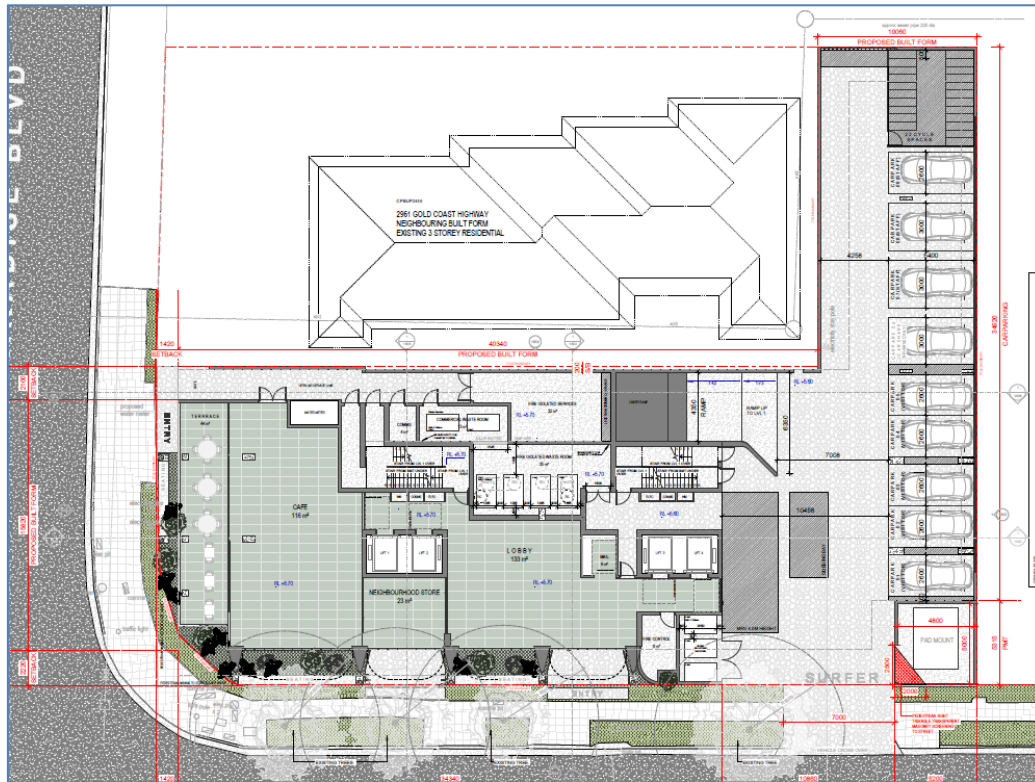


Figure 15: Ground floor plan showing the essential services within the setback area

Podium level

As previously mentioned the podium level car parking is designed to ensure protection of the root systems of the Norfolk Pines. The podium parking contains perimeter landscaping to soften the built form, in addition to the landscaping proposed on the recreation level which will cascade down the podium. The podium parking structure is largely on the two 'square' sites with only services being located on the first level of podium before becoming a large landscaped area.

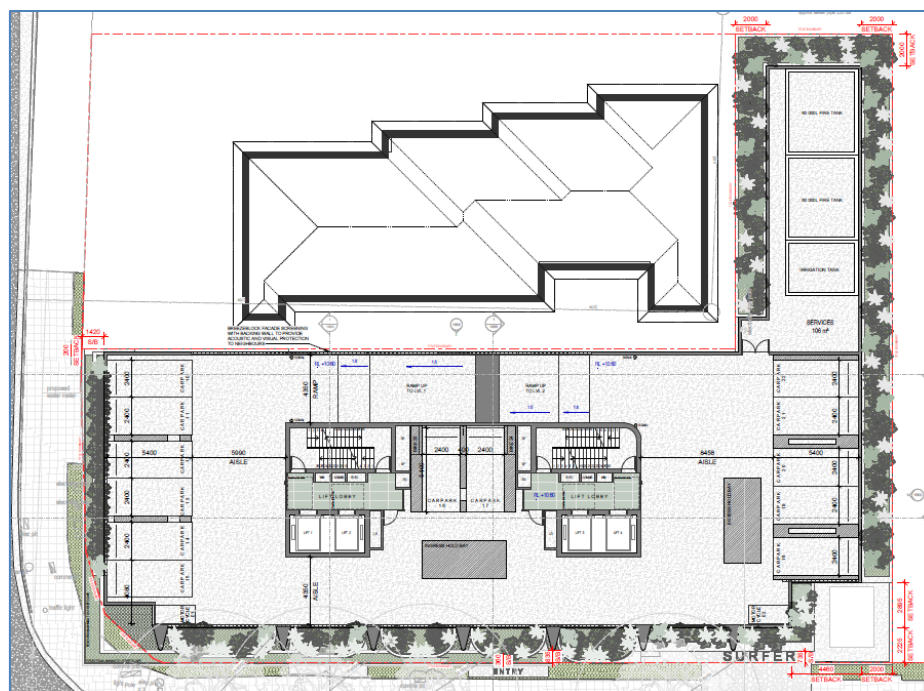


Figure 16: Podium level 1 showing the proposed services

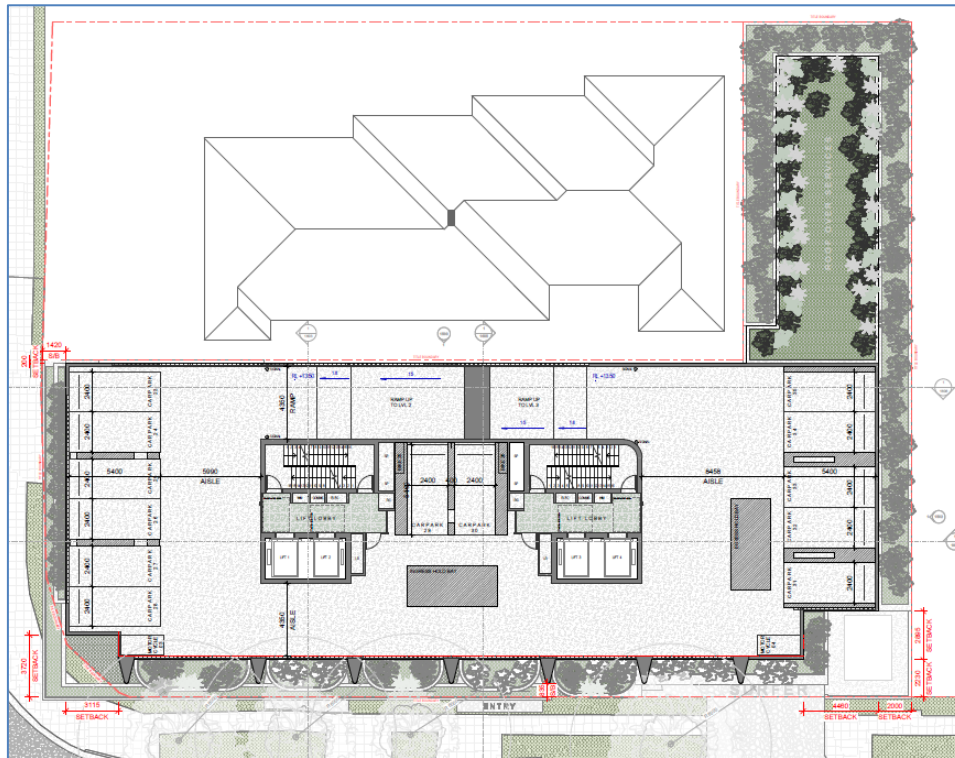


Figure 17: Second level of podium showing the landscaping on top of the services from previous level

On top of the podium parking levels, the development is proposing the communal recreation level, however it should be noted the landscaping from the lower podium level can still be seen on this drawing, but from Podium Level 2, the development is largely proposed on the two western lots. The upper most level of the podium is the communal recreation level for the proposed development. 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.

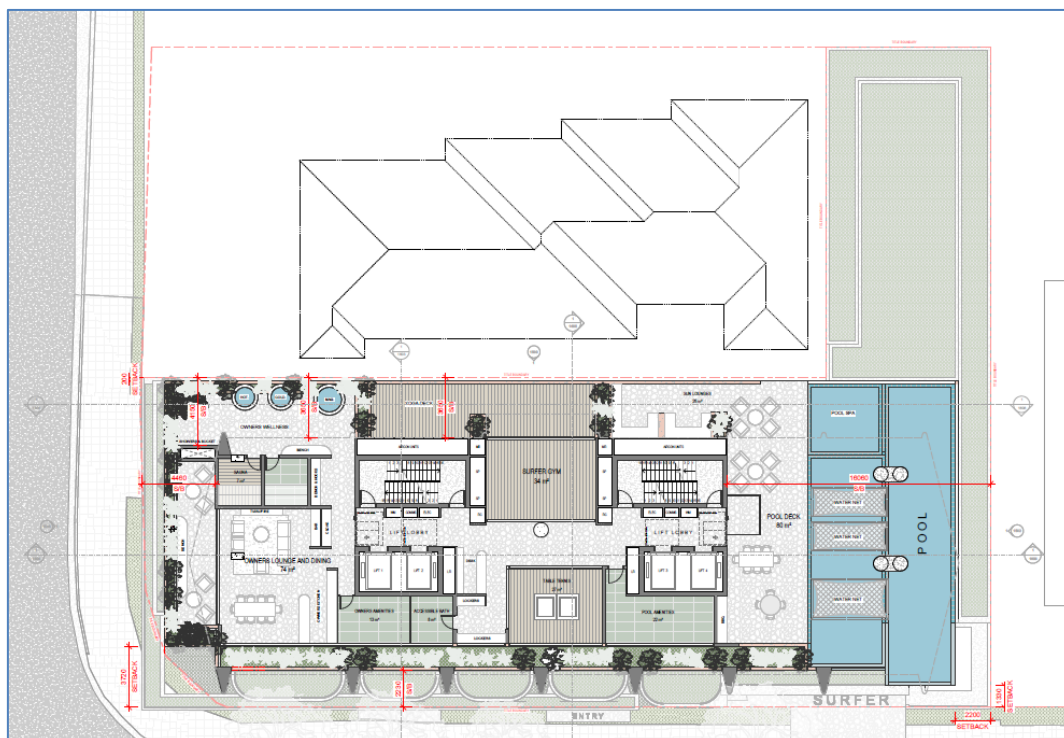


Figure 18: Proposed communal recreational level for the development

The proposed tower benefits from being on a prominent corner with direct line of sight to the light rail station. As such, the development's design has been cognisant of the neighbouring amenity and the retention of the Norfolk Pines to ensure the tower is pushed as close to the southern boundary without compromising the health of the street trees. The setbacks proposed to the main building line are approximately is proposing 4.7m setbacks to the north. 3.5m to the east, 2.2m to the south and 4.5m to the west.

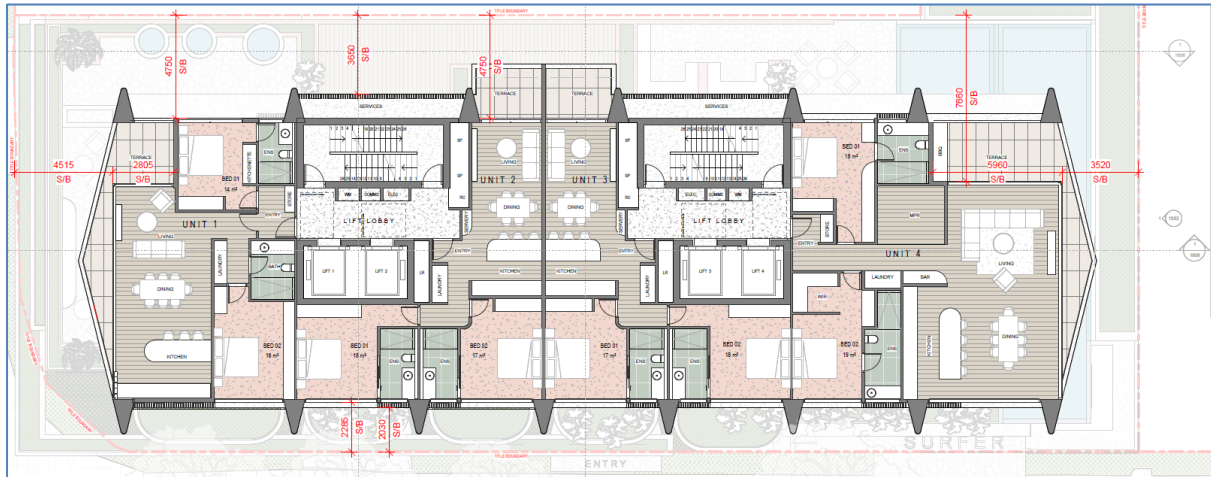


Figure 19: Typical tower floor plan

The development is proposing setbacks which are generally consistent with towers of this scale within this part of the City. The proximity to the Light Rail Station has afforded the development site a built form intensity that is not widespread throughout the City. The setbacks are able to provide separation from the surrounding developments and provide opportunities for variation/modulation through the recesses/changes in built form to promote visual interest.

The high quality architectural design is enhanced through the fracturing of built form with landscaped areas. The side setbacks of the proposed tower are appropriately located based on the size of the tower and the immediate context of the adjoining properties. This development would be reflective of the desired intent for this part of the City. The development to the north is an older development is likely to undertake a re-development in the near future. If a similar development was to be proposed on the adjoining properties the resulting separation would be approximately 9.5m and reflective of the desired separation within this part of the City – therefore, maintaining the view corridors of the surrounding area.



Figure 20: Google street image of the development to the north showing the development turning its back on the proposed development

The front setbacks are also seeking an alternate setback as the proposed development increases in height. The proposed development proposes a 4.5m setback to the western frontage at the glazing line with the

balcony which provides opportunities for casual surveillance of the street. It is acknowledged the site is a corner lot and has two street frontages. The development would be unable to meet the acceptable outcome for both frontages as the tower has been located as close to the Norfolk Pines without compromising their health or the northern properties amenity. Notwithstanding, the proposed encroachment is considered to be contributing the opportunities for casual surveillance and protecting the adjacent amenity through these CPTED principles, especially when considering the location in the City and the proximity to the light rail station.



Figure 21: *Render of the tower to show the western elevation*



Figure 22: *Render of the proposed southern elevation*

The ground and podium levels are offering a layered landscaping outcome to all boundaries, specifically the southern front boundary. The streetscape character will be enhanced through the layered landscaping, podium layered landscaping, architecturally treated building services which ties into the podium design.

Whilst not seen within the above render, the development is preserving the well-established Norfolk Pines along the northern side of Vista Street. The street trees are shown below from a recent Google Globe & Street View.



Figure 23: Google globe view (top) and street view (bottom) showing the established Norfolk Pines along the Vista Street frontage

The ground floor aspects create a legible pedestrian entry into the building's lobby whilst simultaneously activating the south and western frontages via the commercial tenancies.



Figure 24: *Pedestrian entry location to lobby (right side of render) and interface with commercial aspects*

The proposed development facilitates access around the entire building and provides suitable opportunity to accommodate the parking on site which will be generated by the development.

The development is proposing alternate setbacks to some boundaries and therefore the setbacks must be assessed against the relevant Performance outcome PO1 of the High Density Residential zone code.

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 sized landscaping planters to accommodate substantial planting. The tower setbacks provide high quality architectural outcomes with movement throughout the building with variation in built form and materials to provide for visual interest. The development has been located to be cognisant of the neighbouring properties and seeking to retain the Norfolk Pines along the street frontage to assist with the development seamlessly fitting within the existing urban fabric.
- The development is a prominent corner site within proximity to the Light Rail Station. The zoning, the light rail urban renewal area overlay, the HX height designation and the RD8 density outline this site is anticipated to provide an intensity within this part of the city. Despite the desired intensity, the development is still able to provide suitable opportunities for landscaping and the preservation of street trees will further add to the softening of the built form immediately, in contrast to developments which would have to wait 15 years for a similar maturity tree.
- The landscaping provides the opportunity for screening and balancing the built form 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 and eastern neighbours and protect their amenity. Furthermore, the balcony areas of each unit are oriented above the podium levels and therefore by their design are preventing overlooking into the adjoining properties. The balcony design and the inclusion of commercial tenancies at the ground level

provide embody CPTED principles to facilitates a built form outcome to complement the proximity to the Light Rail station (as desired by the Overlay).

- 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.
- 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 – 44% (544m²)
- Podium Level 1 – 78% (961m²)
- Podium (Typical) – 68% (836.5m²)
- Typical Tower – 48% (591m²)

The nature of site cover requirements results in some of the lower levels meeting the requirements of the Acceptable outcome. The development is compliant with the site cover for the tower up to Level 15, where the AO then seeks a site cover of 40%. The tower does not taper in its design, however does proposed 48% typical tower site cover for the entire 30 storey tower. Due to the nature of the AO, the site cover seeks reduction, therefore above 15 storeys, the development is required to be assessed against the Performance outcome PO2. Despite being generally consistent with the acceptable outcome, 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;

The proposed development has extensive landscaping proposed at the ground level and layered throughout the podium. Furthermore, the design has retained the Norfolk Pines along the street. This allows for the landscaping to provide an immediate contribution to balancing the built form and allows the softening of the development to be experienced at the tower base towards all orientations.



Figure 25: Render showing the proposed landscaping outcome at the pedestrian levels

A Statement of Landscape Intent for this development has been prepared which demonstrates the retention of the street tree planting with extensive landscaping throughout the podium levels. This provides a layering

of substantial landscaping with large soil volumes to ensure long term viability. Notwithstanding, the proposed landscaped outcome will provide suitable balancing of the built form with the landscaped areas.

(b) contributes to neighbourhood character and amenity;

The proposed development has extensive landscaping proposed at the ground level and layered throughout the podium. Additionally, the ground floor commercial tenancies create a level of activation which is desired by the City Plan (specifically Light rail urban renewal area overlay code). The landscaped areas on the podium and preservation of the Norfolk Pines will maintain the tree lined pedestrian experience from the light rail station towards the ocean. The development's podium is providing an extensively landscaped outcome to the streetscape. The proposed development will positively contribute to the streetscape through the inclusion of landscaping and screening of at grade visitor parking and retention of Norfolk Pines.



Figure 26: Ground level perspective showing the positive contribution to the streetscape character

The tower base and podium design positively enhances the neighbourhood character and amenity for the surrounding area.

(c) 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 750m². The proposed tower through the size of the tower floor plate is considered to be promoting slender bulk form.

(d) 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.

(e) facilitates small, fast moving shadows.

The proposed development is slender and providing a floor plate which is less than 750m². These design elements and the orientation of the development will provide small, fast moving shadows.

UPS comment

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

- Balance the built form with the landscaped areas;
- Positively contribute to the neighbourhood character and amenity;

- Promote an appropriate 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 13m². The development is proposing a density of 1 bed per 6.3m² 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 a Multiple Dwelling, Short Term Accommodation Units, Food and Drink outlet and Shop (Neighbourhood Store) 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 development benefits from being immediately north-east of the light rail station (50m) away to service the development.
- The proposed development is within proximity to a variety of services, centres, and community facilities for the future occupants to utilise. The Surfers Paradise Centre Zone is located approximately 300m away from the subject site. The proposed development is within walking distance (700m) of the Isle of Capri Shopping Centre and is approximately 2km to the Broadbeach Centre, which is easily accessed via the Light Rail on the development's doorstep. The development is considered to be within proximity to a 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. Additionally, the specialist reports demonstrate how the proposed development is able to seamlessly fit within the surrounding area without any impact upon the surrounding environment.
- The development is proposing 100 x 2 bedroom units which is considered to be a underrepresented unit mix and typology within this part of the City and therefore is contributing to the mix of housing needs throughout the City.
- The development is proposing a 30 storey tower with a high quality architectural outcome which is appropriately balanced with landscaping at the ground level and podium levels. The landscaping continues up the tower and fractures the built form to work 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 an intensity which is commensurate with the location in the City, proximity to the Light Rail Station and the relevant overlays which afford this site the highest desired intensity. This is not a standard site, and whilst in the High Density Residential zoning with the overlays afforded to it, there are limited development sites like this which abut the light rail station. The development is considered to be appropriately balancing the built form with the protection of adjacent amenity and the activation of the streetscape for the light rail.
- The development design is cognisant of these features and the unique characteristics that are afforded to the site, however the architectural outcome of this site is demonstrating a clear, but considered intensity which is sympathetic to the surrounding area, but still achieving the desired intensity from the higher order provisions of the City Plan.
- 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:-

- Commercial design code;
- 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.

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 (25 units), Short-term Accommodation (75 units), Food and Drink Outlet and Shop (Neighbourhood Store) development on the site located at 50 25 & 27 Vista Street and 2959 Surfers Paradise Boulevard, Surfers Paradise (described as Lot 205 on RP21845, Lot 2 on RP 48704 and Lot 6 on SP243229), Surfers Paradise.

The assessment set out within this Report and supporting documentation demonstrates that the proposed development takes the opportunity to ensure the efficient re-use of this centrally located property, within an area of the City that is well-served by existing infrastructure, within comfortable walking distance to the surrounding services. The location of the site and the exemplary architectural design approach to its redevelopment ensures that key objectives of the City Plan, expressed through overall outcomes of relevant Codes of the City Plan, are achieved. 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;
- ensure that the efficient use of the site is optimised through accommodating more intense development within the Light Rail Urban Renewal Area, thereby supporting investment in the City's efficient transport system, whilst also affording ease of access by walking to the wide range of services, shops, facilities, leisure and entertainment opportunities available within the Centre of Surfers Paradise; and
- delivering a high rise tower 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 a Frame Area of the Light Rail Urban Renewal Area, where high density residential development in the form of Multiple Dwellings/Short Term Accommodation which are envisaged by the City Plan, and within an area of Surfers Paradise that 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 tower development that is providing intensity on a subject site which is directly adjacent the Light rail station. The assessment against the City Plan has revealed the built form outcome, whilst intense, is embodying the intensity desired by the Light Rail Urban Renewal Area Overlay Code and the intensity afforded under the overlays to this site. The tower is proposing a high quality architectural outcome which will create a timeless development to further the iconic Gold Coast skyline.

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.

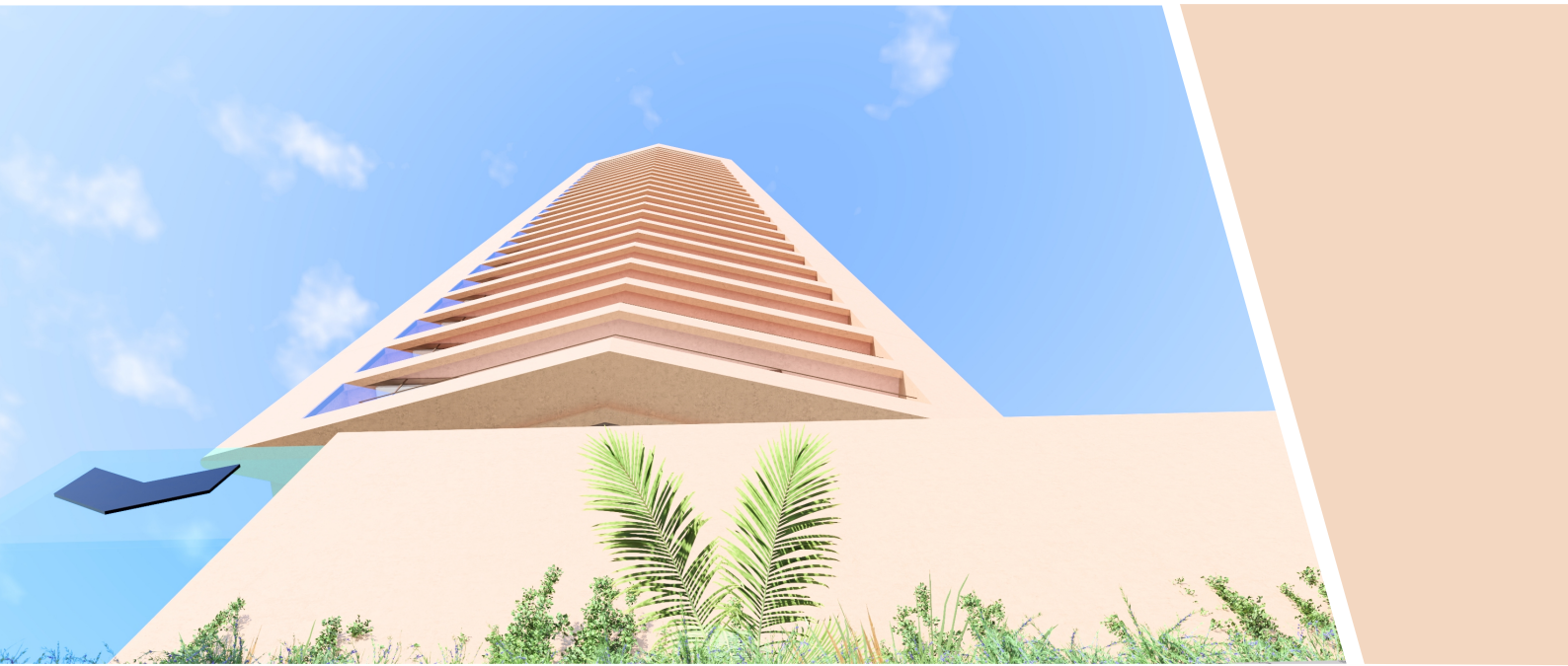
Yours faithfully



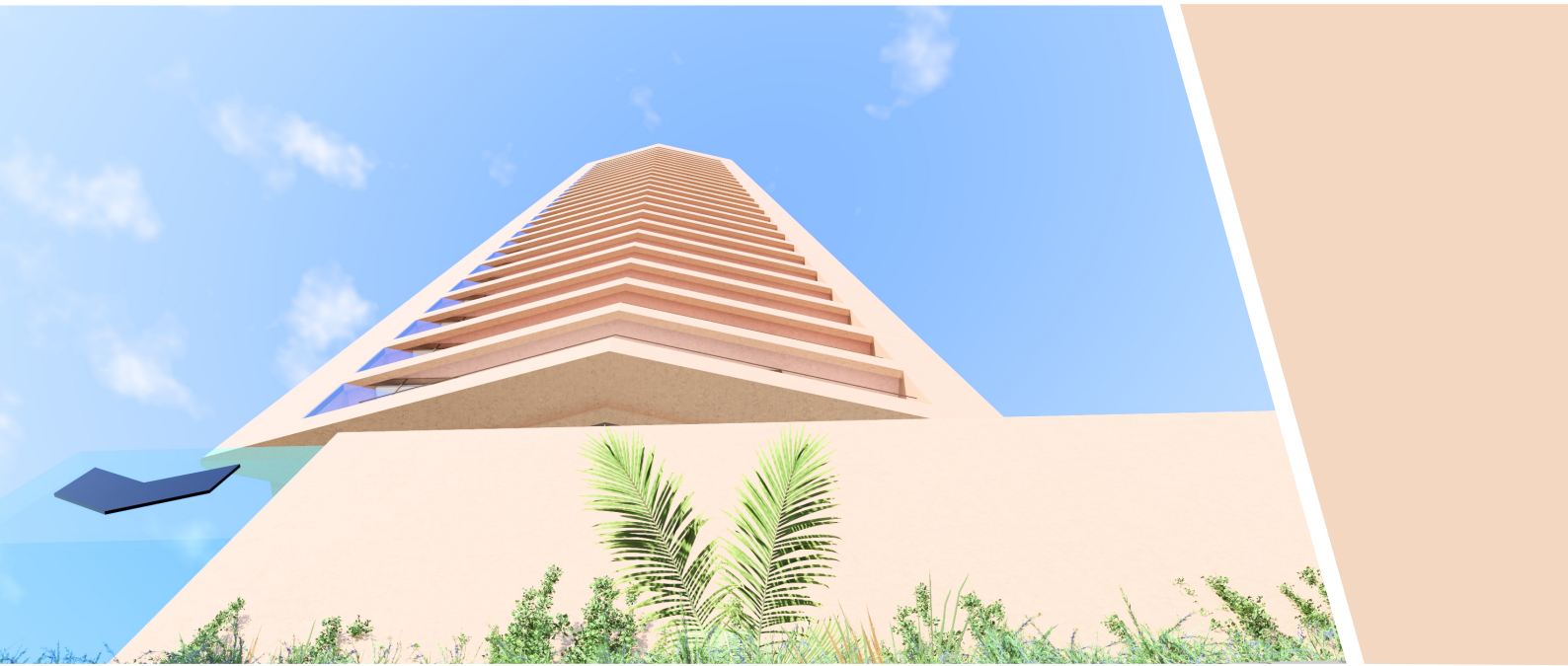
Jason McGrath
Director & Town Planner
Urban Planning Services Pty Ltd

ATTACHMENT 4

City Plan Codes



High density residential zone code



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.

6.2.3 High density residential zone code

6.2.3.1 Application

This code applies to assessing all development in the High density residential zone.

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

6.2.3.2 Purpose

- (1) 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.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (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

Community Benefit

(x) where the development:

- (A) is appropriate having regard to overall outcome (b) (i) to (ix);
- (B) meets all other overall outcomes for the zone; and
- (C) incorporates community benefits in addition to those that could be lawfully conditioned to be provided (i.e. that are required to be provided by this City Plan or reasonably required in relation to the development or use of premises as a consequence of the development), development bonuses are applied in accordance with the **SC6.5 City Plan policy – Community benefit bonus elements**.

Note: SC6.5 City Plan policy – Community benefit bonus elements provides guidance on what might constitute additional community benefits and the supporting material that may be required to demonstrate the degree of benefit.

Note: Development is not required to incorporate community benefits in order to demonstrate that housing has been provided at a form, scale and intensity that is appropriate having regard to overall outcome (b) (i) to (ix).

(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.

(e) Building form for Dwelling houses on small lots:

- (i) has a building height that does not exceed that indicated on the **Building height overlay map**;
- (ii) protects the amenity of adjacent residences;
- (iii) visually integrates with the character of the locality;
- (iv) provides differentiation by means of articulation; and
- (v) provides adequate space for landscaping along street frontages.

(f) Lot design:

- (i) supports a mix and variety of housing forms envisaged in the zone.

6.2.3.3 Specific benchmarks for assessment

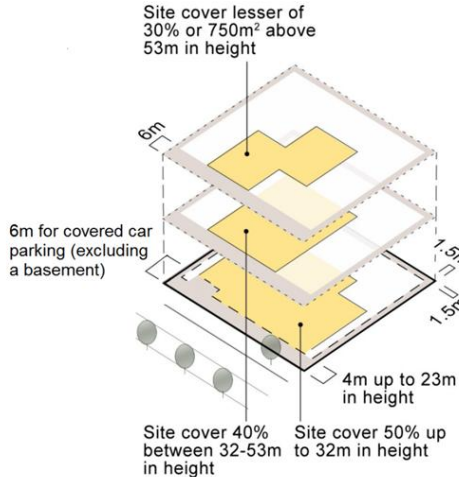
PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 6.2.3-2: High density residential zone 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	
Setbacks				
PO1 Setbacks: (a) assist in the protection of adjacent amenity; (b) allow for access around the building; (c) contribute to streetscape character; (d) allow for on-site car parking; and (e) provide separation between buildings to maintain view corridors. Note: Building setbacks may also be influenced by the shadow provisions in 9.4.4 General development provisions code. OR Setbacks for Dwelling houses on small lots: (f) assist in the protection of adjacent amenity; (g) visually integrate with the character of the locality; (h) provide differentiation by means of articulation; and (i) allow for on-site car parking.	AO1 Setbacks are as follows:	REFER TO TOWN PLANNING REPORT		
	Setback		Minimum distances measured in metres (m)	
			Height	Setback
	Front for covered car parking (excluding a basement)		all	6m
	Front (excluding covered car parking)		up to 23m	4m
			for that part exceeding 23m	6m
	Side and rear		up to 4.5m	1.5m
			for that part between 4.5m – 7.5m	2m
			for that part exceeding 7.5m	an extra 0.5m is added for every 3m in height or part thereof over 7.5m
	Between on site habitable buildings (where not attached)		Double the applicable side setback	
OR Setbacks for Dwelling houses on small lots:				

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
	Setback	Minimum distances measured in metres (m)		
	Front	4.5m to wall and balcony		
	Secondary frontage of corner lot	3m (not including projections up to 1m)		
	Covered car parking (not applicable to the rear lane access)	1m behind front wall or balcony; and 6m from the frontage where vehicles access the lot.		
		Height	Setback	

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
	Side and rear (not applicable to the secondary frontage of corner lots)	up to 4.5m	1m to wall and balcony 0.5m to outermost projection 0m to class 10 building and/or non-habitable room where: (a) located along a southern or western boundary; (b) a maximum length of 12m where no single part exceeds 6m in length; and (c) at least 1m separation from a habitable window of a neighbouring dwelling.		
		for that part between 4.5m – 7.5m	1.5m to wall and balcony 1m to outermost projection		
		for that part exceeding 7.5m	2m to wall and balcony 1.5m to outermost projection		

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
	Rear lane	0.5m minimum 1m maximum for covered car parking		
 Site cover lesser of 30% or 750m² above 53m in height 6m for covered car parking (excluding a basement) 1.5m 1.5m 4m up to 23m in height Site cover 40% between 32-53m in height Site cover 50% up to 32m in height Figure 6.2.3-1 Illustration showing High density residential zone setbacks and site cover outcomes (excluding Dwelling houses on small lots)				

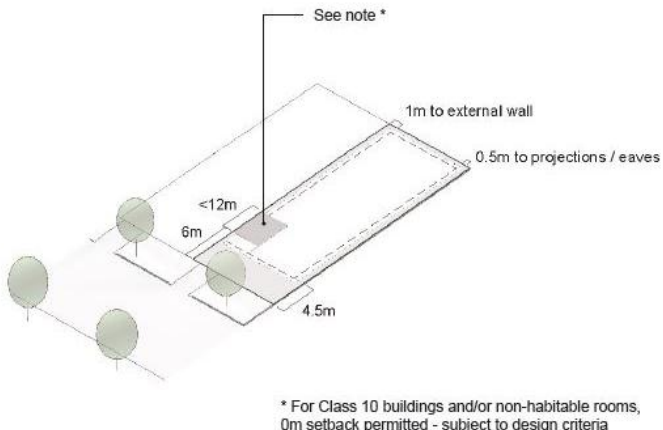
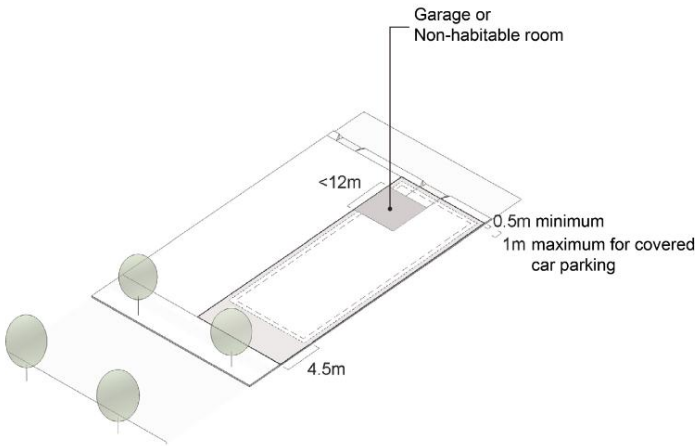
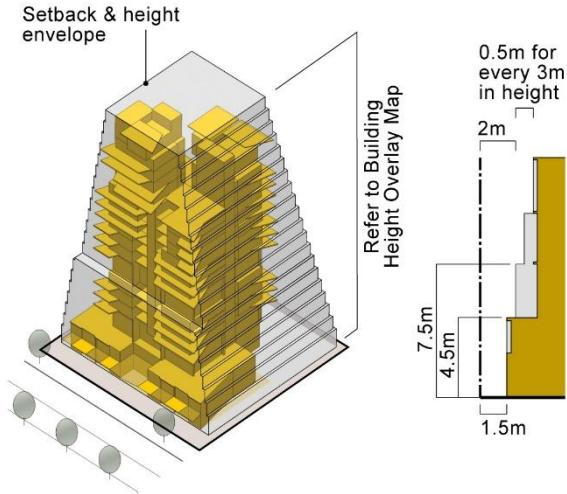
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	 See note * 1m to external wall 0.5m to projections / eaves <12m 6m 4.5m * For Class 10 buildings and/or non-habitable rooms, 0m setback permitted - subject to design criteria		

Figure 6.2.3-2
Illustration showing High density residential zone setbacks for Dwelling houses on small lots

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 6.2.3-3 Illustration showing High density residential zone rear lane setbacks for Dwelling houses on small lots			
Site cover PO2 Site cover:	A02 Site cover does not exceed 50% for Dwelling houses on lots with areas equal to or greater than 400m² and Dual occupancies. OR Site cover does not exceed 70% for Dwelling houses on lots less than 400m². OR For all other uses, site cover does not exceed a cumulative total of:	REFER TO TOWN PLANNING REPORT	

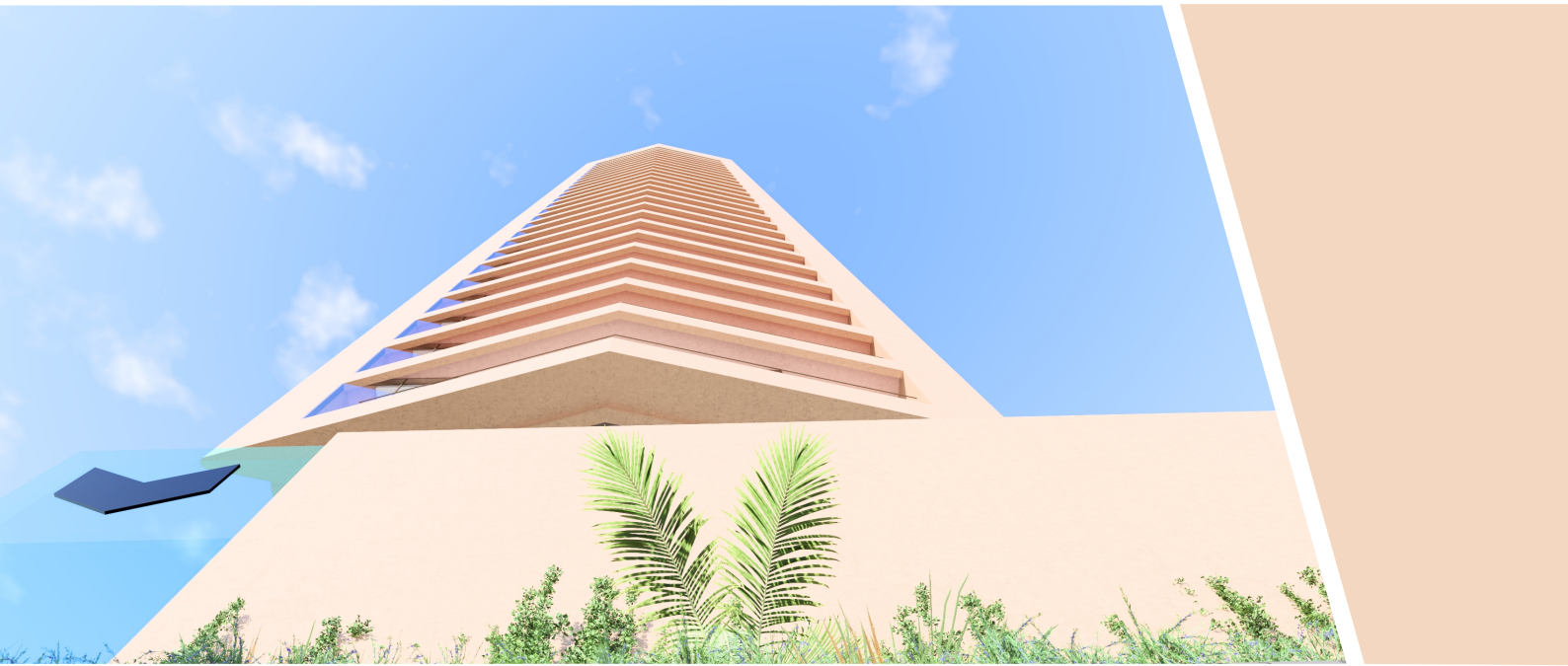
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
(j) is balanced between built form and green areas for landscaped private open space; (k) contributes to neighbourhood character and amenity; (l) promotes slender bulk form; (m) promotes an open, attractive and distinct skyline; and (n) facilitates small, fast moving shadows.	(o) 50% of net site area up to 8 storeys; (p) 40% of net site area from 9 to 15 storeys; and (q) 30% of net site area or 750m ² per building, whichever is the lesser, above 15 storeys.		
Height			
PO3 Building height and structure height does not exceed 9m or that shown on the Building height overlay map .	AO3 No acceptable outcome provided.	COMPLIES WITH PO3	

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 6.2.3-4 Illustration showing High density residential zone setbacks and height outcomes (excludes Dwelling houses on small lots)			
Density			
PO4 For Dwelling houses density is one Dwelling house per lot. OR Density does not exceed that shown on the Residential density overlay map .	AO4 No acceptable outcome provided.	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	
OR Where not identified on the overlay map, density does not exceed one dwelling per 400m ² . OR For Residential care facilities and Retirement facilities there is no performance outcome provided. OR For Rooming accommodation, accommodating more than four unrelated people, density does not exceed one bedroom per 133m ² .				
Lot design (for subdivision only)				
PO5 Lot size and configuration supports a mix and variety of housing forms envisaged in the zone. Note: PO5 does not apply to the creation of small lots where associated with an existing residential building.	AO5.1 Where the site is not mapped on the Residential density overlay map the minimum lot size is 400m ² . OR Where the site is mapped on the Residential density overlay map , new lots meet the following:	NOT APPLICABLE		
	Residential density overlay map designation			Minimum lot size
	RD1			400m ²
	RD2			300m ²
	RD3			250m ²
	RD4			200m ²
	RD5			125m ²

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
	RD6	No minimum		
	RD7	No minimum		
	RD8	No minimum		
	Note: Lot sizes referenced must be determined exclusive of access strip or access easement area for rear lots.			
Land uses				
PO6 Non-residential uses (other than community uses and neighbourhood centres) are small scale and stand alone.	AO6 A non-residential use (such as a Health care service or Child care centre) includes a single tenancy and does not adjoin another existing or approved non-residential use.		PO6 – Complies	

Acid sulfate soils overlay code



City Plan code template

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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

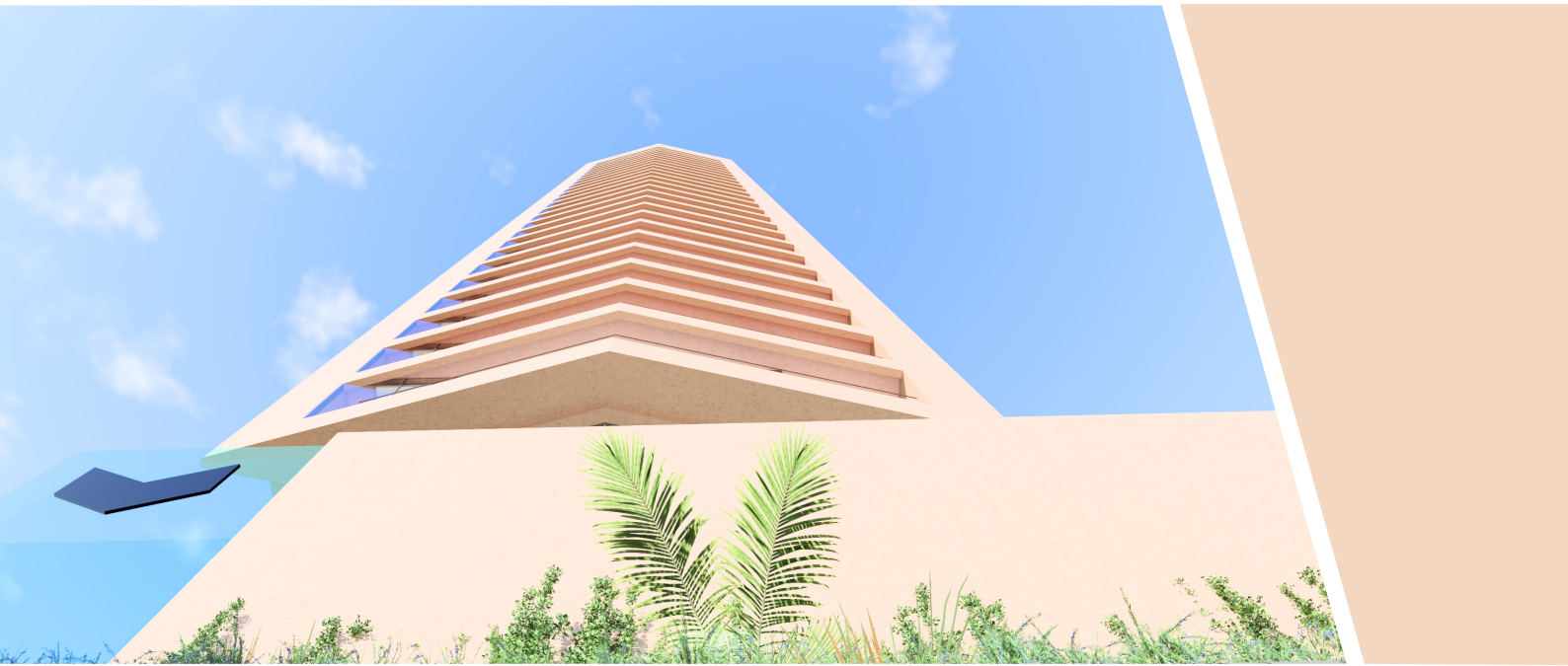
PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

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 <u>either</u> 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 .	AO1 – CONDITIONED TO COMPLY	
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 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:	AO2 – 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
	(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



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 <u>either</u> 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 subject site is mapped with Horizontal Plane (HP) of HP370.56. The proposed development (and associated construction equipment will not exceed this height.	

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
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 <i>Civil Aviation Safety Authority (CASA) guidelines: Lighting in the Vicinity of Aerodromes – Advice to Lighting Designers</i> .	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	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
Note: Use of a reflective roof surface in the Lighting Zone of Gold Coast Airport constitutes a 'controlled activity', and requires approval from the operator of Gold Coast Airport. (Roof materials having solar absorbency greater than 0.35 are deemed to be pre-approved).	– lighting area buffer zones overlay map.		
	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:	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
	(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.		
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	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
	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): (d) creating a permanent or temporary physical line of sight obstruction; (e) overhead lines exceeding 5m in height; (f) metallic structures exceeding 8m in height; (g) trees and open lattice towers exceeding 10m in height; (h) wooden structures exceeding 13m in height.		
	AO5.3 Development that involves any of the following, is not located within the building restricted area for the Mt Somerville PSR and SSR facilities (as identified on the Airport environs - Airservices Australia aviation facilities overlay map). (i) creating a permanent or temporary physical line of sight obstruction; (j) overhead lines exceeding 5m in height; (k) metallic structure exceeding 8m in height.	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
	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). (l) creating a permanent or temporary physical line of sight obstruction; (m) overhead lines exceeding 5m in height; (n) 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)			
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	

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
	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	
	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 : (o) Cropping (turf farm or fruit tree farm) (p) Intensive animal industry (piggery) (q) Aquaculture (fish processing/packing plant) (r) Conservation state (e.g. wetland) (s) Major sport, recreation and entertainment facility (showground) (t) Low impact industry, Medium impact industry, high impact industry (food processing plant) (u) Food/organic waste facility: and (v) Putrescible waste facility (e.g. landfill, transfer station)	NOT APPLICABLE	
	AO6.4	NOT APPLICABLE	

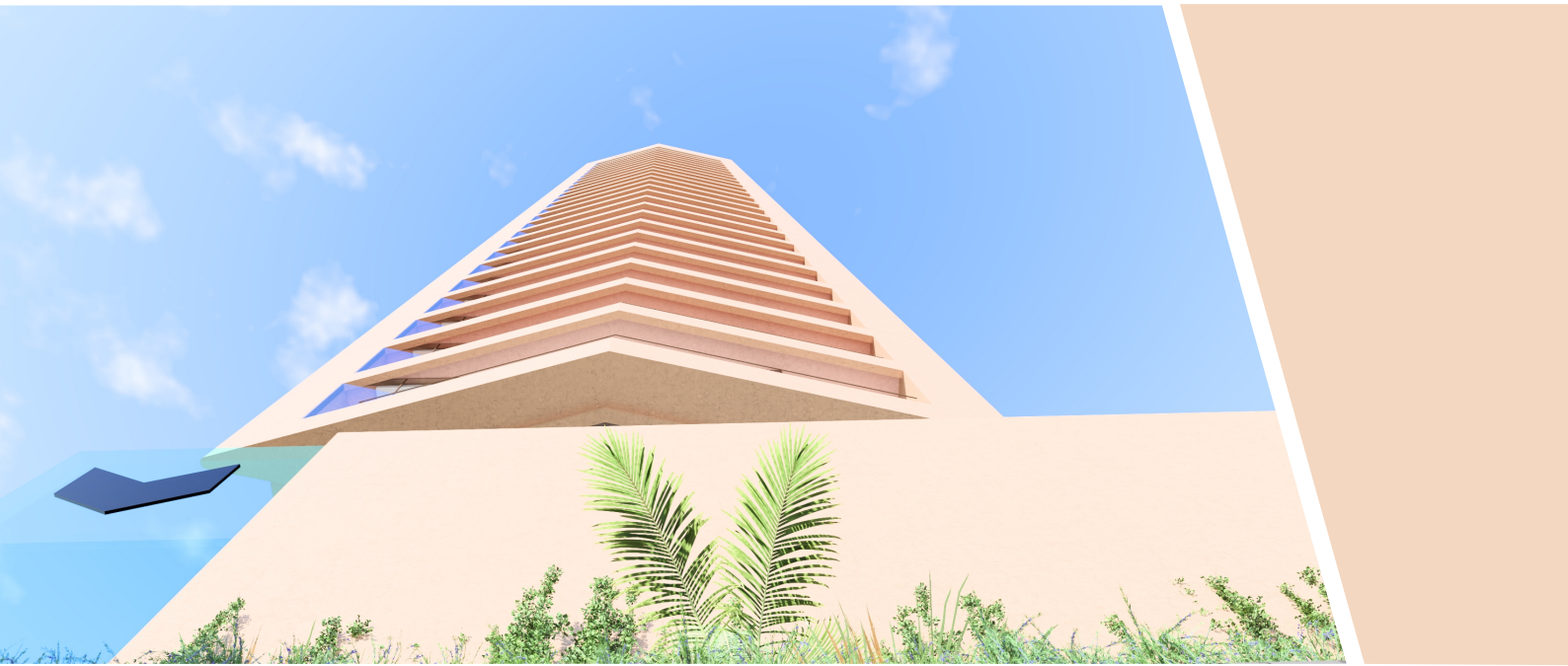
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	Where the uses listed in AO6.3 are located between 3km and 13km from the airport runway, as identified 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 attracting wildlife should be incorporated in the development proposal.		

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
	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: (w) Animal husbandry (cattle/dairy farm); (x) Intensive animal industry (poultry farm); (y) Conservation estate (all other than mentioned in AO6.3); (z) Major sport, recreation and entertainment facility (all other than mentioned in AO6.3); (aa) Outdoor sport and recreation; (bb) Park; (cc) Non-putrescible waste facility (e.g. landfill, transfer station) (dd) Sewerage/wastewater treatment facility	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
Emission of particulate matter and air turbulence (inside the outer horizontal surface 15km)			
P07 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.	A07.1 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	
	A07.2 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 <u>either</u> 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	

Commercial design code



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.

9.3.4 Commercial design code

9.3.4.1 Application

This code applies to assessing material change of use for non-residential uses where indicated within **Part 5 Tables of assessment** and where there is no use code contained in **Part 9 Development codes**.

Note: Where development involves multiple land uses, each use is to be assessed against the applicable use code (e.g. for a mixed use building comprising residential uses, the residential component shall be assessed against the applicable residential use code in addition to this code).

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

9.3.4.2 Purpose

- (1) The purpose of the Commercial design code is to ensure that non-residential development is designed to make a positive contribution to the character of the area in which it is located.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Built form:
 - (i) allows for the flexible reuse of street level tenancies for future changing business and community needs;
 - (ii) visually integrates with the street and maintains the reasonable amenity expectation of the surrounding area through well designed building facades;

- (iii) that incorporates glazing or screening of windows ensures that opportunities for casual surveillance and the creation of visual interest is preserved;
 - (iv) provides a safe and comfortable pedestrian experience by providing continuous shading along building frontages;
 - (v) of stand-alone small scale uses maintain a compatible form and scale to nearby development; and
 - (vi) accommodating retail and commercial activities, ensures large format retail and other land consumptive activities, are sensitively placed within buildings that integrate with the streetscape to maximise street life, safety and pedestrian activity.
- (b) Off-street parking areas:
- Mixed use centres**
- (i) are located behind or within the built form to maintain and improve the amenity of the street;
- Neighbourhood centres**
- (ii) are located to minimise impacts on adjoining sensitive land uses, improve safety and are treated to minimise their visual impact from the street as required; and
- In all other areas**
- (iii) are located beside, behind or within the built form to maintain and improve the amenity of the street and are treated to minimise their visual impact from the street as required;
- (c) Service and loading areas:
- (i) are located behind the building, underneath the building or in areas where they are screened from the public view to maintain the amenity of the street.
- (d) Land uses:
- (i) such as large format retail premises are sleeved by smaller tenancies; and
 - (ii) that are less active are located above more active ground floor uses.

9.3.4.3 Specific benchmarks for assessment

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

When this code is referred to in a table of assessment in **Part 5**:

- (1) **Part A** applies to accepted development subject to requirements.
- (2) **Part B** applies to assessable development as follows:
 - (a) **Table 9.3.4-2** applies to any non-residential use (excluding that described in point (b)); and

- (b) **Table 9.3.4-3** applies to any non-residential use that is a stand-alone small scale use up to 150m².

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 9.3.4-2: Commercial design 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
Design and appearance			
PO1 Development presents an attractive frontage to all streets and enhances the desired character of the area through: (a) its interface with the street and open space; (b) providing opportunities for casual surveillance; (c) clearly defined building entrances; and (d) visually integrating service and utility cabinets.	AO1.1 Windows and balconies located above the ground floor overlook the street and public open spaces to provide opportunities for casual surveillance.	PO1 – COMPLIES	
	AO1.2 Building entrances are clearly visible from the street.		
	AO1.3 A minimum of 80% of the ground floor facade is windowed.		
	AO1.4 The maximum screening of ground floor windows is 50%.		
	AO1.5 Ground floor windows are no more than 900mm above ground level.		
	AO1.6 Service and utility cabinets are visually integrated into building facades.		

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 9.3.4-1 Example of large scale commercial development incorporating AO1.1 – AO1.6			

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
PO2 Buildings are visually interesting through a combination of: (a) balconies and recesses; (b) variation in materials, colours, or textures; (c) recessions and projections in the roof and wall plane; or (d) variations in the building form.	AO2 No acceptable outcome is provided.	PO2 – COMPLIES	
PO3 Large scale uses are sensitively placed within buildings and are sleeved by smaller tenancies or provide a shopfront presentation to the street.	AO3 No acceptable outcome is provided.	NOT APPLICABLE	
PO4 Roof forms provide a clean appearance where plant and equipment is integrated into the roof design.	AO4 Roof top plant and equipment are: (a) contained within roof forms; (b) grouped together in one area; and (c) screened.	AO4 – COMPLIES	
PO5 Development creates a safe and comfortable pedestrian experience.	AO5 Continuous shade is provided along all building frontages through the use of: (a) awnings; (b) overhanging first floor balconies; or (c) shade sails.	PO5 - COMPLIES	
Off-street parking areas			

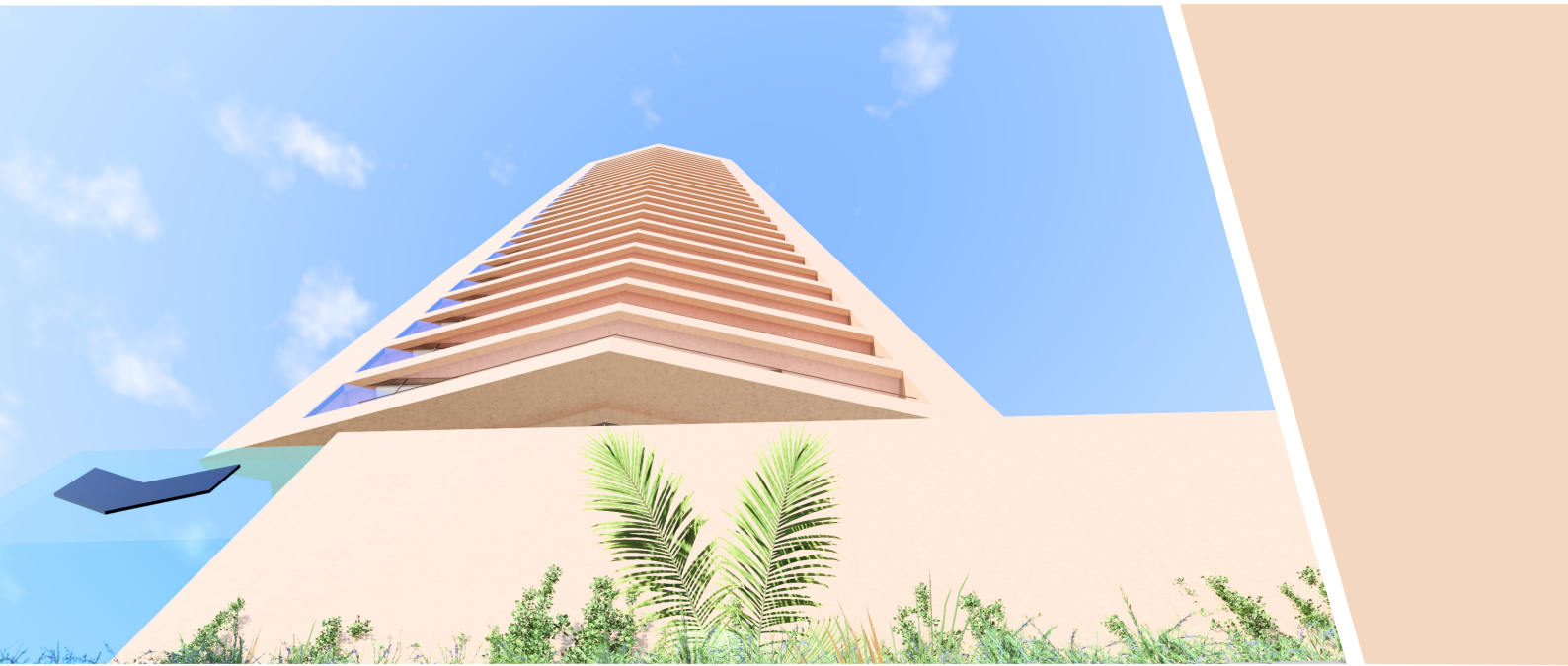
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO6 Mixed use centres Off-street parking areas are located behind or within the building to maintain and improve the amenity of the street.	AO6 Mixed use centres No acceptable outcome provided.	NOT APPLICABLE	
PO7 Neighbourhood centres Off-street parking areas are located to minimise impacts on adjoining sensitive land uses, improve safety and are treated to minimise their visual impact from the street as required.	AO7 Neighbourhood centres No acceptable outcome provided.	NOT APPLICABLE	
PO8 All other areas Off-street parking areas are located beside, behind or within the building and are treated to minimise their visual impact from the street as required.	AO8 All other areas No acceptable outcome provided.	PO8 – COMPLIES	
Service and loading areas			
PO9 Service and loading areas are: (a) located underground; (b) behind the use; or (c) visually screened from public areas.	AO9 No acceptable outcome provided.	PO9 – COMPLIES	
Land use			

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
PO10 Ground floor spaces are designed to enable flexible reuse of the tenancies to support changing community and business needs.	AO10 No acceptable outcome provided.	PO10 – COMPLIES	
PO11 Active uses are located on the ground floor to encourage pedestrian activity and interaction. Note: An example of ‘active uses’ could include uses such as shops and food and drink outlets.	AO11 No acceptable outcome provided.	PO11 – COMPLIES	

Table 9.3.4-3: Commercial design code – for assessable development for stand-alone small scale uses up to 150m²

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
Design and appearance			
PO12 Development maintains a compatible form and scale to nearby development.	AO12 No acceptable outcome provided.	PO12 – COMPLIES	

Driveways and vehicular crossing code



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**.

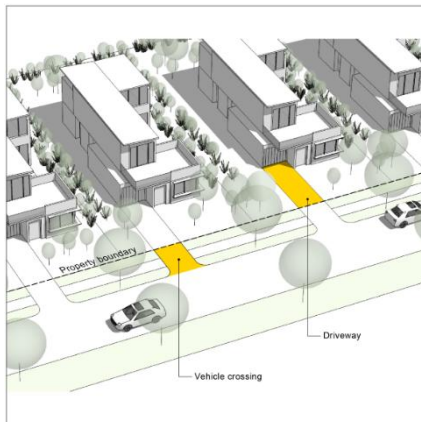


Figure 9.4.2-1

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 <u>either</u> 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 – CONDITIONED TO COMPLY			
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.	AO2 – CONDITIONED TO COMPLY			
	AO3 Vehicle crossings are separated from: <table><tr><td>Instance</td><td>Minimum distance</td></tr></table>	Instance	Minimum distance	AO3 – CONDITIONED TO COMPLY	
Instance	Minimum distance				

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
P03 The vehicle crossing avoids damage to utility services, pathways, kerbs, road pavement and seal and other city infrastructure.	Traffic management devices and transport services, stormwater management devices, power supply services and telecommunication supply services	1m		
	Water and sewerage service assets on the surface (including water meter enclosures, sewerage inspection or maintenance pits, fire hydrants and valves)	300mm (horizontal distance)		

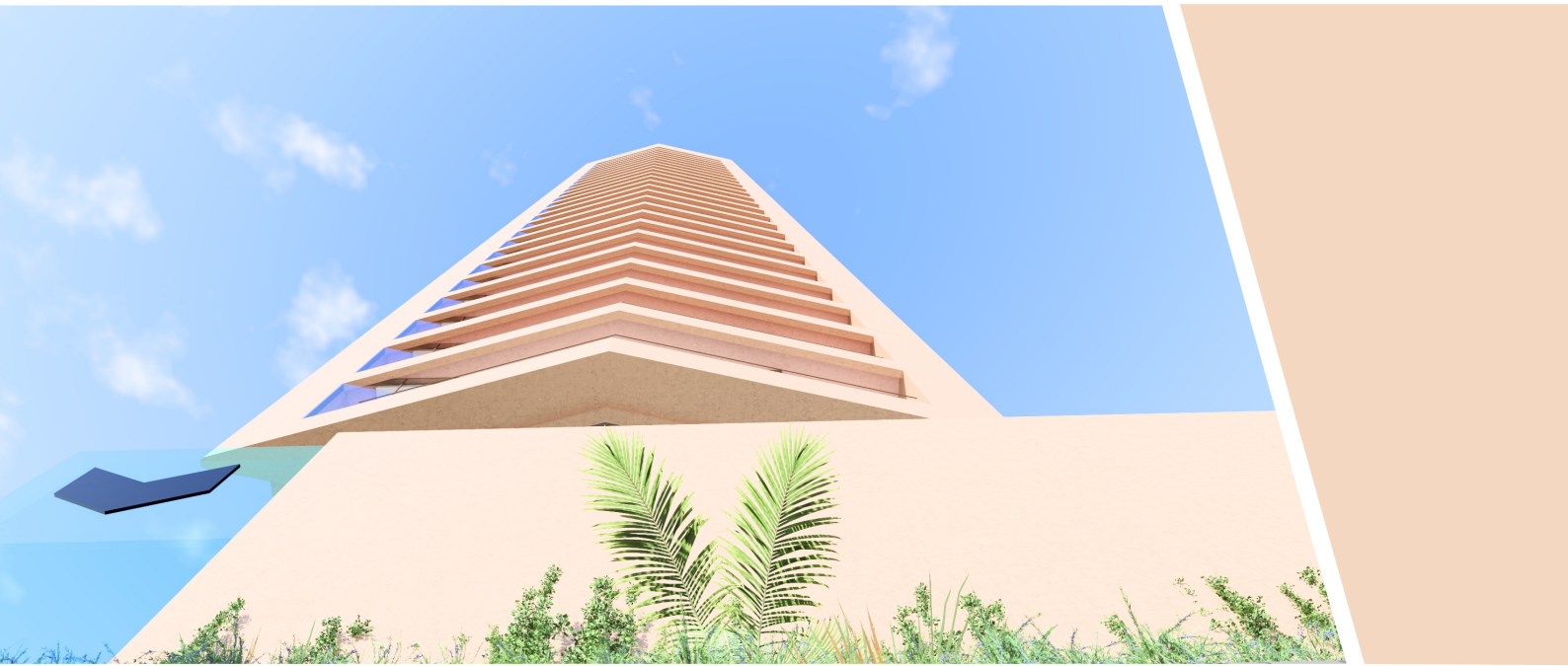
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use								
Maximum number of vehicle crossings											
PO4 The number of vehicle crossings are minimised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

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
crossings and side property boundaries to prevent interference with: (a) the safety, capacity and operations of the existing or planned road network; (b) adjoining properties; and (c) cycleways or pedestrian footpaths.	Vehicle crossings on adjoining properties	1m		
	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 <u>either</u> 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 <i>AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking</i> and <i>AS 2890.2–2002 Parking facilities Part 2: Off-street commercial vehicle facilities</i> .	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	

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
PO7 Driveways and vehicle crossings: (f) ensure existing street trees within the verge are retained; (g) provide an appropriate separation distance to existing street trees within the verge in accordance with <i>AS4970:2009 – Protection of trees on development site</i> ; and (h) 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			
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 <i>AS 2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities</i> .	AO8 – COMPLIES	

General development provisions code



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

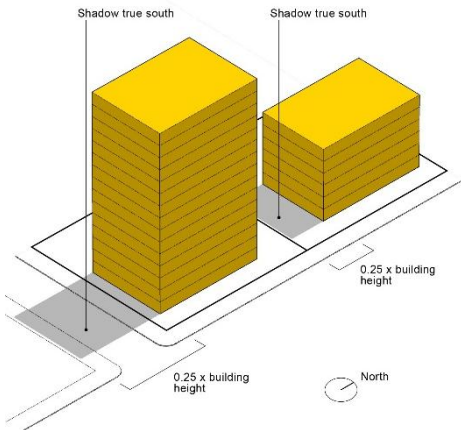
Table 9.4.4-2: General development provisions code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> 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 AND PO2 – COMPLIES The design of the proposed development and the accompanying documentation provides support for how the proposed development mitigates any negative effects to amenity, health and safety from existing activities on the development and the development does not result in the loss of amenity as a result of its approval. The noise, traffic, visual amenity and privacy have all been mitigated throughout the assessment provided within the town planning report or the provision of acoustic and traffic reports. Additionally, the hours of operation, vibration and safety are able to comply with through the imposition of Council's standard conditions.	
PO2	AO2 No acceptable outcome provided.		

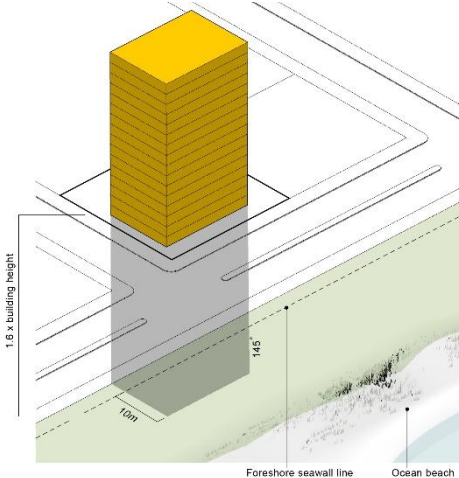
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
The proposed development prevents loss of amenity and threats to health and safety, having regard to: (a) noise; (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.			
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	REFER TO SLI IN SECTION 3	

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
	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	

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
Lighting			
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 – COMPLES	
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:	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	AO8.1 – COMPLIES REFER TO SHADOW ANALYSIS WITHIN ARCHITECTURAL DRAWINGS PACKAGE	

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
(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.	AO8.2 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.  Figure 9.4.4-2 Illustration showing southern shadow outcome	AO8.2 – COMPLIES REFER TO SHADOW ANALYSIS WITHIN ARCHITECTURAL DRAWINGS PACKAGE	

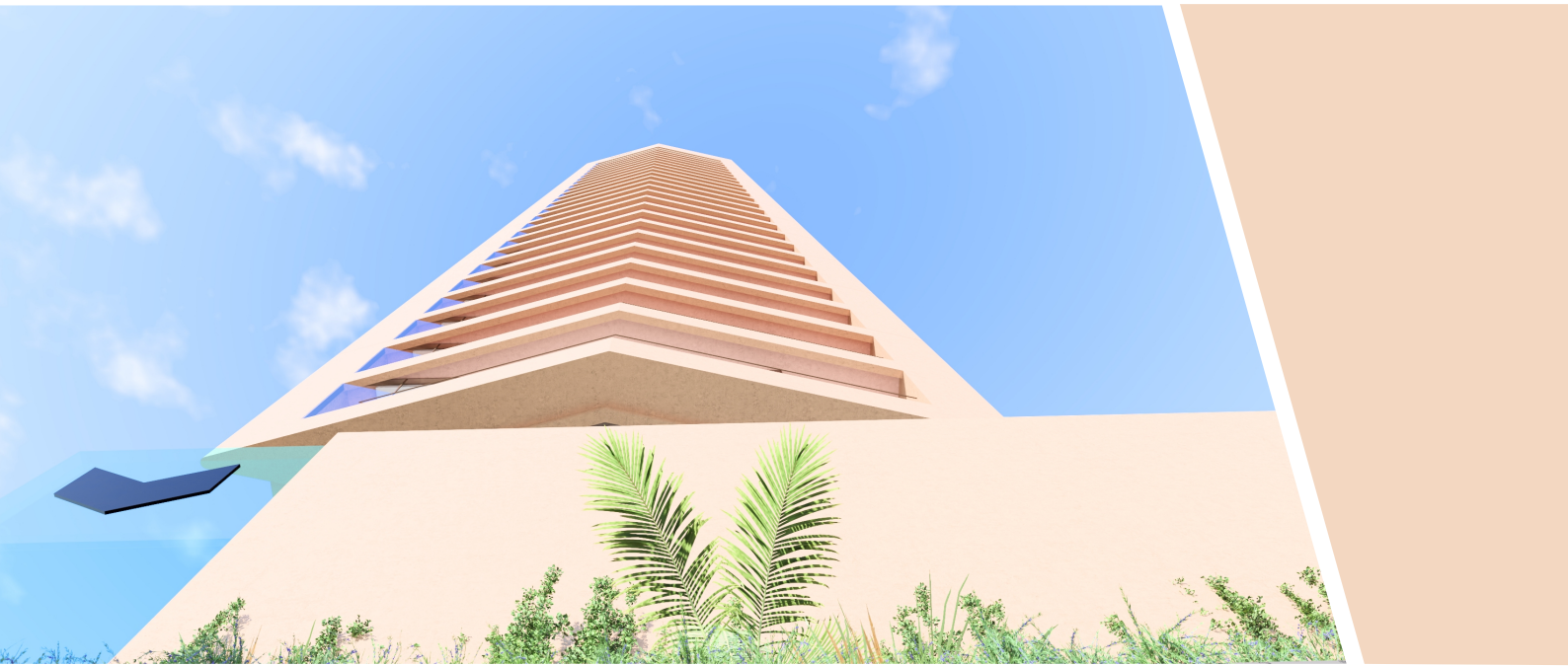
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	AO8.3 Bermuda Point precinct The shadow cast by the building in a true south direction has a length 0.25 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 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.	PO8 – 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 9.4.4-3 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	
Earthworks and treatment of retaining walls			
P09 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			

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
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	
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 – 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
PO12 Development is undertaken in accordance with the Performance Criteria specified in the <i>Queensland Development Code MP1.4 – Building over or near relevant infrastructure</i> .	AO12 Development is undertaken in accordance with the Acceptable Solutions specified in the <i>Queensland Development Code MP1.4 – Building over or near relevant infrastructure</i> .	AO12 – COMPLIES	
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 .	AO13 – COMPLIES	

High rise accommodation design code



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

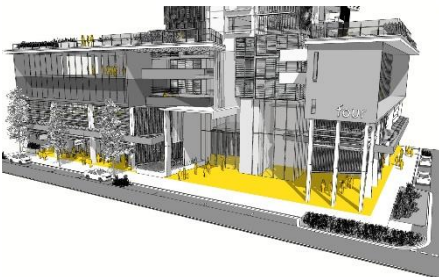
PART B– ASSESSABLE DEVELOPMENT BENCHMARKS

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

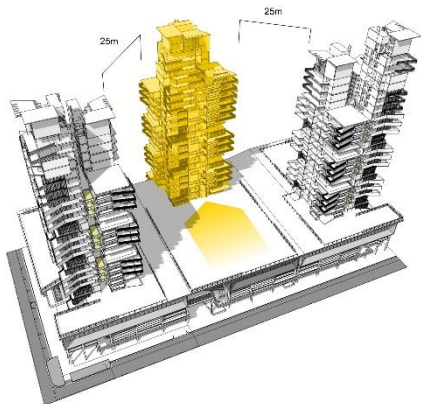
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Tower base (podium)			
PO1 Where podiums are envisaged by the zone, tower base form respects the framework 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	

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.	PO1 – COMPLIES	
 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 <u>either</u> 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: (c) along the primary street frontages ground floor units are grade-separated (up to 600mm high) with soft screening landscaping and direct individual entrances; and (d) private and communal open space areas provide casual surveillance to all street frontages.	AO3.1 – COMPLIES The proposed development provides no ground level units however does provide landscaping. Additionally, the proposed development has the communal and private open space area which is oriented toward the street.	

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
	AO3.2 Short-term accommodation uses locate grand lobbies or other signature features along primary street frontages and prominent street corners.	AO3.2 – COMPLIES	
 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			
Tower form design			
PO4 Slender tower form promotes: (e) open, attractive and distinct skyline; (f) small, fast moving shadows; (g) view corridors between nearby towers; (h) efficient interior climate control; and (i) 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 tower is less than 750m ² .	
	AO4.2 Tower form provides a unique profile when compared to nearby existing and proposed towers of similar height.	AO4.2 – COMPLIES	
PO5	AO5.1	AO5.1 - COMPLIES	

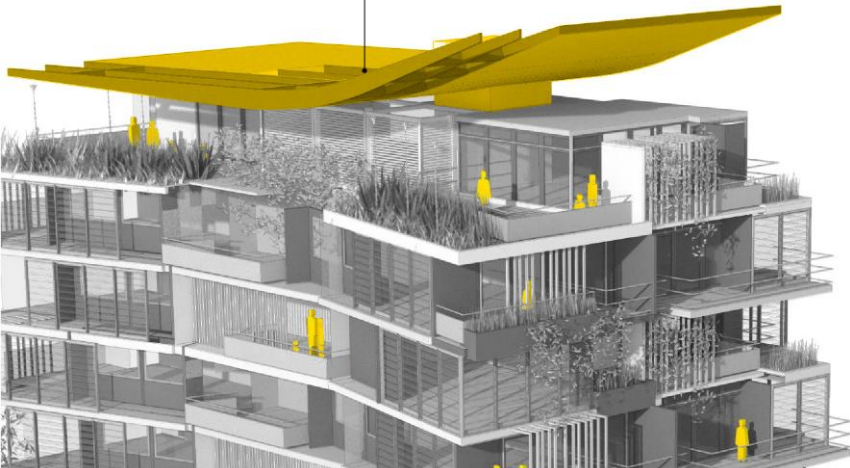
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Tower form mitigates negative visual and physical impacts, including impacts on privacy, by setting back from streets, parks, open space and adjacent properties and tower forms.	Tower form (including balconies) along: (j) single frontages step in at least 3m from the base (podium); or (k) 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.		
	AO5.2 New towers are separated a minimum distance of 25m from any existing or approved adjacent and on-site tower(s).	PO5 – COMPLIES	
	AO5.3 Tower form is coordinated to off-set with adjacent existing and proposed towers to ensure: (l) prominent tower views to natural features like the beach and rivers are not obstructed; and (m) views of the sky and access to sunlight from the public realm and private open space areas are maximised.	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
 Figure 9.3.9-4 Illustration showing High-rise accommodation outcomes for separation between towers.			
 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			

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
PO6 Tower form orientation and articulation promotes sub-tropical design excellence and innovation.	AO6.1 Tower form is orientated to: (n) reduce the perceived mass of the building; and (o) provide privacy for both communal and private open space amenity areas.	AO6.1 - COMPLIES	
	AO6.2 Tower façades are: (p) articulated to manage passive solar gain in summer; (q) well-glazed with functional windows where possible to reduce reliance on artificial cooling; (r) designed with high-quality sustainable materials and finishes that promote building longevity; and (s) varied in design and articulation to promote visual interest.	AO6.2 – COMPLIES	
 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			

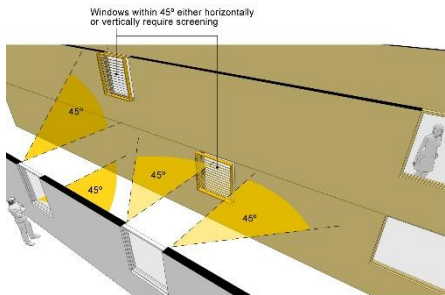
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO7 Balconies maximise building performance while minimising negative impacts on the building mass and public realm.	A07 Balconies: (t) are not made with materials susceptible to solar gain; (u) are not made with transparent materials that spill light from the dwellings; and (v) integrate into the building profile.	A07 – COMPLIES	
Tower cap design			
PO8 Tower caps reinforce the Gold Coast skyline. Note: building height incorporates allowance for plant and equipment, attractive building caps and rooftop features.	A08 Where building height creates an identifiable protrusion in the skyline or the site terminates a viewpoint, the following are provided: (w) a signature cap strengthening the identity as a landmark; and (x) 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.	A08 – COMPLIES	
PO9 Tower cap design attractively integrates all signage, telecommunications, service structures, lift motor rooms and mechanical plants.	A09 No acceptable outcome provided.	PO9 – COMPLIES Tower cap design effectively integrates the services to ensure they are no visible.	

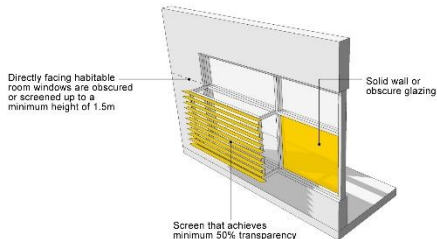
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	Building caps and rooftops provide an attractive roofscape  Figure 9.3.9-7 Illustration showing High-rise 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
Rooftop and roof form are designed for unobtrusive future inclusion of plant and equipment  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 <u>either</u> 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 sizes and affordability outcomes across the city.	
Communal and private space areas			
PO11 Communal space areas: (y) are accessible, useable and safe; (z) are designed for the subtropical climate, maximising outdoor living opportunities and enhancing amenity for residents; (aa) enhance the attractiveness of the development; (bb) provide opportunities for social interaction; and (cc) 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.	AO11.1 – COMPLIES Refer to SLI	
	AO11.2 Landscaping in open communal space areas: (dd) have minimum and average widths of 1.5m and 3m; (ee) are at-grade with adjacent footpaths; (ff) comprises 50% deep planting; and (gg) do not screen views to the street or entries.	AO11.2 – COMPLIES Refer to SLI	
	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.	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
PO12 Development provides attractive, accessible and functional private open space for residents, which are designed for the subtropical climate to maximise outdoor living opportunities and enhance amenity for residents.	AO12.1 Above ground private open space for each dwelling: (hh) mitigates negative wind effects on intended users; (ii) has a minimum area of 3m x 3m; (jj) is accessible from the living room; and (kk) has a maximum gradient not exceeding one in ten.	AO12.1 – COMPLIES	
	AO12.2 Ground floor private open space for each dwelling: (a) has a minimum area of 25m ² ; (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': (ll) private open space of adjoining dwellings; (mm) another habitable room window within 10m; and (nn) 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:	AO13 – COMPLIES	

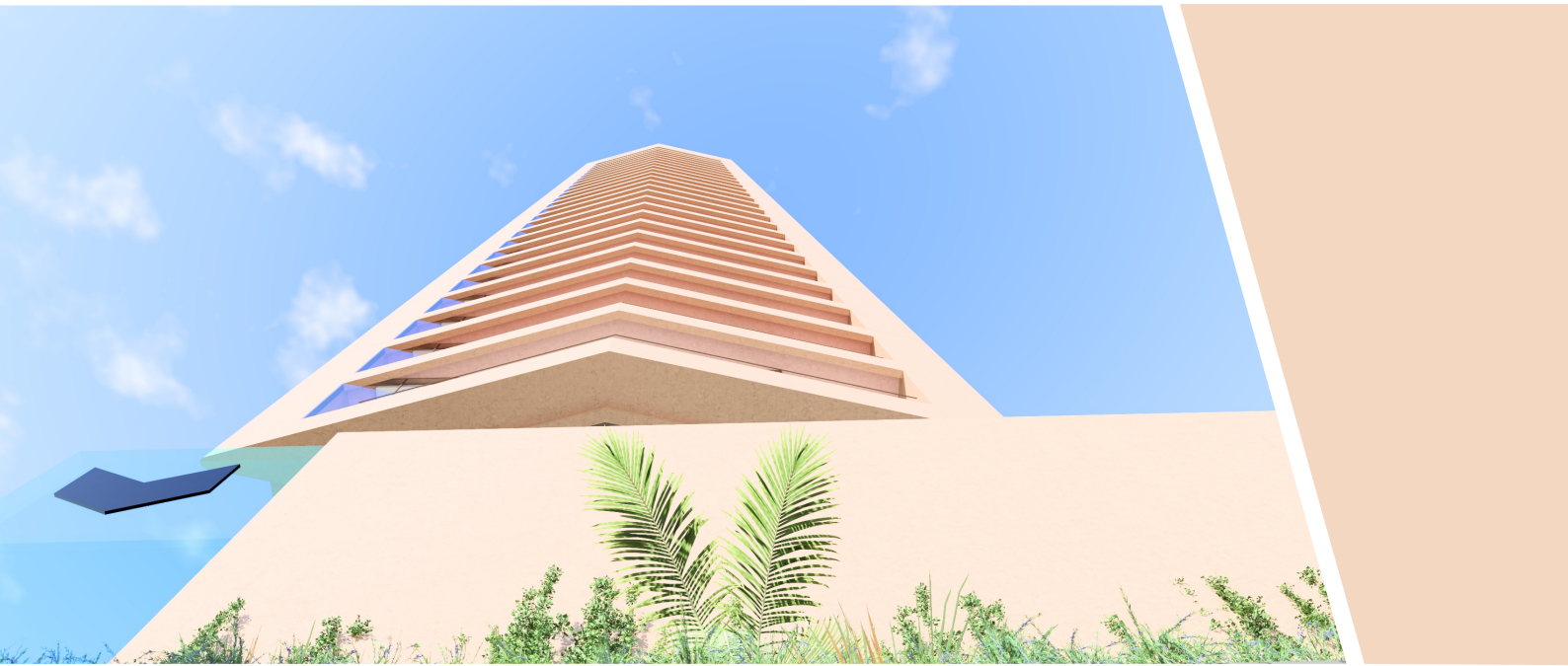
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	(oo) have fixed obscure glazing in any part of the window below 1.5m above floor level; and (pp) have privacy screens that cover a minimum of 50% window view. Note: 'directly facing' means an angle within 45° either horizontally or vertically.		
 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.	AO14.1 – COMPLIES The proposed development contains balconies which look toward the street.	
	AO14.2 Lighting at 4m intervals is provided along all on-site pedestrian paths and communal open spaces.	AO14.2 – COMPLIES	
	AO14.3 Entrances and exits to the street are directly accessible, illuminated and highly visible.	AO14.3 – COMPLIES	
	AO14.4 Dead-end corridors, alleyways, pathways and refuse areas are signed and secured to prevent unauthorised access.	AO14.4 – NOT APPLICABLE	
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	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
	Developments that have 26 units or more include a community meeting room and one or more of the following: (qq) community vehicle; (rr) on-site personal care; (ss) on-site meal service; and (tt) recreational facilities, in addition to the open space requirements in PO11.		

Solid waste management code



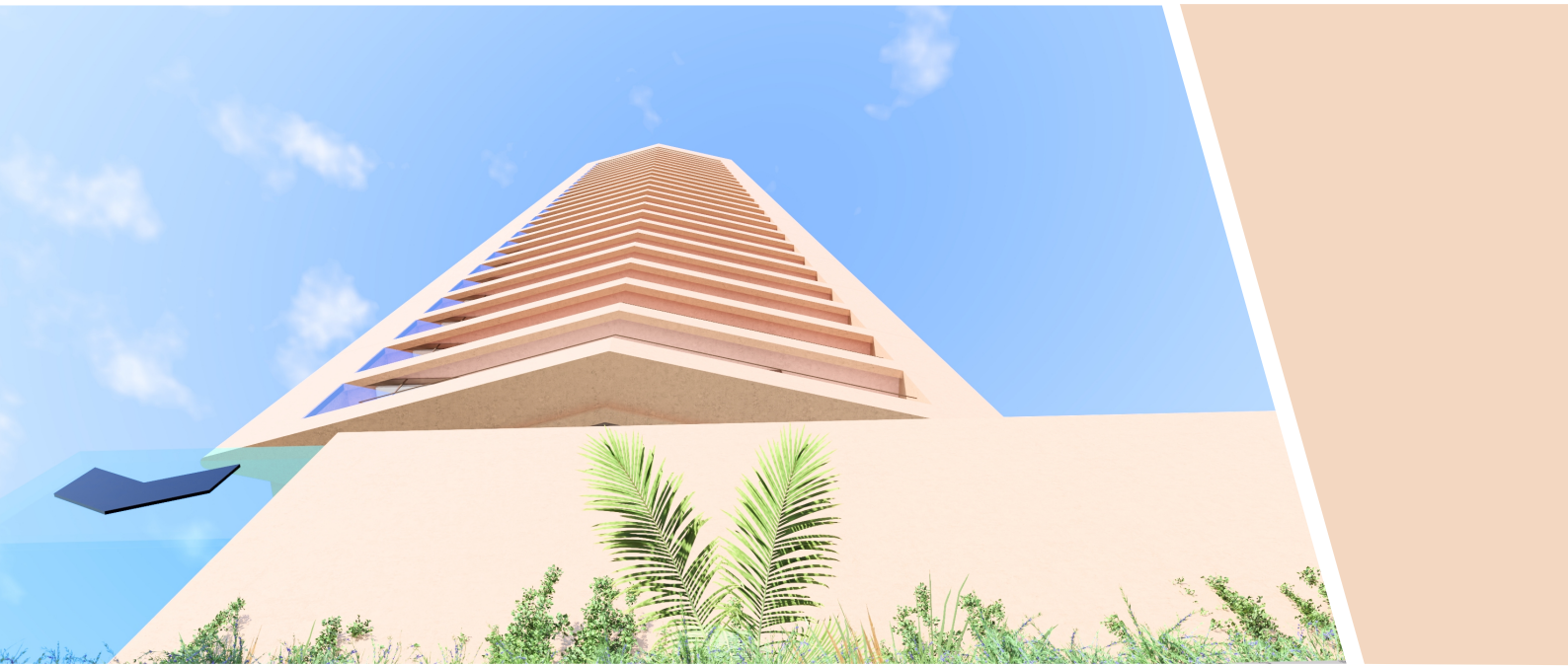
ASSESSABLE DEVELOPMENT CRITERIA

9.4.12 SOLID WASTE MANAGEMENT CODE (v.13)

Performance Outcomes	Acceptable Outcomes	Compliance Achieved	Comments
Waste and recycling storage and bin wash-down facilities			
PO1 Development provides waste and recycling storage facilities that are appropriate and adequate for the type and volume of waste generated.	AO1.1 Development includes waste storage points of sufficient size to accommodate the required number of waste and recyclable bins consistent with SC6.16 City Plan policy – Solid waste management.	✓	The Waste Management Plan confirms that the development includes waste storage points of sufficient size to accommodate the required number of waste and recyclable bins generally consistent with SC6.16 City Plan policy – Solid waste management.
	AO1.2 Waste and recycling storage points are located, designed and sized consistent with SC6.16 City Plan policy – Solid waste management.	✓	The Waste Management Plan confirms that the development includes waste and recycling storage points that are located, designed and sized generally in accordance with SC6.16 City Plan policy – Solid waste management.
	AO1.3 Development with a dwelling above the third storey include appropriate waste removal systems which incorporate: (a) waste chutes; (b) hoppers; and (c) separate waste storage rooms. Note: Waste removal system design is to be consistent with SC6.16 City Plan policy – Solid waste management.	✓	The Waste Management Plan confirms that the development includes waste chutes; hoppers and separate waste storage point generally in accordance with SC6.16 City Plan policy – Solid waste management.
	AO1.4 Developments that include a commercial kitchen or generate clinical or related waste incorporate additional waste facilities consistent with SC6.16 City Plan policy – Solid waste management.	✓	The Waste Management Plan indicates that the development includes appropriate waste facilities consistent with SC6.16 City Plan policy – Solid waste management.
PO2 Development provides a bin wash-down facility that maintains appropriate environmental health and amenity standards.	AO2 Development includes appropriately sized and located bin wash-down facilities consistent with SC6.16 City Plan policy –Solid waste management.	✓	The Waste Management Plan confirms that the development includes appropriately sized and located bin wash-down facilities consistent with SC6.16 City Plan policy –Solid waste management.

Amenity			
PO3 Waste and recycling storage and servicing points are appropriately located and designed for convenient and safe access by all users and to minimise the potential for nuisance to occupants of the development or adjoining properties.	AO3.1 Direct unobstructed paths exist between waste and recycling storage and servicing points and road frontages.	✓	The Waste Management Plan confirms that direct unobstructed paths exist between waste and recycling storage and servicing points and road frontages.
	AO3.2 Waste and recycle storage points are screened by solid fencing or vegetation to ensure they are not visible from a public place or sensitive land use.	✓	The Waste Management Plan confirms that waste and recycling storage points are screened by solid fencing or vegetation to ensure they are not visible from a public place or sensitive land use.
Waste servicing			
PO4 Waste and recycling servicing points are appropriately located and designed to facilitate safe, unobstructed and efficient servicing of waste containers.	AO4 Waste and recycling servicing points are located, designed and sufficiently sized consistent with SC6.16 City Plan policy –Solid waste management. Note: Regulation of the access, stopping and manoeuvring of refuse collection vehicles are subject to meeting, Part 9.4.13 Transport code and associated City Plan guidelines.	✓	The Waste Management Plan confirms that the waste and recycling servicing points are designed and sufficiently sized generally in accordance with SC6.16 City Plan policy –Solid waste management.
Non-serviced areas			
PO5 Developments in non-serviced areas have appropriate solid waste management measures to adequately service the development. Note: For Commercial developments a Waste management plan, prepared in accordance with SC6.16 City Plan policy – Solid waste management, is Council's preferred method of addressing the above outcome.	AO5 No acceptable outcome provided.	N/A	The development is located in a serviced area.

Vegetation management code



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.

9.4.14 Vegetation management code

9.4.14.1 Application

This code applies to assessing material change of use, reconfiguring a lot or operational work for development 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**.

The requirements for accepted development in Part A of this code provide guidance on what is considered acceptable damage to assessable vegetation before it becomes assessable development. Each required outcome in Part A will apply to a particular circumstance. The table below outlines the applicable provision relating to the type of damage.

Damage type	Provision(s)
Vegetation close to property boundaries	RO1 – RO2
Vegetation close to buildings	RO3
Vegetation close to pool fencing	RO4
Pest species vegetation	RO5
Threatening vegetation	RO6
Damage to vegetation for fire safety	RO7

Damage type	Provision(s)
Damage on agricultural land	RO8
Vegetation maintenance	RO9
All damage not described in the required outcomes	PO1

Note: The required outcomes in Part A of this code will not apply to vegetation that is identified under a vegetation protection order or planted as an approved landscape plan or condition of approval.

Note: For general guidance on pruning and managing the growth of vegetation refer to *AS 4373–2007 Pruning of amenity trees*.

Note: Vegetation clearing must not result in harm to native wildlife. Where native wildlife is present it is recommended that a licensed wildlife spotter/catcher be employed to oversee works.

9.4.14.2 Purpose

- (1) The purpose of the Vegetation management code is to provide for the protection and management of assessable vegetation.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Vegetation of environmental, historical, cultural, visual and character significance is retained.
 - (b) Vegetation is retained to provide habitats for threatened flora and fauna, prevent erosion and ensure slope stabilisation.
 - (c) Damage to assessable vegetation is only undertaken if it directly obstructs approved development or is a threat to persons or property.
 - (d) Vegetation management plans are prepared for development which has the potential to cause damage to vegetation.
 - (e) Any potential damage caused to vegetation by development is extensively investigated and mitigated.

9.4.14.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 9.4.14-2: Vegetation management 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
Vegetation management plan			

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
PO1 Damage to assessable vegetation does not occur where the vegetation: (a) provides habitats for threatened flora and fauna; (b) is of historical, cultural or visual significance; (c) provides erosion prevention and slope stabilisation; (d) is necessary to maintain the character of the local area; or (e) assists in the conservation of the city's biodiversity. Note: A Vegetation Management Plan, prepared in accordance with SC6.8 City Plan policy – Environmental management plans is the Council's preferred method of addressing this performance outcome.	AO1 A Vegetation Management Plan, prepared by a suitably qualified person, is submitted as part of an Operational Work (Vegetation Clearing) application to show compliance with the Performance outcome. This plan includes, but is not limited to: (a) the location of the existing or approved dwellings, building or structures; (b) the location of waterways, ridge tops and steep slopes (greater than 25%) on and adjacent to the site; (c) the location of the assessable vegetation to which the damage is proposed, and reasonable particulars of its vegetation type, including species, height and girth and whether it is: • habitat for threatened flora and fauna; • of historical, cultural, character or visual significance; • essential for erosion prevention and slope stabilisation, including within waterway buffers; • significant to the conservation of the city's biodiversity;	PO1 – 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
	vegetation that contributes to waterway and wetland health.		

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
	(d) a statement of the reasons for the damage and any relevant factors associated with the purpose of the proposed damage; (e) particulars of how vegetation to be retained will be protected during works in accordance with <i>AS 4970–2009 Protection of trees</i> on development sites; (f) particulars of how the vegetation is to be damaged and, if relevant, how the damaged material is to be removed or disposed of; (g) a plan indicating the location, size and species of replacement vegetation to compensate for the loss of damaged vegetation; and (h) a staging plan for clearing greater than 4ha of vegetation. Note: To remove a single tree on residential premises only a basic Vegetation Management Plan is required to be submitted to Council. The Vegetation Management Plan can be prepared by the property owner and may only require limited details about the above elements. Guidance on the content of a Vegetation Management Plan can be found in SC6.8 City Plan policy – Environmental management plans.		

