

Section 2
SUPPORTING DOCUMENTS





zone
Planning Group

Planning Assessment Report

DEVELOPMENT PERMIT

➤ Material Change of Use for Multiple Dwellings

Prepared for 101 Old Burleigh Road Pty Ltd

May 2026
Q25545

99-101 Old Burleigh Rd,
Broadbeach





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Executive Summary

Aspects of Development

TYPE OF DEVELOPMENT	LEVEL OF ASSESSMENT	APPROVAL SOUGHT
Material Change of Use	Code Assessment	Development Permit

Overview of Application

We write on behalf of our client, 101 Old Burleigh Road Pty Ltd ('the Applicant'), seeking a Development Permit for a Material change of use ('MCU') for a Multiple Dwelling (81 units) at 99-101 Old Burleigh Road, Broadbeach, more accurately described as Lot 70 B8383 and Lots 0-5 BUP104138 ('the site').

The proposed development comprises a 42-storey and 146.5m residential tower containing 81 apartments. A mix of two, three and 4-bedroom apartments is proposed which result in a total of 235 beds spread across 35 residential levels. The development will include:

- › 3 x levels of Basement parking;
- › Ground Level comprising 2 x vehicle crossings, parking, a lobby and services;
- › 4 x levels of Podium parking;
- › 2 x levels of communal open space and residential amenities;
- › 35 x residential levels; and
- › Rooftop plant and equipment.

Pursuant to *City Plan 2016*, the subject site is located within the High Density Residential Zone. A Multiple Dwelling land use is listed as Code Assessable development within the Table of Assessment (Table 5.5.3) for the High Density Residential Zone. As the Building Height Overlay Map is 'HX' (i.e., unrestricted), the proposed building height does not elevate the level of assessment. Similarly, a review of the Tables of Assessment for the relevant Overlays has been undertaken, which do not elevate the level of assessment. Therefore, the proposal is Code Assessable.

The proposal is consistent with the SEQRP which sets a benchmark of 161,700 new dwellings to be provided within the City of Gold Coast Local Government Area (LGA) by the year 2046. Of which, the SEQRP benchmarks that 62% (100,254 dwellings) be provided in a high-rise attached format (e.g. high-rise apartments/units, active Ground Level – street-facing and/or mixed use) by the year 2046. This requires the City of Gold Coast Council to provide on average, 4,010 high-rise attached dwellings on a per annum basis until the year 2046. The proposal contributes toward the delivery of high density housing supply within the Gold Coast LGA.

This Report overviews the nature of the proposal and provides an assessment of the development against the requirements of the relevant statutory planning documents. Contreras Earl Architecture have supplied a set of detailed Architectural Plans which demonstrate the scale and appearance of the development in the context of the site (**Section 3**). A number of specialist or technical reports have been included within **Section 4**, namely Landscape Intent Plans, Transport Impact Assessment, Waste Management Plan, Acoustic Report, Conceptual Stormwater Management Plan, and Engineering Infrastructure Report which have been prepared in support of the proposal.



A perspective image of the proposal is provided within **Figure 1** below:



Figure 1: Perspective Image of Proposed Development (Source: Contreras Earl Architecture)

In summary, the proposal provides an innovative, contemporary and functional design outcome that will complement and enhance the existing and emerging urban forms in the general locality, without unduly impacting the amenity currently enjoyed by surrounding properties. It is therefore requested that the application be approved subject to reasonable and relevant conditions.



1.0 Site & Surrounding Environment

1.1 Site & Application Details

Table 1: Site & Application Details

Address	99 – 101 Old Burleigh Road, Broadbeach QLD 4218
Real Property Description	Lot 70 B8383 Lot 0-5 BUP104138
Site Area	Lot 70: 630m ² Lots 0-5: 653m ² Total: 1283m ²
Land Owner & Applicant	101 Old Burleigh Road Pty Ltd
Applicant Contact Details	C/- Zone Planning QLD (Liam Jukes) 07 5562 2303 ljukes@zoneplanning.com.au
Local Government	City of Gold Coast
SEQ Regional Plan Designation	Urban Footprint
Planning Scheme Zone	High Density Residential Zone
Overlays	➤ Acid Sulfate Soils ➤ Airport Environs (PAN-OPS Contour – HP368.16m) ➤ Building Height (HX) ➤ Coastal Erosion Hazard (Foreshore Seawall Setback – 0-500m) ➤ Light Rail Urban Renewal Area (Frame Area) ➤ Residential Density (RD8)

1.2 Site Characteristics

The subject site comprises of two allotments with a total site area of 1,283m². The premises is a corner site of irregular configuration with a 34.4m frontage to Old Burleigh Road, and 31.6m frontage to Armrick Avenue (excluding the corner truncation). The site is relatively flat.

Lot 70 is improved by a single storey commercial building that currently provides multiple tenancies consisting of a Shop and 2 x Food & Drink Outlets. Lots 0-5 are improved by an older style 3-storey Multiple Dwelling. Both allotments are serviced by all essential infrastructure (e.g. water, sewer, electricity, telecommunications etc.). The site is not impacted by any easements or Council infrastructure.

Table 2 below provides a summary of the site's specific context and characteristics.



Table 2: Site Location & Characteristics

Topography	The site is relatively flat with site levels ranging from approximately 5.2m AHD to 5.6m AHD.
Vegetation & Waterways	There are dispersed landscape plantings around the site boundaries. The site is not considered to include any significant vegetation. The site is not affected by a waterway.
Availability of Services	The site has all services available to it – water, sewer, stormwater, electrical and telecommunications.
Allotment Dimensions	The premises is a corner site of irregular configuration with a 34.4m frontage to Old Burleigh Road, and 31.6m frontage to Armrick Avenue (excluding the corner truncation). The site has a total site area of 1,283m ² .
Current Use & Improvements	Lot 70 is improved a commercial development comprising a Shop and Food & Drink Outlet tenancies. Lots 0-5 are improved by a 3-storey Multiple Dwelling comprising five units.

Figure 2 below contains an aerial photograph of the site and immediately surrounding development.



Figure 2: Aerial Image of Subject Site – Image date 7 December 2025 (Source: Nearmap)



1.3 Site Surrounds

The subject site is located in the central Gold Coast suburb of Broadbeach, and is within close proximity to the Gold Coast Highway, a key north-south connection for the city. Current vehicle access to the site is via Old Burleigh Road and Armrick Avenue for each respective allotment.

The subject site is in close proximity to the Broadbeach Centre which is identified as a Principal Centre under the City Plan's Strategic Framework. Broadbeach Principal Centre is a major employment, tourism, entertainment, retail and commerce centre for the City, as well as being a densely populated residential area.

The subject site exhibits excellent access to the following nearby services:

- High frequency Translink bus services located along the Gold Coast Highway and Armrick Avenue
- Close proximity to Florida Gardens Light Rail Station (650m walking distance)
- Various opportunities for public open space, namely Broadbeach Park, Cascade Gardens, Neilson Family/Kurrawa Park and the beach
- Nearby community services and facilities
- Convenient access to both the Gold Coast Highway and Hooker Boulevard

It is evident that the site is located within an extremely well located area with regard to proximity to high frequency public transport, commercial services, retail services, public recreation and community facilities. **Figure 3** below illustrate the sites' location in the context of the Broadbeach area, nearby recreational facilities and transport routes.

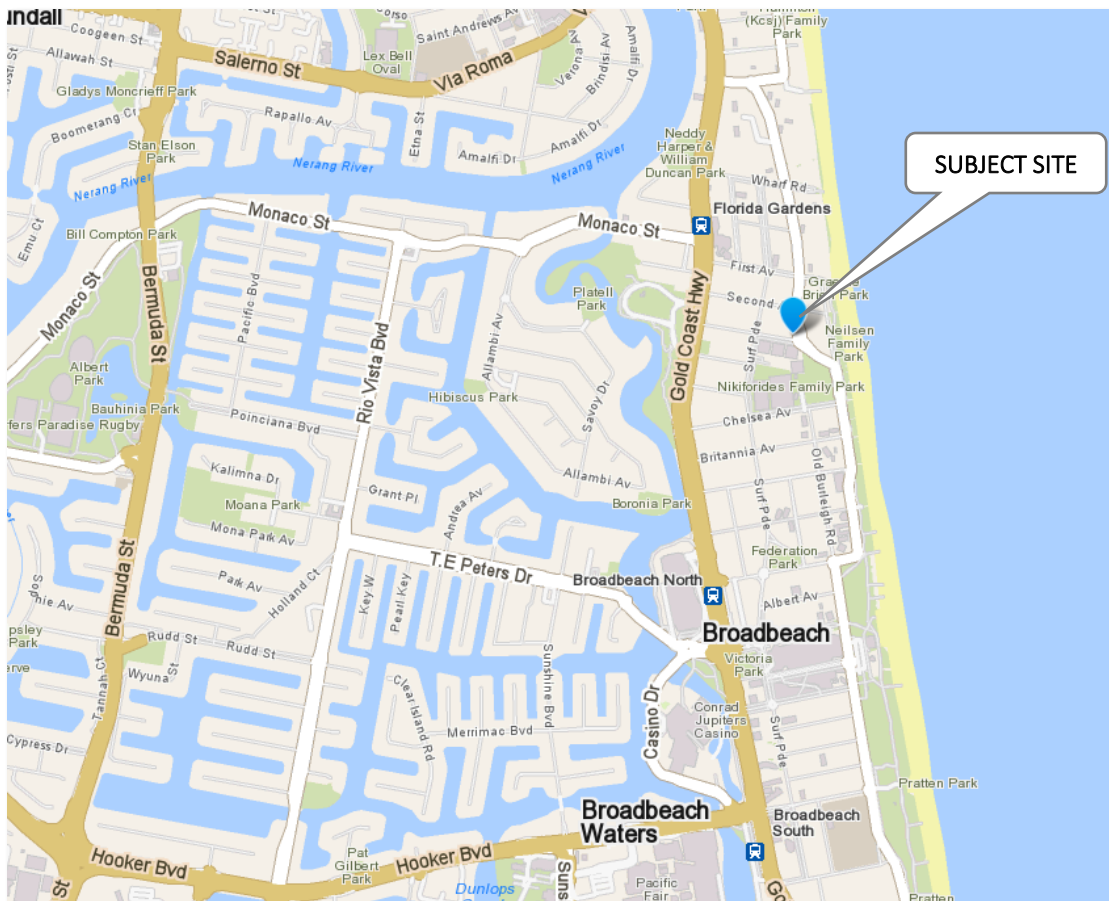


Figure 3: Site Locality (Source: Whereis.com)



A review of the local area context indicates the existing and emerging character comprises intense development forms as demonstrated through existing high-rise buildings as well as recent approvals and applications. This change in urban form for the locality is contemplated by City Plan 2016 by virtue of the site's occurrence within the High Density Residential Zone, the 'HX' building height area and the Frame Area of the Light Rail Urban Renewal Overlay. The site has been designated by the City Plan as a high-density location due to its excellent proximity to key services and public transport.

A summary of the immediately surrounding development is provided in **Table 3**.

Table 3: Site Surrounds

NORTH	Directly north of the subject site is a 10-storey Multiple Dwelling development. Further north is a mix high-rise towers and lower set apartment buildings. This variation in building heights is representative of the areas transition toward more intense development forms, especially with the proximity to the Surfers Paradise specialist centre.
EAST	Directly east of the subject site is Old Burleigh Road. Further east is on the opposing side of Old Burleigh Road is a large scale Multiple Dwelling development referred to as 'Oceana on Broadbeach'. This complex comprises two high rise apartment buildings. Further east is Broadbeach Boulevard and the public open space foreshore and the beach.
SOUTH	Directly south of the subject site is Armrick Avenue. South of the road corridor is Broadbeach Park which provides a range of public open space opportunities with additional recreational services available, including Broadbeach Bowls Club, Broadbeach Soccer Club, Broadbeach SLSC, a number of cafés and community uses and facilities. Notable features further to the south include The Gold Coast Convention and Exhibition Centre, Star Casino and Pacific Fair.
WEST	Directly west of the subject site is a high-rise building under construction for Multiple Dwellings/Short-Term Accommodation consisting of 339 units referred to as 'Crest'. Further west is the Gold Coast Highway, Cascade Gardens and the Nerang River.



2.0 Background

2.1 Previous Approvals

A review of Council's PD Online database has identified the subject sites are featured with a previous approval, a summary of the approved is provided below:

- On 8 September 2022, under Delegated Authority, the Executive Coordinator of City Development approved the issue of a Development Permit for a Material Change of Use (Code Assessment) for Multiple Dwellings (59 units) and Food & Drink Outlet (Council Ref: MCU/2021/603). This approval endorsed a 46-storey / 159m high rise apartment building.
- There are no other relevant development approvals for the subject site(s).



Figure 4: Perspective Drawings of Approved Tower - MCU/2021/603 (Source: Ferro Chow)

A review of surrounding area approvals indicates a raft of approvals issued since the inception of City Plan which allow for high-rise residential tower developments akin to the proposal. These approvals are representative of the aspirational settlement pattern for the specific locality. Specifically, City Plan 2016 (v1-v11) encourages high-rise building forms and urban renewal in the area through including the site and surrounds within the High Density Residential Zone, the Frame Area of the Light Rail Urban Renewal Area and mapping the site for 'HX' (unrestricted) building height under the Building Height Overlay Map.

Of particular relevance is a recent development approval (OTH/2022/64) issued in 2023 which relates to the western neighbouring site at 9 Armrick Avenue, Broadbeach. The approved development is currently under construction and allows for two residential apartment buildings that are 35 storeys and 40 storeys in height respectively. An extract of this development is shown below:

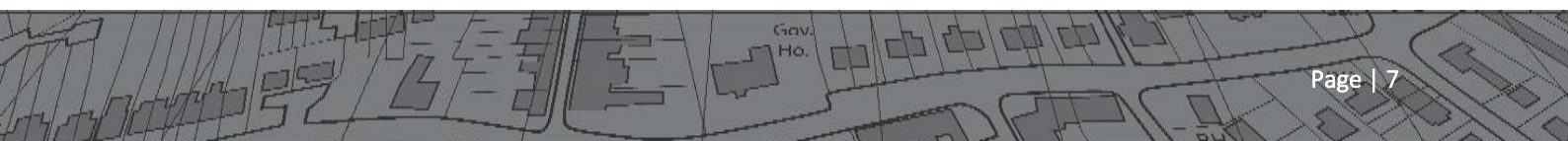
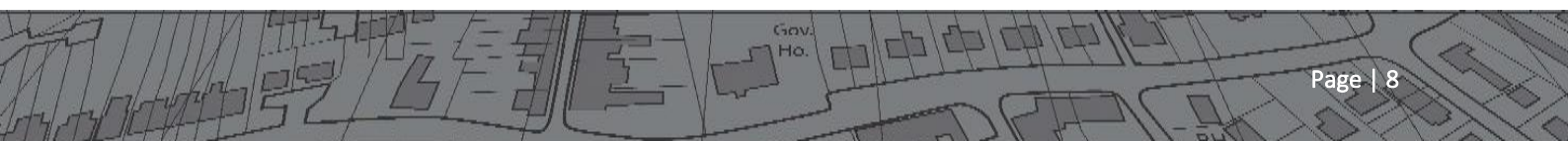




Figure 5: Perspective Drawing of Neighbouring Site (Source: OTH/2022/64)

2.2 Council Prelodgement Meeting

No formal prelodgement meeting has been held with Council regarding the proposal.





3.0 Proposed Development

3.1 Development Description

This Development Application seeks approval for a Material Change of Use for a Multiple Dwelling development over the subject site, the characteristics of which are outlined below (see **Table 4**).

The proposed development comprises a 42-storey and 146.5m residential tower comprising 81 apartments. A mix of three and 4-bedroom apartments is proposed which result in a total of 235 beds spread across 35 residential levels. The development will include:

- › 3 x levels of Basement parking
- › Ground Level comprising 2 x vehicle crossings, parking, a lobby and services
- › 4 x levels of Podium parking
- › 2 x levels of communal open space and residential amenities
- › 35 x residential levels
- › Rooftop plant and equipment

The characteristics of the development are further described in **Table 4** below:

Table 4: Development Characteristics

Building Height	42-storeys (146.5m)			
Dwelling Yield	81 apartments (235 beds) - 17 x 2-bedroom units - 55 x 3-bedroom units - 9 x 4-bedroom units			
Density	1 bed / 5.46m ²			
Site Cover	Podium: 1,043m ² (81%) Tower: 621m ² (48%)			
Communal Recreation Space	806m ²			
Private Open Space	Minimum 14m ² , with a maximum of 104m ²			
Car Parking		RESIDENT	VISITOR	TOTAL
	Required	81	9	90
	Proposed	179	10	189

Figure 6 overleaf provides a perspective view of the proposed development:



Figure 6: Rendered Perspective View of Proposed Development (Source: Contreras Earl Architecture)

3.2 Development Specifics

3.2.1 Building Height

The proposed development reaches a total height of 42 storeys (146.5m) and is consistent with the designated 'unrestricted' (HX) building height under the Building Height Overlay Map.

As depicted below, it is submitted the building's height and slender footprint/form provides a complimentary yet varied built form within the local streetscape, that importantly, as per City Plan objectives achieves a varied, yet ordered skyline.

We note that the Broadbeach / Surfers Paradise area has a RL 368.56m AHD vertical clearance under the Airport Environs Overlay (PANS-OPS) which provides a height restriction for the area. The proposed tower at 42 storeys (or 152.05m AHD) does not encroach this designation. The building height is illustrated through the **Figure 7** below.

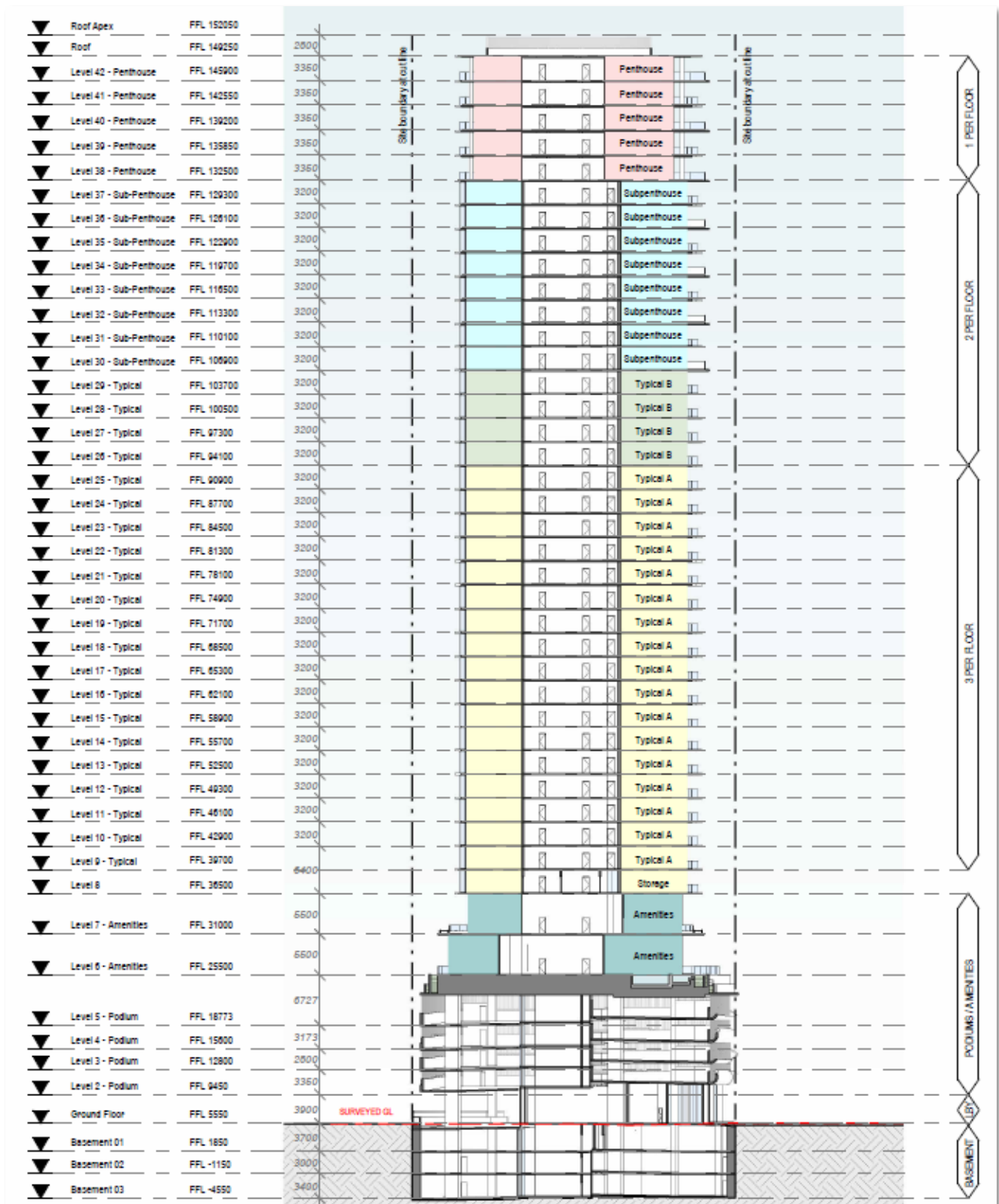


Figure 7: Elevations with Building Height (Source: Contreras Earl Architecture)



3.2.2 Dwelling Mix & Residential Density

The subject site is afforded a residential density designation of RD8 (1 bed/13m²) under the Residential Density Overlay Map which equates to approximately 99 bedrooms on the site. The proposed density exceeds this designation, proposing 81 dwellings (235 bedrooms) at a net density of 1 bed/5.46m².

While it is acknowledged that the proposed residential density exceeds prescribed density for the site under the Residential Density Overlay Map, it is considered appropriate for the site and broader locale and is consistent with the prevailing high-rise, high density residential character of Broadbeach. The subject site enjoys excellent access to employment areas, services, recreational assets, public transport and proximity to the Light Rail Station. The specialist reporting provided within **Section 4** of this report demonstrate the proposal does unduly impact the capacity of Council infrastructure networks.

Residential density and the proposal's consistency with the City Plan 2016 (v13) requirements are addressed in detail in Section 6.8 of this Report.

3.2.3 Setbacks

The development proposes the following minimum setbacks (**Table 5**).

Table 5: Proposed Minimum Setbacks

LEVEL	SETBACKS			
	NORTH	SOUTH	EAST	WEST
GROUND LEVEL	0m (PMT) 3.7m (columns)	0m (services) 3.2m (building wall)	0m (services) 2m (building wall)	1.35m (columns)
PODIUM	1.2m (wall)	2.2m (planter) 3.2m (wall)	0m (planter) 0.85m - 1.85m (wall)	1.2m (wall)
TOWER LEVELS	3.3m (OMP) 3.9m – 6.46m (wall)	1.5m – 3m (OMP) 4.07m – 7.87m (wall)	2.9m – 3.67m (OMP) 4.27m – 8.92m (wall)	3m – 7.21m (OMP) 3.6m – 9.9m (wall)

The proposed tower setbacks are generally consistent across all levels. At the upper tower levels, however, the setbacks vary in response to the alternating slab design. Recesses and articulated slab edges assist in breaking down the building mass, while corner balconies further contribute to the articulation of the tower form. The Podium is considered to incorporate appropriate architectural detailing and landscaping, which assist in mitigating the visual bulk of the built form. Overall, the proposed Podium-to-tower composition is consistent with the scale and bulk of development contemplated within the 'Frame Area' of the Light Rail Urban Renewal Area. The typical proposed setbacks are illustrated in the **Figure 8** below.

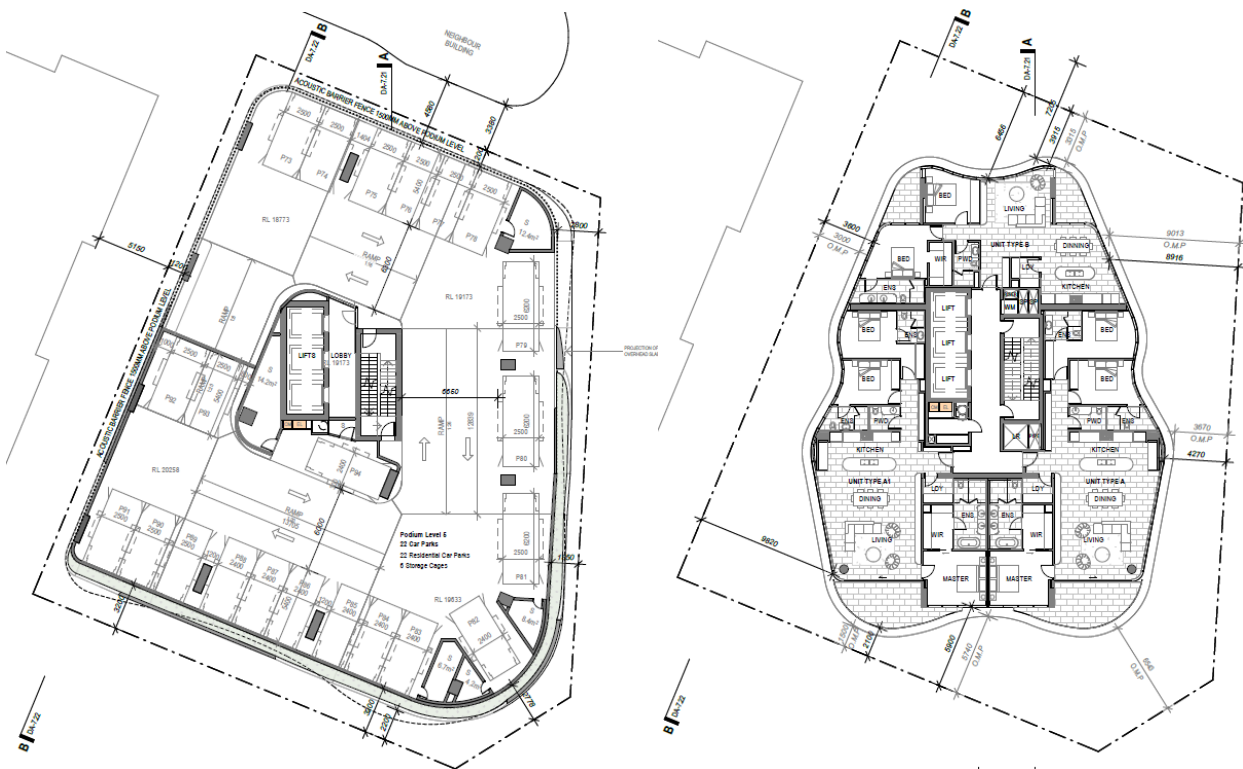


Figure 8: Podium Setback Plan (left) & Tower Setback Plan (right) (Source: Contreras Earl Architecture)

While it is acknowledged that the proposed setbacks do not meet the prescribed setbacks for Acceptable Outcome AO1 of the High Density Residential Zone Code, they are considered appropriate having regard to site context and the built form outcomes anticipated for the area. The assessment contained in Section 6.8 of this report demonstrates compliance with the corresponding Performance Outcome.

3.2.4 Site Cover

The proposed development maintains a moderate site cover which varies between the Podium level and typical tower floorplate. The proposed site cover is identified as follows:

- Podium: 1,043m² (81%)
- Tower: 621m² (48%)

The proposed site cover does not comply with AO2 of the High Density Residential Zone Code and is therefore assessed against the corresponding Performance Outcome PO2. The proposed site cover is considered appropriate having regard to the site context. In particular, the transition in site cover from the podium to the tower provides the desired variation in built form. Articulation of the built form, together with landscaping across the ground plane and podium levels, assist in reducing the perceived bulk and scale of the development.

Site cover is discussed in further detail in Section 6.8 of this Report.



3.2.5 Access & Parking

Vehicle access to the site is proposed via 2-way crossovers from Old Burleigh Road and Armrick Avenue. The Old Burleigh Road crossover provides access to and from the Basement levels, while the Armrick Avenue crossover provides access to and from the Podium levels.

Car parking associated with the development is to be provided within three levels of Basement as well as at grade and above ground, within four Podium levels. A summary of proposed parking, with a comparison of prescribed City Plan 2016 (v13) parking rates is provided within the below table:

Table 6: Proposed Parking vs City Plan Parking Rates

	Resident	Visitor	TOTAL
Required	81 (1 per unit for HDRZ in transport hub)	9	90
Proposed	179	10	189

As noted above, the proposal exceeds the parking rates prescribed by City Plan 2016 (v13).

All visitor car parking is accommodated at the Basement Level 1 or Ground Level and will be freely accessible.

Bicycle parking has been provided in accordance with the rates prescribed by Austroads Guide to Traffic Management Part 11 (AGTM11) (2020). In this regard, 27 residential spaces and seven visitor spaces are provided at Ground Level.

On-site servicing is proposed to occur via an SRV service vehicle accommodated within a standing bay accessed from the Old Burleigh Road crossover. It is also noted that an on-street loading bay, capable of accommodating an MRV, is located along the Armrick Avenue frontage and will remain available for use, noting that no non-residential development is proposed on the subject site. This outcome is generally consistent with Council's decision-making in relation to the existing development approval for a high-rise residential development of a commensurate scale (MCU/2021/603).

Pedestrian access is to be provided via a separate pedestrian entry from the corner truncation which leads to the centrally located lobby.

3.2.6 Private Open Space

Each apartment is provided balcony access, comprising a minimum area of 14m², with a maximum of 105m² for the upper floor Penthouses. All balconies are accessed from the main living area of the respective dwellings.

3.2.7 Communal Open Space

The proposal includes the provision of extensive communal recreation facilities on the site for use by residents of the development. These facilities located on Level 6-7, being split between the Podium levels and residential apartments, and is comprised of the following:



Level 6

- * Pool
- * BBQ Area
- * Bar
- * Pool Deck, Day Beds & Seating
- * Sauna & Steam Room
- * Hot & Cold Plunge Pools
- * Resident Gym
- * Yoga Room

Level 7

- * Club Room
- * Kitchen
- * Private Dining
- * Residents Lounge
- * Cinema
- * Decking Areas

A Statement of Landscape Intent has been prepared and details the treatments to these areas and is included within **Section 4 – Specialist Reports**.

3.2.8 Waste Management

A Waste Management Plan has been prepared by Modus for the proposed development detailing the waste management facilities, measures and practices to be implemented on-site for the proposed development. In this regard, the proposed development seeks to utilise bulk bins for general waste (2 x 1.5m³) and recycling (1 x 2m³). This necessitates servicing of the site by a front-loading refuse collection vehicle (RCV). Refer to **Section 4 – Specialist Reports**.

3.2.9 Landscaping

A Landscape Intent Plan has been prepared and is attached in **Section 4** of this application. These plans demonstrate the proposed landscaping throughout the development. Landscaping is to incorporate a variety of hard and softscape elements complementing the building design and drawing inspiration from the features of the architecture.

The Ground Level includes generous landscaping by way of deep planting at the corner truncation of Armrick Avenue and Old Burleigh Road. Raised planters line the street and side property boundaries. Ground Level planting appropriately screens services and softens the appearance of the building. Layered podium planting is also proposed which assist with breaking down the Podium mass and will provide a cascading effect. The landscaping at the recreation deck levels also provides significant opportunities for elevated landscaping.

Figures 9 and 10 below illustrates the Ground Level landscaping provided at grade and above the building services rooms.

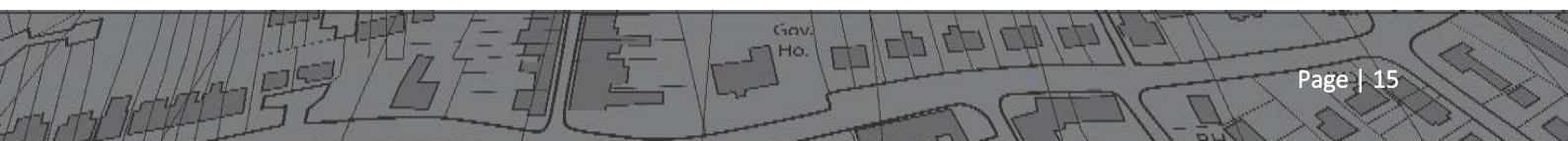




Figure 9: Proposed Landscaping at Ground Level (Source: Urbis)



Figure 10: Proposed Landscaping at Podium Level (Source: Urbis)

3.2.10 Acoustic Attenuation

An Acoustic Report has been supplied and is provided in **Section 4** of this submission. The report makes recommendations for an acoustic barrier along the northern and western boundaries as well as several other recommendations in respect of building treatments and operational aspects. The acoustic barriers are shown further within **Figure 11** below.

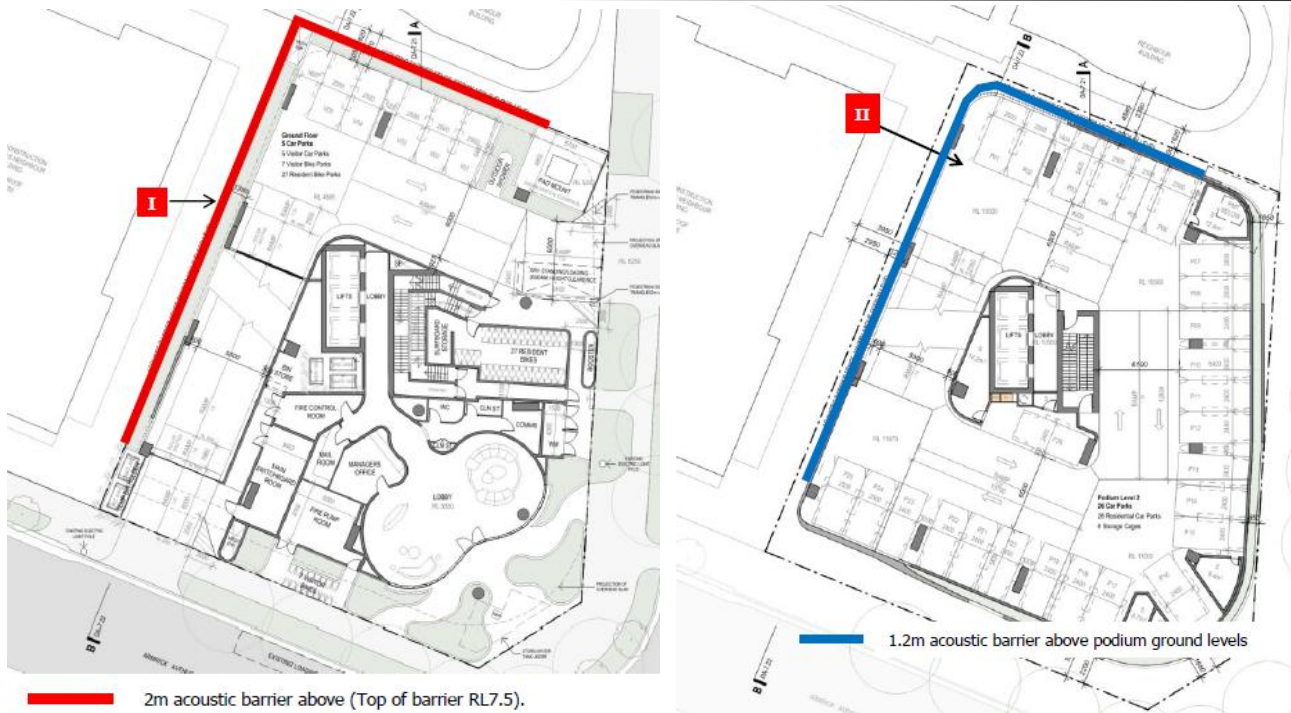


Figure 11: Recommended Acoustic Barriers (Source: Acoustic Works)



4.0 Specialist Reports

The following technical or specialist reports have been submitted in support of the application and are provided in **Section 4** of the application submission:

SPECIALIST DOCUMENTATION	PREPARED BY
<i>STATEMENT OF LANDSCAPE INTENT</i>	Urbis
<i>STORMWATER MANAGEMENT PLAN</i>	OSKA
<i>ENGINEERING INFRASTRUCTURE REPORT</i>	OSKA
<i>TRAFFIC IMPACT ASSESSMENT</i>	Bitzios
<i>NOISE IMPACT ASSESSMENT</i>	Acoustic Works
<i>WASTE MANAGEMENT REPORT</i>	Modus



5.0 Statutory Planning Framework – State Legislation

5.1 Planning Act 2016

This Section provides an overview of the legislative context of the application under the provisions of the *Planning Act 2016* and associated *Planning Regulation 2017*.

5.1.1 Assessable Development

The proposed development is made assessable under section 45 of the *Planning Act 2016* by either Schedules 9 and 10 of the *Planning Regulation 2017* or a Local Government's Planning Scheme. Furthermore, given the Assessment Manager for the application is the Local Government, the application is required to be assessed against the assessment benchmarks identified within:

- the Regional Plan for the region and the State Planning Policy – Part E (to the extent that they are not identified within the Scheme);
- any temporary State Planning Policy applying to the premises; or
- the Local Government's Planning Scheme.

5.1.2 Referral Agencies

The development has been reviewed in light of Schedule 10 of the *Planning Regulation 2017*. In this regard, there are no referral agencies applicable to the application.

5.1.3 Public Notification

This development application is subject to Code Assessment and therefore does not need to undergo public notification.

5.1.4 South East Queensland Regional Plan 2023

The subject site is contained within the Urban Footprint land use designation under the SEQ Regional Plan, *ShapingSEQ*, which broadly speaking, is intended to cater for the region's urban development needs until the year 2046.

The proposed development constitutes an urban activity which supports the intent of the Urban Footprint designation by providing further housing supply to accommodate future population growth through urban consolidation.

The SEQRP sets a benchmark of 161,700 new dwellings to be provided within the City of Gold Coast local government area by the year 2046. Of which, the SEQRP benchmarks that 62% (100,254 dwellings) be provided in a high-rise attached format (e.g. high-rise apartments/units, active ground level – street-facing and/or mixed use) by the year 2046. This requires the City of Gold Coast Council to provide on average, 4,010 High-Rise attached dwellings on a per annum basis until the year 2046. This proposal is considered an appropriate development outcome for the site and directly responds to the benchmarks set out by the SEQRP by providing a well-located infill housing opportunity.



5.1.5 State Planning Policy

The SPP provides interim development assessment guidelines to ensure that State interests, that are not yet appropriately integrated in local government planning schemes, are properly considered in the assessment of development applications. The proposed development has been assessed against the State Planning Policy (SPP) July 2017 to ensure all relevant State interests have been considered in this application.

In the case of the Gold Coast City Plan 2016 (v13), State interests associated with the former July 2014 iteration of the SPP, excluding those relating to natural hazards (coastal erosion and storm tide inundation) were integrated into the Scheme. However, with the commencement of the *Planning Act 2016* on 3 July 2017 and associated introduction of the July 2017 version of the SPP, Gold Coast City Plan 2016 (v13) has not been updated to reflect the latest State interests, specifically in regard to the 'natural hazards, risk and resilience (coastal hazards), Biodiversity (Policy 2) and Water Quality (Policies 4 and 5)' themes.

Applicants are therefore required to assess development applications against the current version of the SPP to the extent of the inconsistency between the current SPP and version reflected in the Planning Scheme.

Comments in relation to the current State Planning Policy are provided in table below

Table 7: State Interests

STATE INTEREST	APPLICABLE	COMMENT
Liveable Communities	Not Applicable	While the proposed development is located in an urban area it will not be accessed via common property.
Mining & Extractive Resources	Not Applicable	This interest does not apply to this application.
Water Quality	Not Applicable	This interest does not apply as the land does not exceed 2,500m ² .
Natural Hazards	Not Applicable	The subject site is not within a storm tide inundation area or erosion prone area under the SPP.
State Transport Infrastructure	Not Applicable	State transport infrastructure triggers do not apply to the application and no undue impacts on these networks are expected. Noise impacts from the corridor have been considered in the assessment.
Strategic Airports & Aviation Facilities	Not Applicable	This trigger does not apply to the application as it does not trigger any of the thresholds mentioned in the SPP.



6.0 Statutory Planning Framework – Local Legislation

This Development Application is to be assessed under the provisions of City of Gold Coast's *City Plan 2016 (V13)* ('the City Plan'). This section of the Report addresses the components of the City Plan that apply to the proposed development.

6.1 Land Use Definition & Level of Assessment

The proposed land use is Multiple Dwelling. Pursuant to the City Plan, the following land use definition applies:

Multiple Dwelling

A residential use of premises involving three or more dwellings, whether attached or detached, for separate households.

As identified herein, the subject site is within the High Density Residential Zone under the City Plan. The Table of Assessment for the High Density Residential Zone identifies the proposed land uses as Code Assessable development. The level of assessment is not altered by any Overlay Table of Assessment and therefore this application is subject to Code Assessment.

It is confirmed the Building Height Overlay Map, which lists the site as being within the HX-Unlimited category, does not alter the level of assessment.

6.2 Assessment Benchmarks

As per the s45(3) of the *Planning Act 2016*, a Code Assessable application and its assessment must give weight to the assessment benchmarks identified in a categorising instrument.

As per the interpretation of the City Plan the assessment benchmarks identified for assessment include the following (see **Table 8** below):

Table 8: Assessment Benchmarks

ZONE CODE	OVERLAY CODES	USE CODE	OTHER DEVELOPMENT CODES
High Density Residential	- Acid Sulfate Soils - Airport Environs - Coastal Erosion - Light Rail Urban Renewal Area	High Rise Accommodation	- General Development Provisions - Healthy Waters - Transport - Driveways & Vehicular Crossovers - Solid Waste Management

6.3 Zone Code

6.3.1 Zone Purpose & Overall Outcomes

The subject site is included in the High Density Residential Zone as illustrated below (see **Figure 12**).



Figure 12: Extract from City Plan Zoning Map (Source: Interactive Mapping, CoGC)

Please refer to **Appendix 1** where the development has been assessed against the applicable assessment criteria for the Zone and Section 6.8 of this Report which provides a detailed description of the proposed alternative solutions and their compliance with the relevant Performance and/or Overall outcomes.

The following assessment of the proposal against the Zone Purpose and relevant Overall Outcomes is provided to demonstrate the development does not conflict with Planning Scheme. The following responses should be read in conjunction with the information provided within Section 6.8 of this Report.

6.3.1.1 Zone Purpose

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.'

The proposed development is consistent with the purpose of the High Density Residential Zone by providing a high density residential accommodation outcome on the subject site. Further assessment against the Overall Outcomes of the Zone Code is provided in Section 6.3.1.2 below.



6.3.1.2 Zone Overall Outcomes

The following table (**Table 9**) provides an assessment of the proposal against the Overall Outcomes for the Zone.

Table 9: High Density Residential Zone Overall Outcomes

OVERALL OUTCOME	ACHIEVED / N/A
(a) Land Uses:	
(i) Include a range of high density residential uses, predominantly permanent accommodation;	COMPLIES The development involves a high density residential use that provides for permanent accommodation.
(ii) Such as Multiple dwellings, Dual occupancies, Dwelling houses on small lots and Community residences are included in the zone to provide a mix of dwelling types and increase residential density;	COMPLIES The proposal includes a Multiple Dwelling land use, consistent with the land use intent for the Zone.
(iii) Including 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;	N/A
(iv) Include neighbourhood centres and standalone small scale non-residential development consistent with the Strategic Framework;	N/A
(v) Which carry higher potential for impacts on amenity such as Car washes, Childcare centres, Health care services, Food and drink outlets, Service station, Shops, Veterinary services, Community care centres, Educational establishments, and Places of worship may be considered if appropriately designed and located and not detract from the residential amenity of the area;	N/A
(vi) Involving tourist-related development such as Short-term accommodation and Tourist parks 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;	N/A
(vii) Do not detract from the local area.	COMPLIES The proposed development seeks approval for a residential development of a comparable scale and design to nearby recently approved and under construction developments. The scale and form of the proposed residential tower advances the zones aspirations for high intensity residential development. The application is supported by all relevant specialist reporting (Acoustic Report, TIA, SLI, WMP) to further demonstrate that the proposal can be supported and will not detract from the locale.



OVERALL OUTCOME		ACHIEVED / N/A
(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 Please refer to section 6.8 of this report where residential density and Overall Outcome (b) is addressed in detail.		
(c) Character consists of:		
(i) Urban neighbourhoods that consist of primarily higher intensity places containing medium to high-rise buildings;	COMPLIES The development seeks approval for a high-rise apartment development which will deliver a higher intensity residential outcome to the urban neighbourhood within an area close to services and public transport. The proposal is an envisaged outcome for this site and Zone.	
(ii) a building height that provides a hard and distinct edge to clearly define the higher density locations within the city; and	COMPLIES The subject site is located within an area designated by the City Plan having an HX-Unlimited building height. The proposal at 42 storeys (146.5m) provides a distinct high-rise form that assists with defining the subject high density area.	
(iii) Walking and cycling paths, street trees and local streets for shared car and bike use.	COMPLIES The proposed development will enhance the streetscape by renewing the road verge infrastructure in the area, including street trees. This will enhance the pedestrian experience and comfort at street level. The development will have no impact on the surrounding cycling paths, street trees, and supports the use of these networks by proposing generous bicycle parking spaces within the development.	
(d) Built form:		
(i) Has a building height that does not exceed that indicated on the Building height overlay map;	COMPLIES The site benefits from a HX-Unlimited building height designation. The proposal, at 42 storeys (146.5m) complies with the mapped height.	
(ii) is setback from side and rear boundaries to protect the amenity of adjoining uses;	COMPLIES The proposed setbacks provide appropriate separation to adjoining residential properties, with varied tower setbacks responding to the positioning, orientation and configuration of the tower floorplate. The podium design incorporates varied materials and cascading landscaping to provide visual interest, while also acknowledging the site's high-density residential context and the expectation for podium-style development within the Frame Area of the Light Rail Urban Renewal Area. The proposed tower element also appropriately responds to surrounding development through the placement of bedrooms and primary living area balconies. The proposal provides sufficient separation to avoid an overbearing built form outcome, having regard to the high-density residential context, and softens the visual dominance of the development through layered landscaping.	



OVERALL OUTCOME		ACHIEVED / N/A
		The setbacks are commensurate with the site's high-density context and the proposal appropriately protects adjacent amenity. The development's setbacks are discussed in detail in Section 6.8 of this Report.
(iii) Is setback from road frontages to promote an urban setting and interface with the street;	COMPLIES	The development's setback from the road frontages is commensurate with the high-density environment and frames the street edge as envisaged by the Light Rail Urban Renewal Area Overlay Code. At ground level, appropriate landscaping is proposed to soften the interface and enhance the pedestrian experience at the street edge. Significant layered landscaping is also proposed at each podium level and within the recreation decks, which will soften views of the development from the surrounding streetscape context. The development's frontage setbacks are discussed in detail in Section 6.8 of this Report.
(iv) Has varying site cover to reduce building dominance and provide areas for landscaping.	COMPLIES	The development's varied site cover and articulated floor plate assists to provide interest in the tower form, reducing the dominance of the building and adding visual interest to adjoining properties and the streetscape. The building, when considered in context with the existing and emerging character, presents a slender tower form. Significant landscape embellishments are proposed at the recreation deck levels, which improve the appearance of the development.
(e) Lot Design:		
(i) supports a mix and variety of housing forms envisaged in the zone		N/A
(ii) Addresses site constraints		N/A



6.4 Overlay Mapping & Codes

The applicable Overlay Mapping and associated Codes applying to the site are summarised as follows. Please refer to **Appendix 1** for assessment of the development against the relevant Codes. A summary of the relevant Codes is provided in **Table 10** below.

Table 10: Overlays

OVERLAY MAP	OVERLAY CODE	RELEVANCE/COMMENT
OMA1 Acid Sulfate Soils	Acid Sulfate Soils	Applies – The site is identified as being potentially affected by Acid Sulfate Soils. It is requested that Council impose conditions for the preparation of an Acid Sulfate Soils Investigation and Management Plan.
OMA2 Airport Environs – Air services Australia Aviation Facilities	Airport Environs	N/A
OMA3 Airport Environs – Australian Noise Exposure Forecast Contour		N/A
OMA4 Airport Environs – Wildlife Hazard Buffer Zone		N/A
OMA5 Airport Environs – Light Intensity		N/A
OMA6 Airport Environs – Obstacle Limitation Surface		N/A
OMA7 Airport Environs – Procedures for Air Navigation Surface, Aircraft Operational (PANS-OPS) Surfaces		Applies – The proposal does not exceed the PANS-OPS height of RL 368.16m AHD and therefore is not considered to interfere with the airport functions.
OMB1 Building Height	No Code Applies	Applies – The Building Height Overlay Map designates a height of HX (i.e., unrestricted) as being applicable to the subject site. The proposed height, at 42 storeys (146.5m), is considered appropriate for the site.
OMC1 Coastal Erosion Hazard	Coastal Erosion Hazard	Applies – The site is within the 0-500m setback of the seawall area. As such, it is expected Council will condition a Sand Management Plan.
OMD1 Dwelling House	No Code Applies	Applies – not relevant to this application.
OML2 Light Rail Urban Renewal Area	Light Rail Urban Renewal Area	Applies – Please refer to the assessment provided in Section 6.4.1 of this Report.
OMR2 Residential Density	No Overlay Code	Applies – The site has a density designation of RD8 (1 bed / 13m ²). The proposal provides 81 dwellings (235 bedrooms) at a net density of 1 bed/5.46m ² . This is discussed further in Section 6.8 below.



6.4.1 Light Rail Urban Renewal Area Overlay

The site is located in the Light Rail Urban Renewal Area Overlay and is within the Frame Area as illustrated in **Figure 13** below.

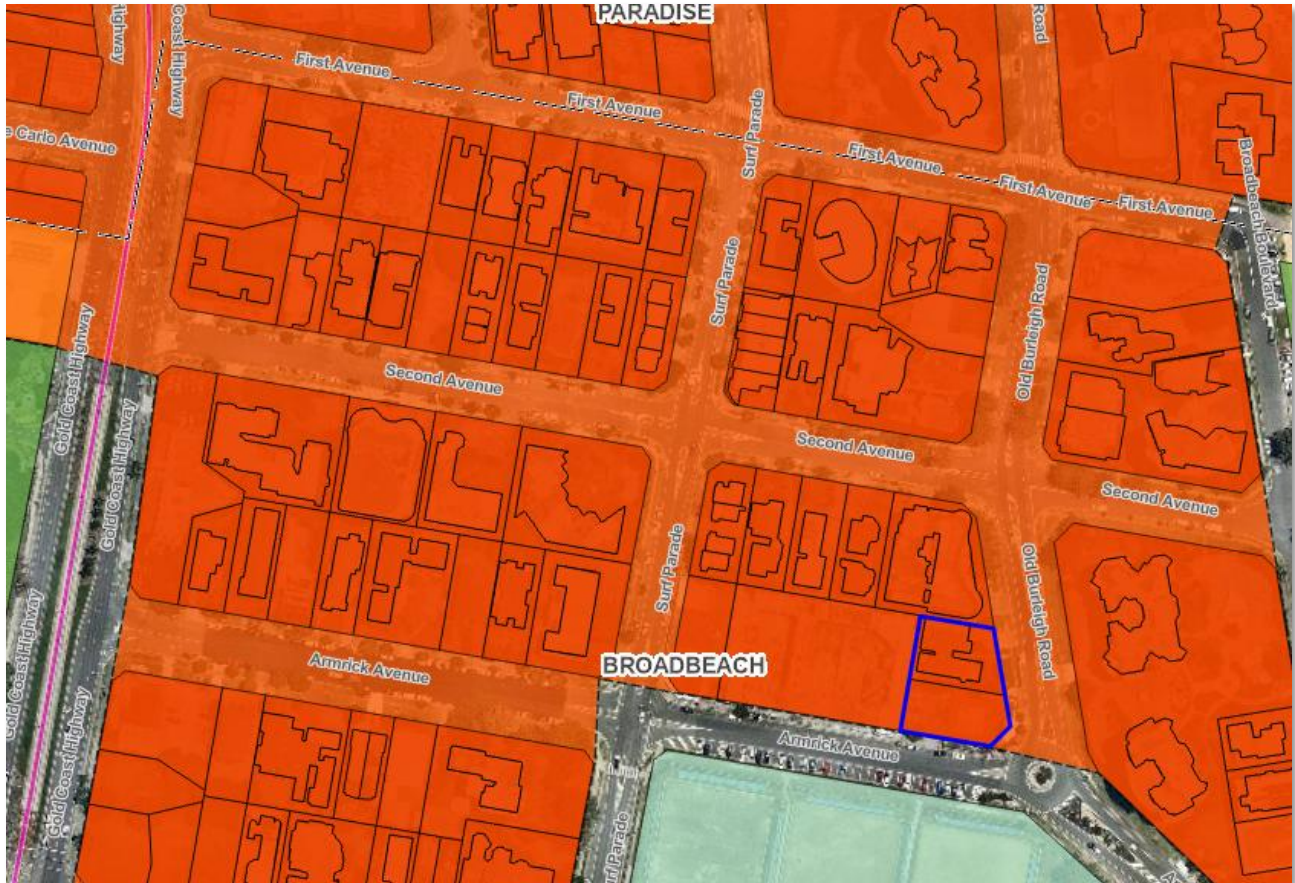


Figure 13: Extract from Light Rail Urban Renewal Area Overlay

The purpose of the Light Rail Urban Renewal Area Overlay is:

'To ensure development provides high quality urban environments that optimise the pedestrian environment and accessibility to light rail services and economic development opportunities.'

'This overlay code supports development opportunity as a catalyst for transforming the city into a highly-connected, compact city with vibrant centres, specialist precincts, and urban renewal corridors that will efficiently use land and offer an interesting and unique street life'.

The development is considered to achieve the Purpose of the Code by proposing a high quality urban design outcome that capitalises upon the site's proximity to the Light Rail Corridor. It will be well connected with the street and pedestrian environment, providing efficient access to Florida Gardens Light Rail Station. The site's position nearby Broadbeach Park, the Gold Coast Highway and Broadbeach Principal Centre provides an opportunity to locate a high density residential outcome in close proximity to various open space assets, high order transport corridors and commercial services. The proposed outcome assists with the intended urban renewal of the area through creating a more compact built form environment and efficient use of land.

An assessment against the Overall Outcomes of the Overlay Code is provided in the table below.



Table 11: Light Rail Urban Renewal Area Overlay

OVERALL OUTCOME	COMMENT/ N/A
Create Genuine Communities	
(a) Place making helps development contribute to strengthening genuine communities local character through: - Neighbourhood analysis that evaluates the distinct local character patterns, opportunities, and challenges and how the proposed development enhances them; - Master planning for larger sites to coordinate the staged development of multiple buildings, new internal streets, or parks across larger sites; - Locating and designing development to respect and compliment the scale, character, form and setting of on-site and adjacent properties; - Public art opportunities or similar for high-rise sites and site that interface with public open space to enhance the quality of the development, the public realm and the city; and - Direct, safe and accessible pedestrian and cycling connections that connect through to adjacent routes, streets, parks, open space and transit stations.	COMPLIES While the proposed development does not include any specific works within the public realm (other than footpath / street tree works), it has been designed to reflect the planned character of the area (High Density Residential Zone), while being cognisant of the surrounding premises. This is achieved by providing a relatively open ground plane with space for landscaping, a lobby and easily accessible visitor car parking. The development also presents the opportunities for active transportation (walking, cycling) and seeks to utilise the surrounding street networks to provide a more interconnected neighbourhood.
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: - 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; - Protecting sunlight and sky views within the surrounding network of streets, parks, public and private open space, and other shadow sensitive areas; - Providing pedestrian paths that are adequately spaced between the built form and kerb to safely and comfortably accommodate movement, streetscape elements and at-grade active uses; - The inclusion of streetscape and landscape design that are high-quality, sustainable and positively engaged the built form with adjacent streets, parks and open space; - Providing entrances that are well-defined, clearly visible from pedestrian paths and orientated to front new or existing streets; and - 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. - 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.	COMPLIES The proposed built form achieves a positive interface to the street as evidenced through the high quality architecture of the building. This is achieved through: • Use of balconies and an entry lobby to promote opportunities for casual surveillance. • The development includes a well-defined pedestrian entry point to the lobby. At the ground plane, the entry is accented by landscaping to provide a comfortable environment for visitors and residents. • A shadow analysis has been included in the plans demonstrating the appropriateness of the resultant shadows in the high-density residential context. • The development provides for a layered landscaping outcome adjacent to the street to enhance the streetscape appearance of the development and provide a subtropical design outcome. Overall, the development has been designed to respond to its location and specific site context. It will provide further opportunities for streetscape activation.



OVERALL OUTCOME	COMMENT/ N/A
Design Buildings to Foster 'Street Life'	
(c) The built 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. Setback 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 station activating the street edges with animated frontages sleeved by small, well-glazed, individually accessed and grade-related tenancies.	COMPLIES The design of the ground plane provides for a strong entrance statement at the corner truncation, with space for landscaping between the building and street edge. The development provides appropriate setbacks to the building wall at Ground Level to landscaping. This creates a comfortable environment at the Ground Floor entrance, while also accommodating the necessary requirements for services and vehicle access points along each road frontage. The proposed podium design assists in framing the street edge as envisaged, with elevated landscaping enhancing views of the development from the public realm. Overall, the proposal appropriately addresses the street and contributes to activation of the street frontage. Casual surveillance opportunities exist from the lobby and the residential balconies above.
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 has 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 and allow for a vast range of intense built form outcomes alongside locally supported activity and commerce; and C. 'Transition areas' are medium density neighbourhoods and ensure the logical tapering of built form intensity down to adjacent lower intensity neighbourhoods.	COMPLIES The proposed development is reflective of the aspirational intent of the overlay by delivering a high rise building with a clearly defined tower and podium form. The proposed podium is not built to the boundary for the entirety of the street edge. However, it is considered to strike an appropriate balance by providing landscape elements which break up the mass of the podium and provides high quality finishes and materials to provide visual interest to the public realm. The site is located in the 'Frame Area' and delivers a high density built form outcome that blends with the emerging and planned character of the locality. The proposed development is considered to achieve the intent for the provision of a mix of uses within the Frame Area. In particular, the proposal contributes to the transition to a high-density neighbourhood that encompasses intense built forms with interspersed lower intensity



OVERALL OUTCOME		COMMENT/ N/A
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;	neighbourhoods. Not all sites are intended to accommodate commercial uses.
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;	The development has been designed with a unique roof profile to make a positive contribution to the local skyline.
v.	Public transport hubs and centres supports a mix of uses and activities with non-residential uses concentrated the street edge and lower levels of where fronting meeting places including squares, open spaces and urban parks; and	Overall, the development provides a well-considered design outcome, through the use of high quality materials and finishes that will reinforce the subtropical and high density design intent for sites within the Light Rail Urban Renewal (Frame Areas) Overlay.
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	
v.	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.	

6.5 Use & Development Codes

The following summary of the relevant Codes is provided please also refer to **Appendix 1** which contains the relevant Use and Development Codes applying to the application and assessment of the development considering these. Detailed discussion of alternative outcomes is addressed in sub Section 6.8.



Table 12: Use & Development Codes

USE & DEVELOPMENT CODES	RELEVANCE/COMMENT
High-Rise Accommodation	The proposed development is generally compliant with the requirements of this Code as demonstrated by the completed Code compliance template within Appendix 1 .
Driveways & Vehicular Crossings	The proposed development complies with the applicable requirements of this Code. Please refer to the Traffic Assessment prepared by Bitzios Consulting in Section 4 of this application which confirms the adequacy of the proposed crossover and driveway configuration and includes a completed Code compliance template.
General Development Provisions	With the exception of shadow, which is addressed in Section 6.8 of this report, the proposed development achieves compliance with all applicable criteria within this Code. Please refer to Appendix 1 for the completed Code compliance template.
Transport	As demonstrated through the Traffic Assessment prepared by Bitzios Consulting accompanying this application within Section 4 , the proposed development complies with the applicable requirements of the Transport Code.
Healthy Waters	The proposed development complies with the requirements of the Healthy Waters Code. Please refer to the Stormwater Management Plan prepared by OSKA Consulting Group in Section 4 of this application.
Solid Waste Management	The proposal achieves compliance with the Solid Waste Management Code. Please refer to the Waste Management Report prepared by MODUS in Section 4 of this application.

6.6 Planning Policies

The development is considered to comply with all relevant City Plan Policies.

6.7 Infrastructure Charges

It is noted that infrastructure charges will be levied in accordance with Council's Adopted Infrastructure Charges Resolution (AICR). Please refer to the below calculations. The applicable credit has been calculated based on the existing residential development on the subject site.

Table 13: Infrastructure Charges

PROPOSED DEVELOPMENT	CHARGE RATE	QTY	TOTAL
Multiple Dwelling			
2-bedroom units	\$27,177.14	17	\$462,011.38
3+ bedroom units	\$38,047.93	64	\$2,435,067.52
Total Charge			\$2,897,078.90
Less Credits	Charge Rate	Qty	Total
Multiple Dwelling			
2- bedroom units	\$27,177.14	3	-\$81,531.42
3+ bedrooms units	\$38,047.93	2	-\$76,095.86
Shop	\$244.60	281m ²	-\$68,732.60
Food & Drink Outlet			
Total Credits			-\$226,359.88
TOTAL CHARGE APPLICABLE			\$2,670,719.02



6.8 City Plan Non-Compliance & Alternative Outcomes

The following section provides a detailed assessment of the proposed Alternative Outcomes to justify technical non-compliances with the applicable Acceptable Outcomes against the relevant Performance Outcomes. Where a non-compliance with the lower order provisions of the Planning Scheme exists, an assessment against the relevant provisions of the Overall Outcomes has been undertaken.

6.8.1 High Density Residential Zone Code - Setbacks

AO1

Table 14: AO1 Setback Requirements

SETBACK	MINIMUM DISTANCES MEASURED IN METRES (M)	
	Height	Setback
Front	Up to 23m	4m
	For that part exceeding 23m	6m
Side & Rear	Up to 4.5m	1.5m
	For that part between 4.5m – 7.5m	2m
	For that part exceeding 7.5m	Extra 0.5m is added for every 3m in height or part thereof over 7.5m
Between onsite habitable buildings (where not attached)	Double the applicable side setback	

PO1

'Setbacks:

- (a) Assist in the protection of adjacent amenity;
- (b) Allow for access around the building;
- (c) Contribute to the streetscape character; and
- (d) Allow for on-site car parking; and
- (e) provide separation between buildings to maintain view corridors.'

Comment

The proposed development has been designed to respond to the site's contextual circumstances. However, it is acknowledged that the setbacks do not meet the prescriptive requirements identified under AO1 of the Zone Code. **Table 15** below provides an overview of the proposed setbacks, which vary having regard to the irregular shape of the site and the position, orientation and floor plate of the tower.

Table 15: Summary of Proposed Setbacks

LEVEL	SETBACKS			
	NORTH	SOUTH	EAST	WEST
GROUND LEVEL	0m (PMT) 3.7m (columns)	0m (services) 3.2m (building wall)	0m (services) 2m (building wall)	1.35m (columns)
PODIUM	1.2m (wall)	2.2m (planter) 3.2m (wall)	0m (planter) 0.85m - 1.85m (wall)	1.2m (wall)
TOWER LEVELS	3.3m (OMP) 3.9m – 6.46m (wall)	1.5m – 3m (OMP) 4.07m – 7.87m (wall)	2.9m – 3.67m (OMP) 4.27m – 8.92m (wall)	3m – 7.21m (OMP) 3.6m – 9.9m (wall)

Despite the non-compliance's with AO1, the proposal is consistent with the intended outcomes of PO1 as per the following assessment:



(a) Assist in the protection of adjacent amenity

Response

The subject site adjoins two developed sites to the north and west, both of which are relevant in assessing the whether the proposal protects adjacent amenity to a reasonable degree.

To the north, at 95 Old Burleigh Road, is the approved and constructed Ivy development (Council Ref: MIN/2018/1560), comprising a 10-storey Multiple Dwelling building. This development provides setbacks to the building wall ranging from approximately 4.0m to 6.5m.

To the west, at 9 Armrick Avenue, is the recently approved 'Crest' development (Council Ref: OTH/2022/64), currently under construction. This development comprises two towers, with the tower adjoining the subject site being 35 storeys in height. The approved setbacks to the building wall of the adjacent tower are generally in the order of 5.5m to 6.3m.



Figure 14: Aerial Image of Adjacent Development (Source: Nearmap)

The proposed development achieves the following building separation distances:

CREST (western interface)

- Approximately 3.95m separation between Podium levels
- 4.58m between Podium and residential levels (approximately 7.35m to building wall)
- 6.35m–7.52m separation between upper Podium levels and the 'Crest' building wall
- Tower separation ranging from approximately 9.1m up to 15.32m

IVY (northern interface)

- Approximately 4.58m between Podium and residential levels (approximately 5.3m to building wall)
- Tower separation ranging from approximately 7.2m to 9.8m



An assessment of the Podium and tower interface with adjoining properties is provided below.

PODIUM

Figure 15 and 16 below illustrate the interface between the proposed podium and adjoining developments.

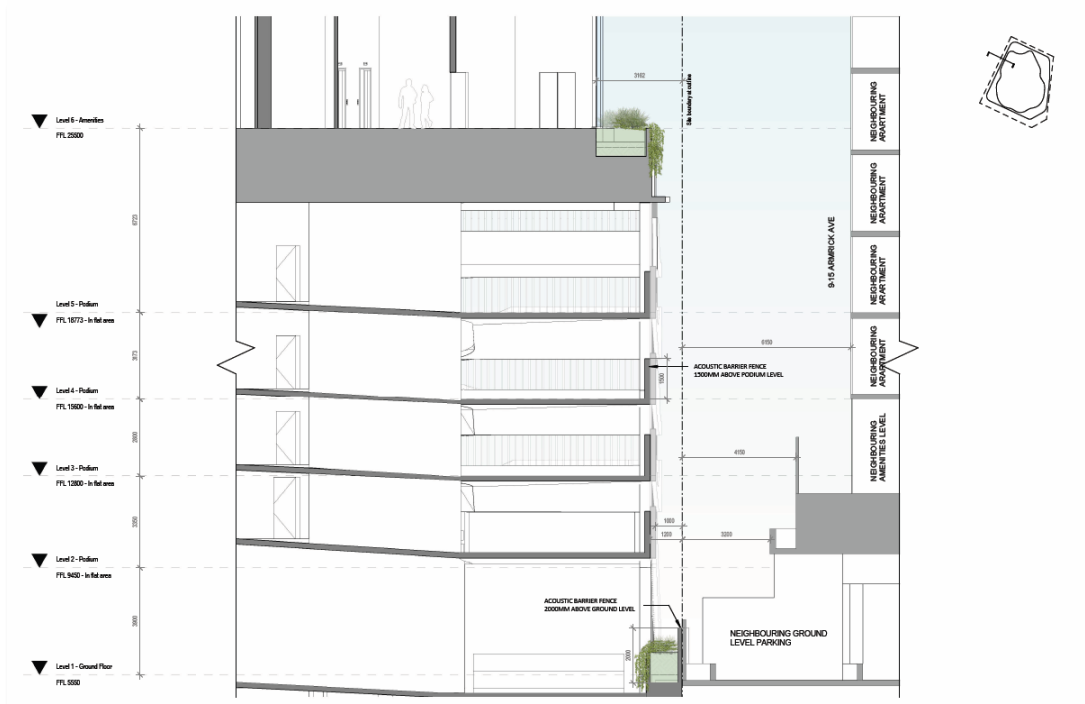


Figure 15: Podium Interface with Crest (Source: Contreras Earl Architecture)

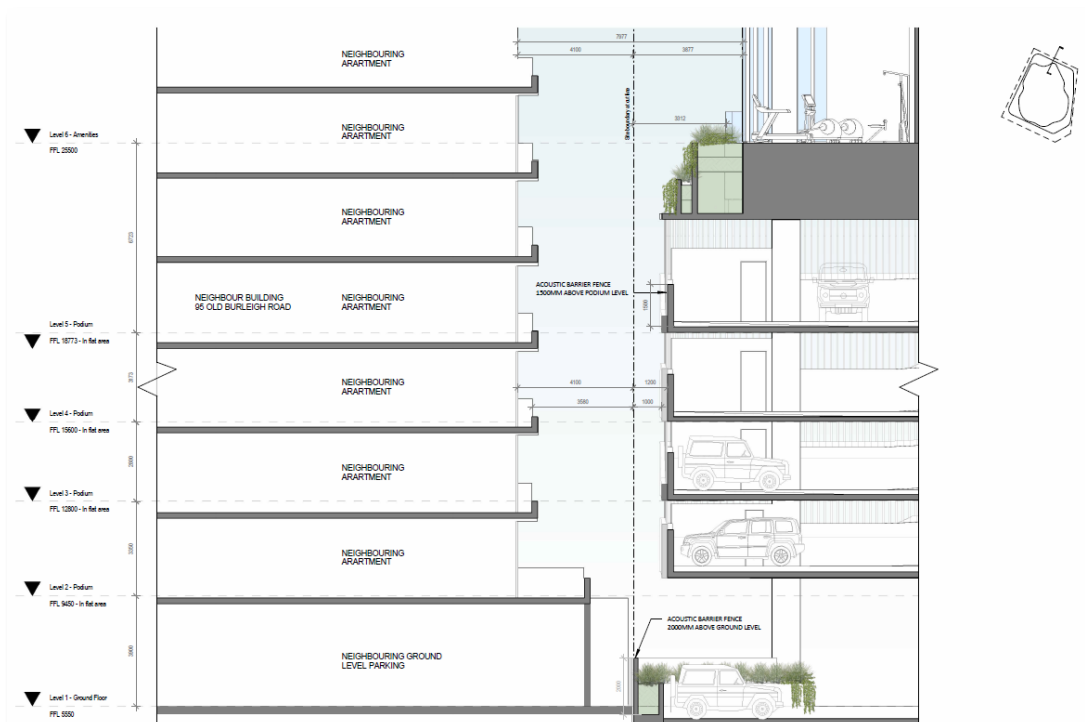


Figure 16: Podium Interface with Ivy (Source: Contreras Earl Architecture)

The proposed Podium interface is appropriate for the following reasons:

- It provides appropriate building separation that responds to the high-density urban context, ensuring the development does not present as overbearing at lower levels when viewed from adjoining properties. The articulation of the Podium further assists in reducing perceived bulk and scale.
- The design minimises opportunities for direct overlooking between habitable areas. The screening elements ensure that reasonable levels of visual privacy are maintained for adjoining residents.
- A comprehensive landscaping strategy is incorporated at both Ground and Podium levels, including at grade planting and cascading planters at the recreation deck levels. This layered landscape treatment softens the built form interface, provides visual buffering, and contributes to an improved outlook from adjoining properties.
- Acoustic amenity has been carefully considered through the integration of recommended mitigation measures, including boundary acoustic barriers and building treatments. These measures will effectively manage noise impacts.

The combined effect of setbacks, landscaping, and architectural articulation establishes a well-resolved podium interface that balances built form intensity with appropriate amenity outcomes, consistent with expectations for development within a high-density residential environment.

TOWER

The typical tower floor plate for Levels 9 to 25 is illustrated below.

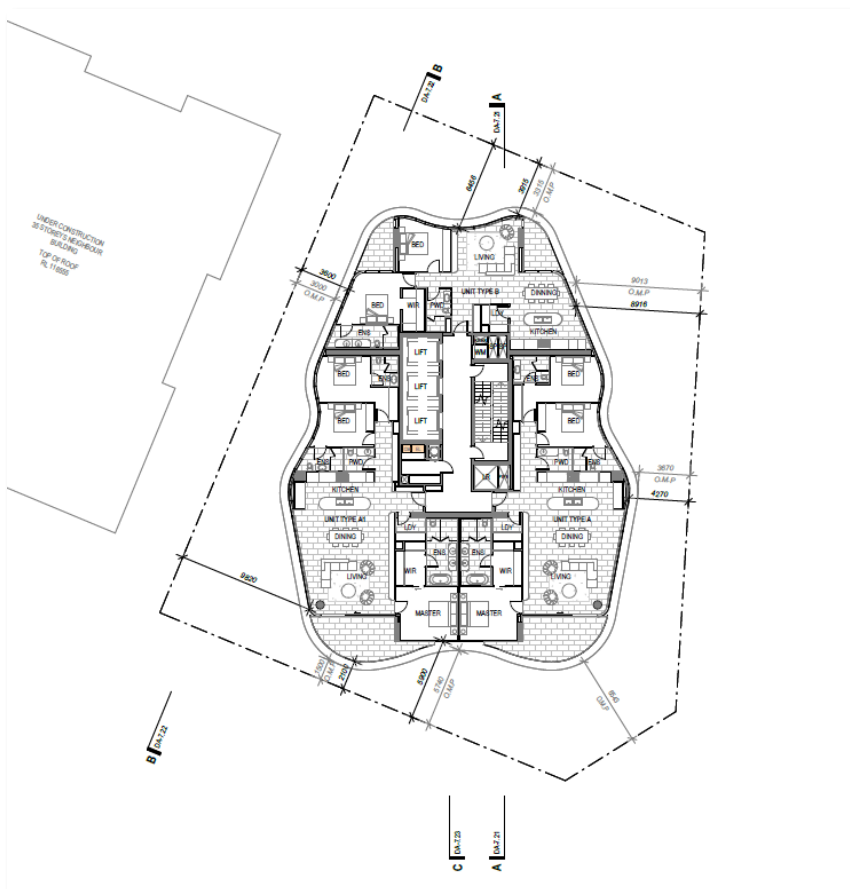


Figure 17: Level 9 - 25 Tower Floor Plate (Source: Contreras Earl Architecture)



The proposed tower setbacks and resulting separation distances are considered appropriate for the following reasons:

- The development achieves substantial building separation that is consistent with expectations for high-rise development within this locality, ensuring no undue overbearing impacts.
- The northern adjoining building ('Ivy') is limited to 10 storeys and represents a relatively recent development, reducing the likelihood of future redevelopment and ensuring enduring separation outcomes.
- Balconies and primary living areas have been carefully oriented and positioned to minimise direct overlooking into adjoining private open space areas. It is submitted the proposed privacy outcome is commensurate with the reasonable expectations for a high-density residential environment.
- Interfaces between towers predominantly involve bedrooms and/or kitchen areas, where privacy can be readily managed through typical residential treatments (e.g. curtains, blinds).

The development has been deliberately designed to respond to its urban context and adjoining built form. Through appropriate building separation, articulation, landscaping, and design treatment, the proposal protects the amenity of neighbouring properties while delivering a high-quality built form outcome.

Accordingly, the proposal satisfies the intent of Performance Outcome PO1(a) by maintaining and protecting adjacent amenity.

(b) Allow for access around the building

Response

The design of the ground plane allows for access around the entire Ground Floor for maintenance and provides space for landscaping. Further, the proposed tower setbacks provide space within the site to facilitate maintenance of the development as required. Compliance with (b) is therefore achieved.

(c) Contribute to the streetscape character

Response

The proposed development makes a strong and deliberate contribution to the streetscape character through a combination of refined podium treatment and a distinctive, high-quality tower form, as illustrated within **Figure 18** and **19** below.

At the Podium level, the building presents a highly articulated and landscaped interface to the street. The use of curved slab edges, layered façade elements and integrated planting creates a soft, human-scaled edge to the public realm. Ground Level plating and cascading vegetation across multiple levels visually break down the podium mass, contributing to a subtropical character and enhancing the pedestrian experience through increased greenery and visual interest.

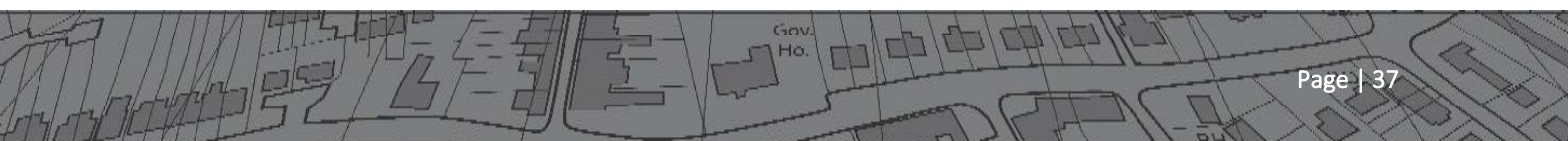




Figure 18: View of Podium from the Corner of Armrick Ave & Old Burleigh Rd (Source: Contreras Earl Architecture)

The tower form makes a significant positive contribution to the broader streetscape and skyline character. As depicted in **Figure 19**, the tower adopts a slender vertical expression. The undulating balcony edges at the upper levels creates a rhythmic and sculptural façade, providing visual texture and articulation that reduces the perceived bulk of the building when viewed from the surrounding neighbourhood.

This articulation ensures the tower does not present as a continuous flat plane, but rather as a dynamic architectural form that responds to light, shadow and viewing angles. The use of curved horizontal elements establishes a cohesive design language between the podium and tower. The tower's slender proportions and generous spacing from adjoining developments reinforce an open skyline outcome, consistent with the intent of the High Density Residential Zone and Light Rail Urban Renewal Area.



Figure 19: Perspective View of Proposed Tower Form (Source: Contreras Earl Architecture)

Overall, the proposal contributes positively to the streetscape by delivering:

- A landscaped and articulated Podium that enhances the pedestrian realm;
- A distinctive and sculptural tower form that adds visual interest to the skyline;
- A slender, vertically expressed building profile that reduces perceived bulk; and
- A cohesive architectural language that reflects the emerging high-density coastal character of the locality.

Accordingly, the development achieves the intent of Performance Outcome PO1(c) by enhancing the visual quality, identity and character of both the streetscape and the broader urban skyline.



(d) Allow for on-site car parking

Response

The proposed setbacks do not inhibit the ability for the development to accommodate all required resident and visitor car parking on-site to meet the needs of the development. As outlined herein, car parking is to be located within the proposed Basement Levels, at Ground and within the Podium Levels. Compliance with (d) is therefore achieved.

(e) Provide separation between buildings to maintain view corridors

Response

As demonstrated above, the building relative to the setbacks established with adjoining developed sites provides sufficient separation to provide view corridors between buildings.

Therefore, as outlined above, the proposed reduced setbacks are considered to achieve a design outcome that is responsive to site context and enhances the overall streetscape and neighbourhood character of the locale, thereby achieving compliance with PO1 of the Zone Code.

6.8.2 High Density Residential Zone Code – Site Cover

AO2

Site cover does not exceed 50% for Dwelling houses and Dual occupancies.

OR

For all other uses, site cover does not exceed a cumulative total of:

- (a) 50% of net site area up to 8 storeys;*
- (b) 40% of net site area from 9 to 15 storeys; and*
- (c) 30% of net site area or 750m² per building, whichever is the lesser, above 15 storeys.*

PO2

Site cover:

- (a) is balanced between built form and green areas for landscaped public open space;*
- (b) contributes to neighbourhood character and amenity;*
- (c) promotes slender bulk form;*
- (d) promotes an open, attractive and distinct skyline; and*
- (e) facilitates small, fast moving shadows.*

Comment

The proposed building reaches a height of 24 storeys and has a site cover ranging from 76.7% at the Podium Level to 54.6% for the tower levels. As the proposal does not meet the Acceptable Outcome, assessment is provided against PO2.

(a) Is balanced between built form and green areas for landscaped public open space

Response

The development achieves an appropriate balance between built form and landscaped areas through a layered landscape strategy across ground, podium and upper levels. Planting is provided at Ground Level, particularly at the corner interface and along boundaries, creating a strong green edge to the public realm. This is reinforced by substantial Podium-level landscaping, including planter beds and cascading vegetation integrated into the built form.



These elements collectively soften the development, provide visual relief, and ensure that landscaping is a defining feature of the development. The integration of vegetation throughout the vertical form establishes a clear balance between built form and green elements.



Figure 20: Proposed Landscaping at Ground Level (Source: Urbis)

(b) Contributes to neighbourhood character and amenity

Response

The suburb of Broadbeach is undergoing a transitional period of urban renewal. Newer development is characterised by high-density, high-rise buildings that have a scale and form comparable to the proposed development (depending on the size of each premises). The area still also comprises older housing stock which range in scale and intensity from Dwelling Houses to high rise apartment buildings.

The proposed development is consistent with and reinforces aspirational character for the locality as expressed through the Purpose of the High Density Residential Zone and Light Rail Urban Renewal Area Overlay. The proposal promotes a high-rise residential outcome and unique architectural form that is



appropriately setback from the property boundaries and surrounding developments. Significantly, the proposed built form of the subject development provides slender built form that is responsive to the dimensions of the subject premises, which has been amalgamated to allow for a more efficient development pattern. The architectural form of the proposal is considered to create visual interest when considered in the local context and provides for a varied and ordered skyline as contemplated by the City Plan.

The proposed built form also incorporates elements of coastal character consistent with the existing built form within the locale as conveyed through the material and colours palette for the development.

(c) Promotes slender built form

Response

The proposed tower has a floorplate comprising approximately 621m², being significantly less than the 750m² floorplate envisaged by AO4.1 of the High Rise Accommodation Design Code. Considering the scale of the tower in the context of the site and its surrounds, the proposed site cover and tower footprint results in a slender built form outcome that is commensurate to the built form envisaged by the City Plan within the City's coastal high-rise spine – refer to **Figure 21** below.



Figure 21: Perspective of Development (Source: Contreras Earl Architecture)



(d) Promotes an open, attractive and distinct skyline

Response

The proposed development is separated from the surrounding (and approved) high-rise towers, reinforcing the proposals consistency with the City Plan's intent for an open skyline.

Further, the architectural form and design reinforces the attractive nature of the development and will ensure that the tower enhances the Gold Coast skyline.

(e) Facilitates small, fast moving shadows

Response

As illustrated through the shadow diagrams included in the plan package prepared by Contreras Earl Architecture accompanying this application, the proposed tower produces a relatively fast-moving shadow which limits impacts to properties external to the site to a reasonable degree and is consistent with the shadow impact anticipated to occur as a result of high-rise towers being developed within the City's high-rise, high density areas.

Therefore, based on the above the proposed site cover is considered to comply with PO2 of the High Density Residential Zone Code.

6.8.3 High Density Residential Zone – Residential Density

AO4

No acceptable outcome provided.

PO4

Density does not exceed that shown on Residential density overlay map.

Comment

The subject site is afforded an RD (1 bed/13m²) designation under the Residential Density Overlay Map, which equates to a residential density of 99 bedrooms on the site; however, the proposed development exceeds this by proposing 235 bedrooms over 81 units, equating to 1 bed/5.46m².

Despite exceeding the bedroom density nominated on the Residential Density Overlay Map, the proposal is considered to achieve compliance with the 'density test' provided under Overall Outcome OO(2)(b) of the High Density Residential Zone, as outlined below. Further, the proposal is also consistent with nearby development approvals for similar densities.

Orderly and economically efficient settlement pattern:

- i. Degree of public transport service within a 400m 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***



Response

The development is considered to facilitate an orderly and economically efficient settlement pattern by locating a high density residential development in close proximity to the Broadbeach Principal Centre. Broadbeach Principal Centre is a major employment, tourism, entertainment, retail and commerce centre for the City, as well as being a densely populated residential area.

As mentioned herein, the subject site benefits from being located nearby the Gold Coast Highway, with the Cypress Palms Light Rail Station being located 650m walking distance from the site, which gives access to Surfers Paradise, Southport and Helensvale in the north, and currently being extended to Burleigh Heads in the south. The Gold Coast Highway also services a number of high frequency bus services providing access to a range of destinations within the City.

Various opportunities for public open space also exist in the locality, namely Broadbeach Park, Cascade Gardens, Neilsen Family Park and the beach. There are also several nearby community services and facilities.

The proposed development is not expected to place undue impact on the capacity of Council infrastructure as demonstrated by the specialist reports prepared in support of this proposal and contained in **Section 4**.

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**

Response

The proposed development provides for a generous mix of housing forms and sizes by providing a total of 81 apartments (235 beds) made up of 17 x 2-bedroom units and 64 x 3-bedroom units. These apartment products will assist to increase the housing stock for Broadbeach which will in turn support housing supply and affordability.

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**

Response

As outlined herein, the design of the proposed development is considered to be of a high architectural standard and reflective of the planned character established by the City Plan and recent development approvals. The proposed setbacks and site cover have been demonstrated to achieve compliance with the applicable requirements of the Zone Code and higher order Light Rail Urban Renewal Area Overlay Code. The proposal will ensure that the amenity of the surrounding properties is not unreasonably impacted and the character of the area is enhanced.

Environment:

- ix. The impacts of any site constraints, including natural hazard and environmental-based constraints**

Response

The subject site is not identified as containing any matters of environmental significance under either State or Local Overlays. Therefore, the proposed development will not impact on any matters of environmental significance.



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 development bonuses are applied in accordance with SC6.5 City Plan Policy – Community benefit bonus elements**

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 (f)(i) to (ix).

Response

We note that as compliance with Overall Outcomes (2)(b)(i)-(ix) is achieved, the requirement to demonstrate compliance with OO(2)(b)(x) is not necessitated.

Therefore, based on compliance being demonstrated with the 'density test' provided by OO(2)(b) of the High Density Residential Zone Code above, the proposed residential density is considered to comply with the provisions of the City Plan.

6.8.4 General Development Provisions Code – Shadow Impacts

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.

PO8

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

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

Comment

In this instance the proposed development will result in a shadow being cast over the neighbouring properties to the south, east and west during the Summer and Winter Solstice and Spring and Autumn Equinox (see shadow diagrams in the Architectural Plan package in **Section 3** of this application) and result in a non-compliance with AO8.2 due to shadow falling on the southern premises. The following provides a response to each element of PO8:

- (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**



Response

As demonstrated in the shadow diagrams prepared by Contreras Earl Architecture, the shadow cast by the proposed tower will extend beyond the subject site over the land to the south, east and west of the site. It is also worth noting that the shadow cast by the proposed development is not dissimilar to that anticipated within the City's high density areas in Surfers Paradise and Broadbeach. Notwithstanding, the tower shadow will move throughout the day and is not expected to linger or affect one property for an unreasonable period of time having regard to the site's high density, high rise context.

(b) The cumulative impact of the shadow and existing shadows

Response

When viewed in context with the shadow cast by the existing buildings on the surrounding properties, the shadow cast by the proposed development will overlap with existing shadows, particularly that of the adjacent crest development in the Winter months. Although this is not considered an unreasonable planning impact given the expectation for high rise development in the locality and the appropriate building separations achieved. The proposal will result in areas currently not affected by shadow being affected; however, the orientation of the site and footprint of the tower will ensure the shadow moves through these spaces relatively quickly and ensures the shadow cast in a southerly direction is narrow, relative to the site width.

(c) The effect of the shadow on the ocean beach, Broadwater foreshore, or riverside or beachside public open space

Response

The subject site is located in proximity to the beach and associated public open space, and as demonstrated in the submitted shadow diagrams, the proposed development will cast some shadow over beachside areas and the foreshore. However, these impacts are not unreasonable when considered in the context of the high-density, high-rise planning framework applicable to the locality.

The extent of shadow is generally limited to the winter months, when the sun angle is lower, and is transient in nature due to the slender tower form. Accordingly, shadow impacts on the beach and public open space are temporary, move quickly, and are consistent with those anticipated for development of this scale and form within Broadbeach and the wider coastal strip.

(d) The location of the shadow on non-residential areas external to the site

Response

It is acknowledged that the proposed building will cast a shadow over the adjoining road reserve and Broadbeach park at different times; however, such is not considered to impact on the functionality of the road or the pedestrian environment more generally.

(e) The effect of the shadow on any other site or other building

Response

As noted herein, the shadow cast by the proposed development is not inconsistent with that envisaged to occur in the City's high-rise residential areas such as Surfers Paradise and Broadbeach. The proposal is not anticipated to significantly detract from the reasonable access to sunlight for the properties adjacent to and nearby the subject site.

Therefore, it is contended that the proposed development complies with PO8 of the General Development Provisions Code.



7.0 Conclusion

This Planning Report has provided an assessment of the proposed Multiple Dwelling development at 99-101 Old Burleigh Road, Broadbeach against the relevant elements of the planning legislative framework, particularly at both the State and Local Government level.

In summary, the outcome of the assessment and in particular the complimentary statutory planning, contextual and operational circumstances applying to the site and development, support approval of the application. More specifically and in conclusion:

- The Multiple Dwelling land use is listed as Code Assessable development in the High Density Residential Zone and such is not altered by any Overlays.
- The development has been assessed against the provisions of all relevant Codes of the Planning Scheme with several minor non-compliances with Acceptable Outcomes being identified with respect to:
 - › Setbacks (High Density Residential Zone Code)
 - › Site Cover (High Density Residential Zone Code)
 - › Density (High Density Residential Zone Code)
 - › Shadow (General Development Provisions Code)
- Despite these non-compliances with some of the lower order Acceptable Outcomes of the City Plan, compliance has been demonstrated against the corresponding Performance and Overall Outcomes. It is therefore contended that the proposal does not conflict with the Assessment Benchmarks.
- Similarly, the proposal is considered appropriate development within the Urban Footprint designation of ShapingSEQ, the *South East Queensland Regional Plan 2023*, and gains support from several of the Plans' goals, themes and strategic objectives, particularly in relation to facilitating sustainable urban consolidation.

The development is deemed to be a desirable use having regard to the sites' land use zone and context within Broadbeach. Further, the proposed use optimises the sites' amenity and convenient location to urban services, neighbourhood and district centres and public transport modes to provide a built form outcome that provides a positive interface between the public and private realms and improves the overall image of Broadbeach.

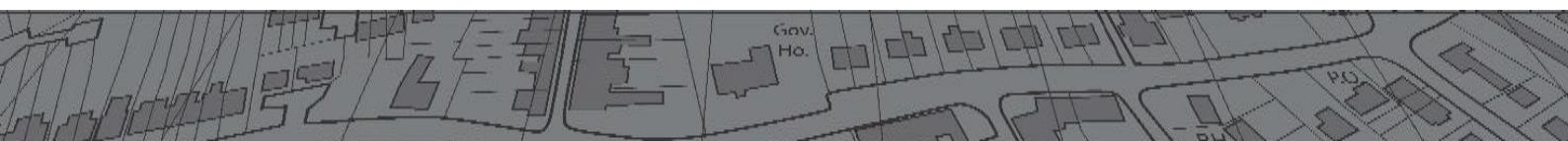
Overall, the proposed development provides a high quality, innovative and contemporary architectural and urban design outcome that does not unduly affect the amenity, built form, land use character and environmental qualities of the locality.

It is therefore recommended, that Council favourably consider this application and impose reasonable and relevant conditions as part of its approval.



APPENDIX 1

Development Assessment Codes



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

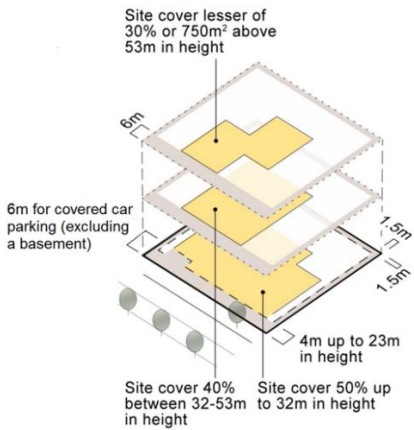
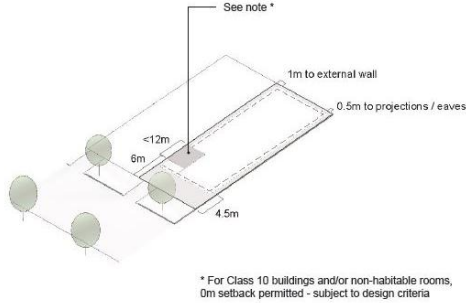
PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

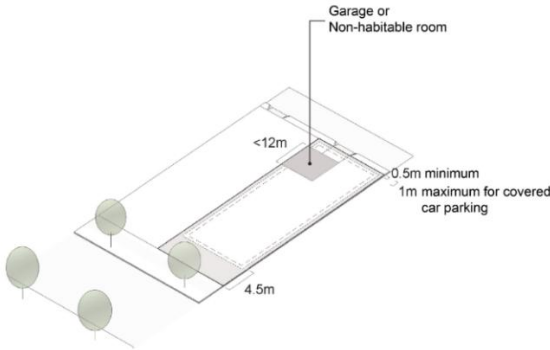
Table 6.2.3-2: High density residential zone code – for assessable development

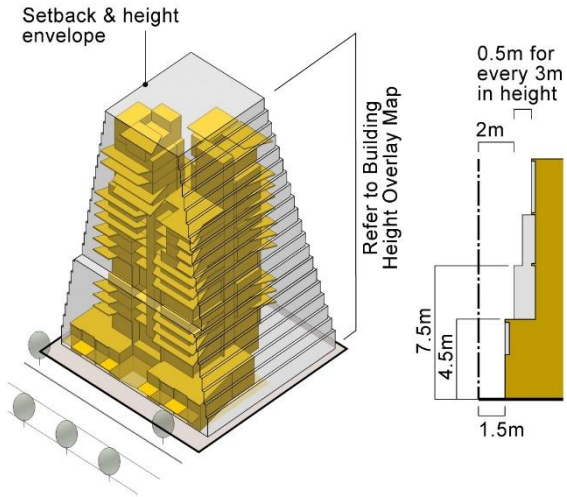
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use																															
Setbacks																																		
PO1 Setbacks: (a) assist in the 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: (a) assist in the protection of adjacent amenity; (b) visually integrate with the character of the locality; (c) provide differentiation by means of articulation; and (d) allow for on-site car parking.	<table><tr><td colspan="3">AO1</td></tr><tr><td colspan="3">Setbacks are as follows:</td></tr><tr><td rowspan="2">Setback</td><td colspan="2">Minimum distances measured in metres (m)</td></tr><tr><td>Height</td><td>Setback</td></tr><tr><td rowspan="2">Front for covered car parking (excluding a basement)</td><td>all</td><td>6m</td></tr><tr><td></td><td></td></tr><tr><td rowspan="2">Front (excluding covered car parking)</td><td>up to 23m</td><td>4m</td></tr><tr><td>for that part exceeding 23m</td><td>6m</td></tr><tr><td rowspan="3">Side and rear</td><td>up to 4.5m</td><td>1.5m</td></tr><tr><td>for that part between 4.5m – 7.5m</td><td>2m</td></tr><tr><td>for that part exceeding 7.5m</td><td>an extra 0.5m is added for every 3m in height or part thereof over 7.5m</td></tr><tr><td>Between on site habitable buildings</td><td colspan="2">Double the applicable side setback</td></tr></table>	AO1			Setbacks are as follows:			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	Double the applicable side setback		COMPLIES WITH PO Refer to Section 6.8 of Planning Report.	
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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 not attached)				
	OR Setbacks for Dwelling houses on small lots:				
	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.			
	Side and rear (not applicable to the secondary frontage of corner lots)	Height			Setback
		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

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
			(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		
	Rear lane	0.5m minimum 1m maximum for covered car parking			

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
 Site cover lesser of 30% or 750m² above 53m in height 6m for covered car parking (excluding a basement) 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)			
 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: (a) is balanced between built form and green areas for landscaped private open space; (b) contributes to neighbourhood character and amenity; (c) promotes slender bulk form; (d) promotes an open, attractive and distinct skyline; and (e) facilitates small, fast moving shadows.		COMPLIES WITH PO Refer to Section 6.8 of Planning Report.	
AO2 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: (a) 50% of net site area up to 8 storeys; (b) 40% of net site area from 9 to 15 storeys; and (c) 30% of net site area or 750m² per building, whichever is the lesser, above 15 storeys.			

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
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 PO Development is within a HX building height area.	
 Figure 6.2.3-4 Illustration showing High density residential zone setbacks and height outcomes (excludes Dwelling houses on small lots)			
Density			
PO4	AO4 No acceptable outcome provided.	COMPLIES WITH PO Refer to Section 6.8 of 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				
For Dwelling houses density is one Dwelling house per lot. OR Density does not exceed that shown on the Residential density overlay map. OR Where not identified on the overlay map, density does not exceed one dwelling per 400m². 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 133m².							
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 400m². OR Where the site is mapped on the Residential density overlay map, new lots meet the following: <table><tr><th>Residential density overlay map designation</th><th>Minimum lot size</th></tr><tr><td>RD1</td><td>400m²</td></tr></table>	Residential density overlay map designation	Minimum lot size	RD1	400m ²	NA	
Residential density overlay map designation	Minimum lot size						
RD1	400m 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
	RD2	300m ²		
	RD3	250m ²		
	RD4	200m ²		
	RD5	125m ²		
	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.		N/A	

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	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	COMPLIES WITH AO Building height is 152.05m AHD. PANS-OPS may prescribe HP368.16. Subject site is not within the OLS area for the GC Airport.	

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
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.	for assessment, who will on refer the proposal to the Australian Government if required.		
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 <i>AS 2021:2015 Acoustics – Aircraft noise intrusion – Building siting and construction</i> .	NA Not affected	

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
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> . 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 absorptency greater than 0.35 are deemed to be pre-approved).	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 .	NA	
	AO3.2 Configurations of lights in straight parallel lines 500m to 1,000m long (e.g. sporting fields and large parking areas) are not located within the Outer lighting zone, as identified on Airport environs – lighting area buffer zones overlay map .	NA	
	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 .	NA	
	AO3.4 The roof of any building located on land identified on Airport environs – lighting area buffer zones overlay map has a solar absorptency greater than 0.35.	NA	

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 within public safety areas			
PO4 Development within the Public Safety Area for Gold Coast Airport as identified on Airport environs – public safety area overlay map does not increase the amount of people living and using the area or increase the risk to airport operations.	AO4 Development within the Public Safety Area for the Gold Coast Airport as identified on the Airport environs – public safety area overlay map does not: (a) Increase the number of people living in the area, and proposes no greater density than a Dwelling house. (b) Introduce or intensify community, commercial, industrial or any other uses. (c) Involve the manufacturing or bulk storage of hazardous (explosive or noxious) or flammable materials.	NA	
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	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).	NA	

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
Requirements and Services (Airservices Australia).	AO5.2 Development that involves any of the following, is not included within the VOR 1000m buffer overlay for the Jacobs Well VOR facility (as identified on Airport environs – Airservices Australia aviation facilities overlay map): (a) creating a permanent or temporary physical line of sight obstruction; (b) overhead lines exceeding 5m in height; (c) metallic structures exceeding 8m in height; (d) trees and open lattice towers exceeding 10m in height; (e) wooden structures exceeding 13m in height.	NA	
	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). (a) creating a permanent or temporary physical line of sight obstruction; (b) overhead lines exceeding 5m in height;	NA	

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
	(c) metallic structure exceeding 8m in height.		
	AO5.4 Development that involves any of the following, is not located within the building restricted area for the Coolangatta DVOR, DME and NDB facilities (as identified on the Airport environs - Airservices Australia aviation facilities overlay map). (a) creating a permanent or temporary physical line of sight obstruction; (b) overhead lines exceeding 5m in height; (c) metallic structures exceeding 8m in height.		
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	NA	

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
	assistance of development proponents, if required.		
	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.	NA	

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
	AO6.3 The following land uses are not located within 3km of the airport runway, as identified on Airport environs – wildlife hazard buffer zones overlay map : (a) Cropping (turf farm or fruit tree farm) (b) Intensive animal industry (piggery) (c) Aquaculture (fish processing/packing plant) (d) Conservation state (e.g. wetland) (e) Major sport, recreation and entertainment facility (showground) (f) Low impact industry, Medium impact industry, high impact industry (food processing plant) (g) Food/organic waste facility: and (h) Putrescible waste facility (e.g. landfill, transfer station)	NA	
	AO6.4 Where the uses listed in AO6.3 are located between 3km and 13km from the airport runway, as identified on the Airport environs – wildlife hazard buffer zones overlay map , measures that prevent wildlife attraction are undertaken (e.g. covering of potential food/waste sources and other wildlife deterrence methods).	NA	

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: 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.		
	AO6.5 The following land uses include appropriate measures that prevent wildlife attraction (e.g. covering of potential food/waste sources and other wildlife deterrence methods) if located within 13km of the airport runway, as identified on the Airport environs – wildlife hazard buffer zones overlay map: (a) Animal husbandry (cattle/dairy farm); (b) Intensive animal industry (poultry farm); (c) Conservation estate (all other than mentioned in AO6.3); (d) Major sport, recreation and entertainment facility (all other than mentioned in AO6.3); (e) Outdoor sport and recreation; (f) Park; (g) Non-putrescible waste facility (e.g. landfill, transfer station) (h) Sewerage/wastewater treatment facility	NA	

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)			
PO7 Development in the Gold Coast Airport's prescribed airspace does not compromise the operation of aircraft engines or create air turbulence or a potential visual hazard for aircraft operation around the Gold Coast Airport due to emission of smoke, steam or other particulate matter. Note: The Gold Coast Airport's 'Prescribed Airspace' is indicated by the OLS and the PANS-OPS on Airport environs – Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces overlay map and Airport environs – Obstacle Limitation Surface (OLS) overlay map. Note: If development has the potential to cause a hazard to aircraft operations through the emission of particulate matter, approval of the operator of Gold Coast Airport is required.	AO7.1 The development will not cause a potential hazard to the operation of aircraft through the emission of smoke, steam, dust or other particulate matter.	NA	
	AO7.2 The development will not cause a potential hazard to the operation of aircraft through the emission of a gaseous plume at a velocity exceeding 4.3m per second.	NA	
Transient aviation activities			
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	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.	NA	

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
Services – Aircraft Operational (PANS-OPS) surfaces overlay map and Airport environs – Obstacle Limitation Surface (OLS) overlay map.			

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

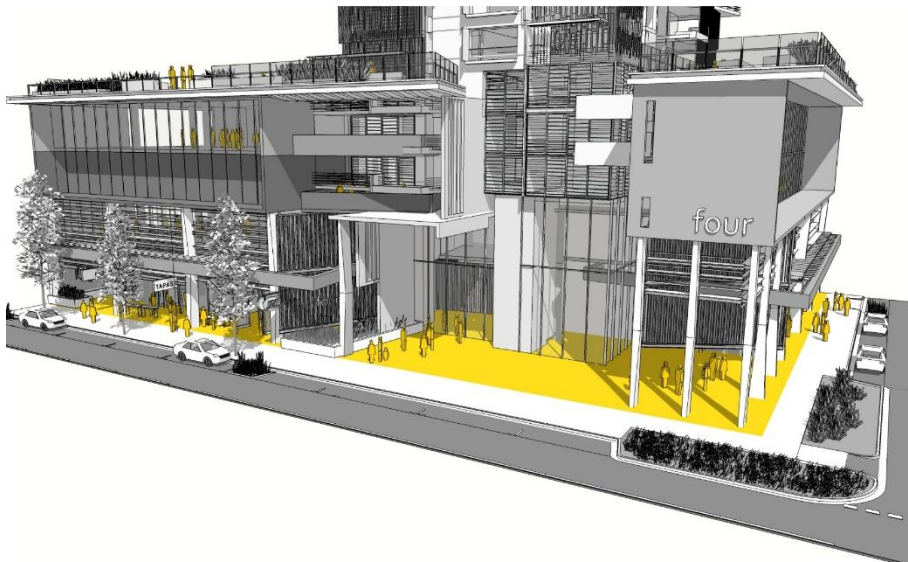
Table 9.3.9-1: High-rise accommodation design code – for assessable development

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:	COMPLIES WITH PO. The podium is well proportioned to the site context and provides setbacks and design elements which respects adjacent built form and streetscape.	

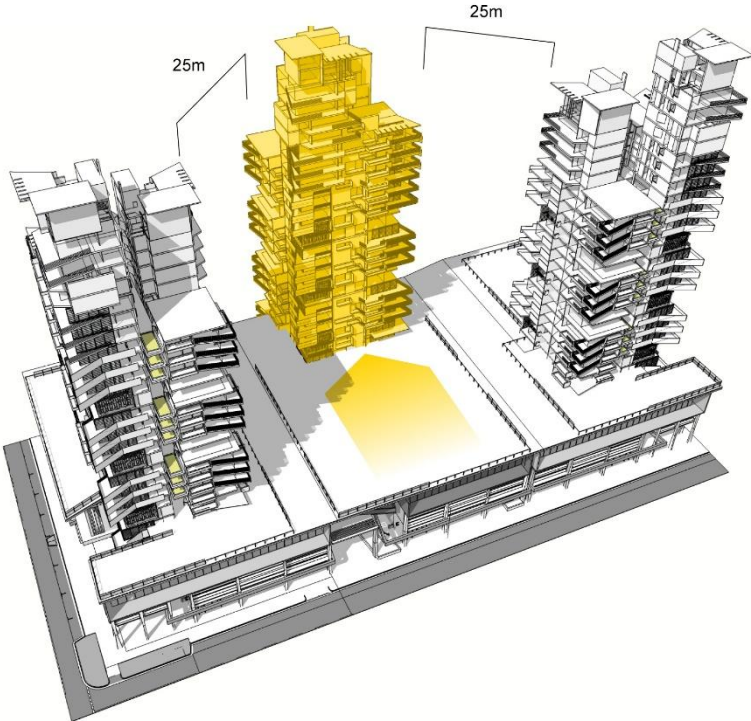
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	(a) are well-proportioned to frame adjacent park land and on-site open space; (b) match neighbouring low-set built form; or (c) are no greater than 10.5 metres in height where no neighbouring low-set built form exists.		
	AO1.2 Tower base setbacks: (a) match adjacent established setbacks; and (b) continue public open space areas provided along street frontages.	COMPLIES WITH PO The podium setbacks and design elements respond to the adjacent developments in an appropriate way having regard to the site's occurrence in a high density residential area and the intent of the Frame area of the Light Rail Urban Renewal Area.	
 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.	COMPLIES WITH AO The podium façade is highly articulated and provides visual interest through elevated landscaping and varied materiality.	
 Figure 9.3.9-2 Illustration showing High-rise accommodation design outcomes where the tower base façades reinforce the intended neighbourhood character and enhance the pedestrian experience with high quality architectural elements and windows			

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
PO3 Tower base form animates the street level by engaging primary and secondary street frontages appropriately.	AO3.1 Where entirely residential development is proposed: (a) along the primary street frontages ground floor units are grade-separated (up to 600mm high) with soft screening landscaping and direct individual entrances; and (b) private and communal open space areas provide casual surveillance to all street frontages.	NA No ground floor units are proposed.	
	AO3.2 Short-term accommodation uses locate grand lobbies or other signature features along primary street frontages and prominent street corners.	NA Short-Term Accommodation is not proposed.	

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 9.3.9-3 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:	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.	COMPLIES WITH AO Tower floor plate is 621m 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
(a) open, attractive and distinct skyline; (b) small, fast moving shadows; (c) view corridors between nearby towers; (d) efficient interior climate control; and (e) balconies as an extension of indoor living space.	A04.2 Tower form provides a unique profile when compared to nearby existing and proposed towers of similar height.	COMPLIES Tower form is unique having regard to surrounding development.	
PO5 Tower form mitigates negative visual and physical impacts, including impacts on privacy, by setting back from streets, parks, open space and adjacent properties and tower forms.	A05.1 Tower form (including balconies) along: (a) single frontages step in at least 3m from the base (podium); or (b) corner frontages can have up to 1/3 tower width extend straight down at the corner point to reinforce the intersection if negative ground level wind effects are mitigated.	COMPLIES WITH PO The tower form is recessive having regard to podium footprint. Negative impacts are mitigated through well managed interfaces with adjacent premises and appropriate building setbacks.	
	A05.2 New towers are separated a minimum distance of 25m from any existing or approved adjacent and on-site tower(s).	COMPLIES WITH AO No other on-site towers are proposed.	
	A05.3 Tower form is coordinated to off-set with adjacent existing and proposed towers to ensure: (a) prominent tower views to natural features like the beach and rivers are not obstructed; and (b) views of the sky and access to sunlight from the public realm and private open space areas are maximised.	COMPLIES WITH AO The tower form is offset with adjacent towers to ensure visual interest and avoids impacts to natural features. Views of sky and access to sunlight is not compromised.	

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 image is a 3D architectural rendering of a high-rise accommodation development. It features three main towers. The central tower is highlighted in yellow. Two lines with arrows point to the gaps between the towers, each labeled '25m', indicating the required separation distance. The towers have a modern, stepped design with balconies. The base of the towers shows a lower-level structure, possibly a podium or ground floor with retail or parking. The rendering is shown from an isometric perspective. Figure 9.3.9-4 Illustration showing High-rise accommodation outcomes for separation between towers.			

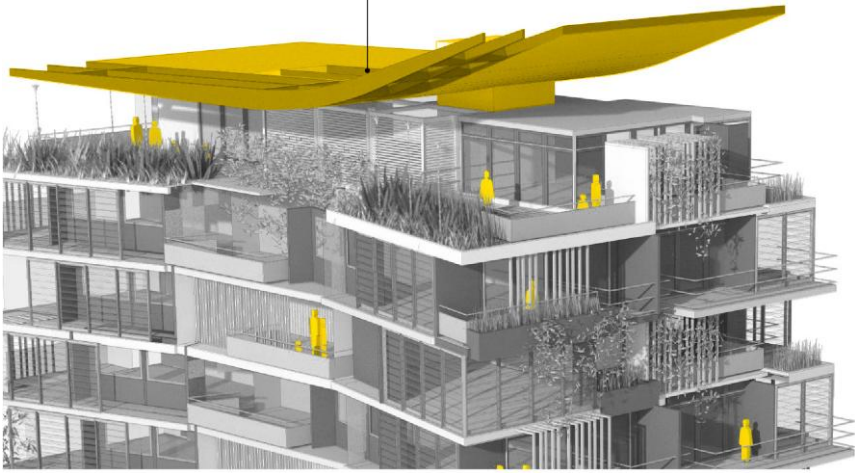
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 Figure 9.3.9-5 Illustration showing High-rise accommodation design outcomes where the tower form mitigates negative visual and physical impacts by setting back from streets			

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: (a) reduce the perceived mass of the building; and (b) provide privacy for both communal and private open space amenity areas.	COMPLIES WITH AO Tower form is oriented and designed to present as a slender form. Adequate privacy outcomes are maintained.	
	AO6.2 Tower façades are: (a) articulated to manage passive solar gain in summer; (b) well-glazed with functional windows where possible to reduce reliance on artificial cooling; (c) designed with high-quality sustainable materials and finishes that promote building longevity; and (d) varied in design and articulation to promote visual interest.	COMPLIES WITH AO The tower design achieves all design aspirations of this benchmark.	

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 9.3.9-6 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			

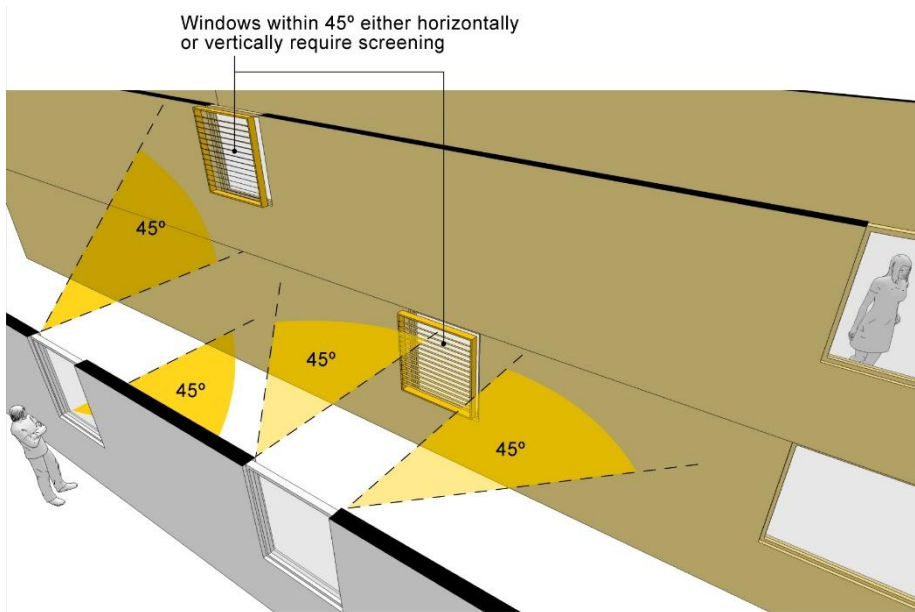
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO7 Balconies maximise building performance while minimising negative impacts on the building mass and public realm.	AO7 Balconies: (a) are not made with materials susceptible to solar gain; (b) are not made with transparent materials that spill light from the dwellings; and (c) integrate into the building profile.	COMPLIES WITH AO The tower design achieves all design aspirations of this benchmark.	
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.	AO8 Where building height creates an identifiable protrusion in the skyline or the site terminates a viewpoint, the following are provided: (a) a signature cap strengthening the identity as a landmark; and (b) decorative lighting that highlights key architectural features. OR Where lower building height forms part of the urban backdrop a subtle cap that integrates with the overall design is provided.	COMPLIES The tower cap design achieves all design aspirations of this benchmark.	
PO9 Tower cap design attractively integrates all signage, telecommunications, service structures, lift motor rooms and mechanical plants.	AO9 No acceptable outcome provided.	COMPLIES The tower cap design achieves all design aspirations of this benchmark.	

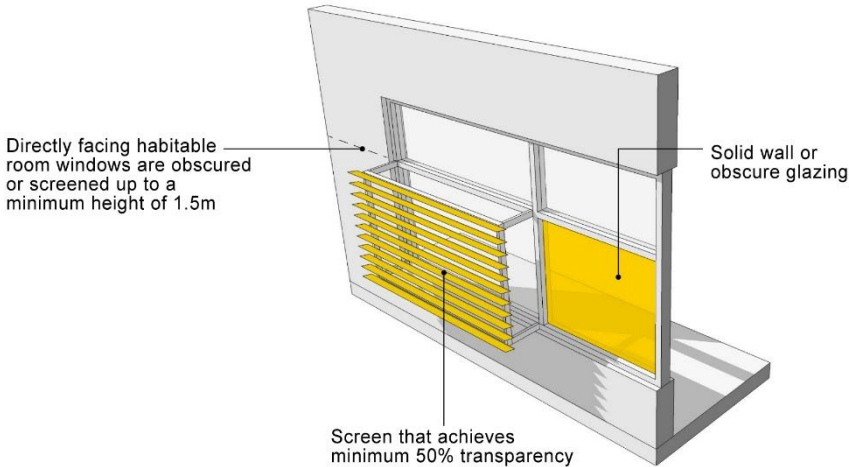
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	Building caps and rooftops provide an attractive roovescape  Figure 9.3.9-7 Illustration showing High-rise 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.	COMPLIES Development increases housing supply and includes two to 4-bedroom units to assist with housing needs and affordability.	
Communal and private space areas			
PO11 Communal space areas: (a) are accessible, useable and safe; (b) are designed for the subtropical climate, maximising outdoor living opportunities and enhancing amenity for residents; (c) enhance the attractiveness of the development; (d) provide opportunities for social interaction; and (e) create pleasantly shaded outdoor areas.	AO11.1 Communal space is provided at a rate of 6.5m ² per dwelling and is designed for simultaneous use by individuals and groups.	COMPLIES Refer to SLI.	
	AO11.2 Landscaping in open communal space areas: (a) have minimum and average widths of 1.5m and 3m; (b) are at-grade with adjacent footpaths; (c) comprises 50% deep planting; and (d) do not screen views to the street or entries.	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.	COMPLIES Refer to SLI.	

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: (a) mitigates negative wind effects on intended users; (b) has a minimum area of 3m x 3m; (c) is accessible from the living room; and (d) has a maximum gradient not exceeding one in ten.	COMPLIES Balconies achieve prescribed standards.	
	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.	NA No ground floor POS proposed.	
Privacy			
PO13 Privacy for users and neighbouring properties is accomplished by windows that are appropriately obscured by glazing, shuttering, location or other similar treatments.	AO13 Habitable room windows do not 'directly face': (a) private open space of adjoining dwellings; (b) another habitable room window within 10m; and (c) an at-grade access way, footpath or communal open space area within 3m. OR Where habitable room windows must face, the privacy is achieved through windows that:	COMPLIES Tower design and floor plate is oriented to avoid overlooking impacts.	

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) have fixed obscure glazing in any part of the window below 1.5m above floor level; and (b) have privacy screens that cover a minimum of 50% window view. Note: 'directly facing' means an angle within 45° either horizontally or vertically.		
	 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
 Directly facing habitable room windows are obscured or screened up to a minimum height of 1.5m Solid wall or obscure glazing Screen that achieves minimum 50% transparency 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.	COMPLIES WITH AO The proposal achieves the design aspirations of this benchmark.	
	AO14.2 Lighting at 4m intervals is provided along all on-site pedestrian paths and communal open spaces.	COMPLIES WITH AO The proposal achieves the design aspirations of this benchmark.	
	AO14.3 Entrances and exits to the street are directly accessible, illuminated and highly visible.	COMPLIES WITH AO The proposal achieves the design aspirations of this benchmark.	
	AO14.4 Dead-end corridors, alleyways, pathways and refuse areas are signed and secured to prevent unauthorised access.	COMPLIES WITH AO The proposal achieves the design aspirations of this benchmark.	
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.	COMPLIES WITH PO Services are screened.	
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	NA	

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: (a) community vehicle; (b) on-site personal care; (c) on-site meal service; and (d) recreational facilities, in addition to the open space requirements in PO11.		

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

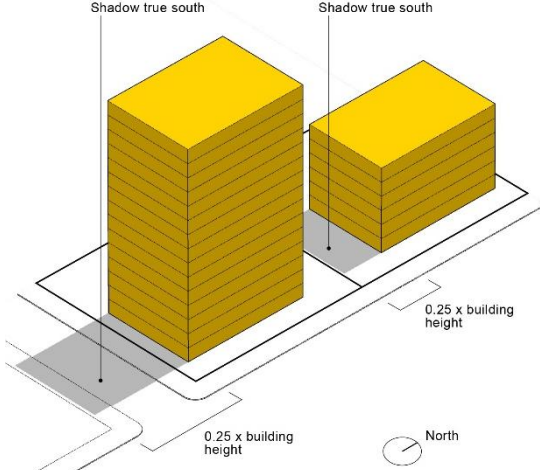
Table 9.4.4-2: General development provisions code – for assessable development

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.	Complies with PO Impacts from surrounding activities are mitigated through design of the development, including acoustic treatments identified in Acoustic Report. Refer to Section 4 .	
PO2 The proposed development prevents loss of amenity and threats to health and safety, having regard to:	AO2 No acceptable outcome provided.	Complies with PO Amenity impacts to surrounding development are managed through the design of the development as outlined in the planning report and specialist reporting submitted with the application.	

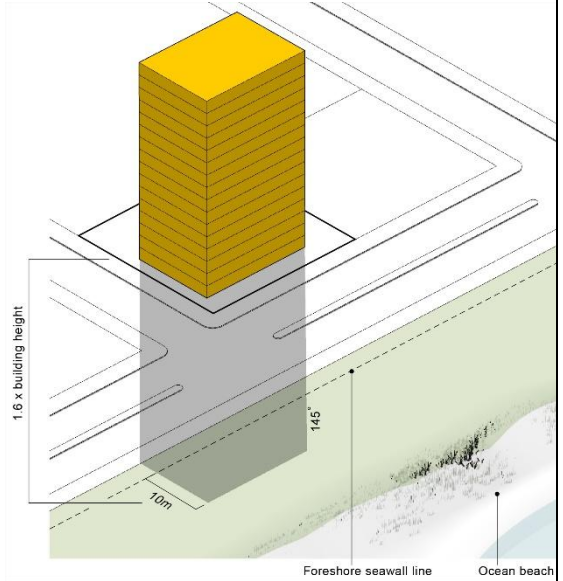
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
(a) noise; (b) hours of operation; (c) traffic; (d) signage; (e) visual amenity; (f) wind effects; (g) privacy; (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.	NA	
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 that the landscaping will provide amenity for site users and will protect and enhance the character of the local area.	COMPLIES WITH AO Refer to SLI submitted in Section 4 .	

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
	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.	COMPLIES WITH AO All services and plant will be screened adequately.	
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.	Will comply Conditions to ensure compliance are anticipated.	
Lighting			

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 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.	Will comply Conditions to ensure compliance are anticipated.	
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	Complies with PO Refer to Section 6.8 of 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
(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	Complies with PO Refer to section 6.8 of 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
	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.	Complies with PO Refer to section 6.8 of Town Planning report.	
	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.	Complies with PO Refer to section 6.8 of Town Planning report.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	 Figure 9.4.4-3 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.		

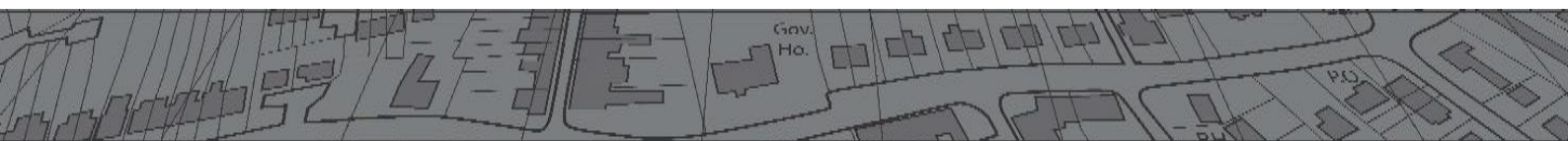
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Earthworks and treatment of retaining walls			
PO9 Earthworks and retaining walls associated with the development do not create a negative visual impact upon neighbouring properties or the streetscape.	AO9 Retaining walls and batters comply with the requirements of SC6.12 City Plan policy – Land development guidelines, Section 3 – Change to ground level standards.	WILL COMPLY	
Stormwater drainage			
PO10 Development does not cause adverse stormwater drainage impacts on or off the site.	AO10 All development incorporates stormwater drainage works to comply with the requirements of SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards.	COMPLIES Refer to SWMP in Section 4.	
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.	Will comply Conditions anticipated to ensure compliance.	

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> .	NA	
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 .	COMPLIES	



APPENDIX 2

State Planning Policy & Referral Mapping



State Assessment and Referral Agency - Matters of Interest Report

Matters of Interest for all selected Lot Plans

SEQ Regional Plan land use categories
Water resource planning area boundaries
Threshold exemption area

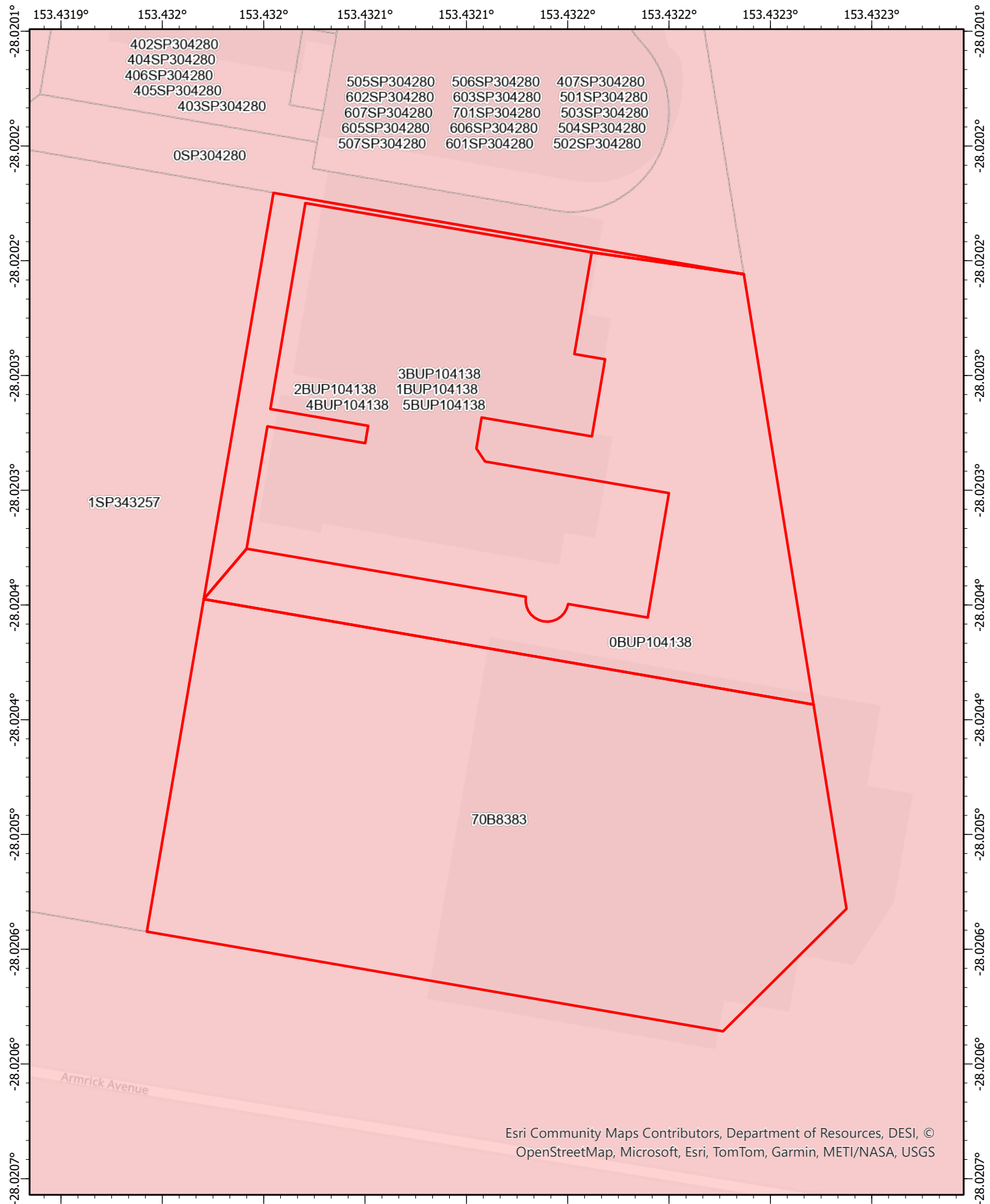
Matters of Interest by Lot Plan

Lot Plan: 70B8383 (Area: 630 m²)

SEQ Regional Plan land use categories
Water resource planning area boundaries
Threshold exemption area

Lot Plan: 0BUP104138 (Area: 653 m²)

SEQ Regional Plan land use categories
Water resource planning area boundaries
Threshold exemption area



SEQ Regional Plan land use categories

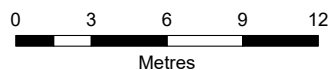
Regional Land Use Category

Urban Footprint

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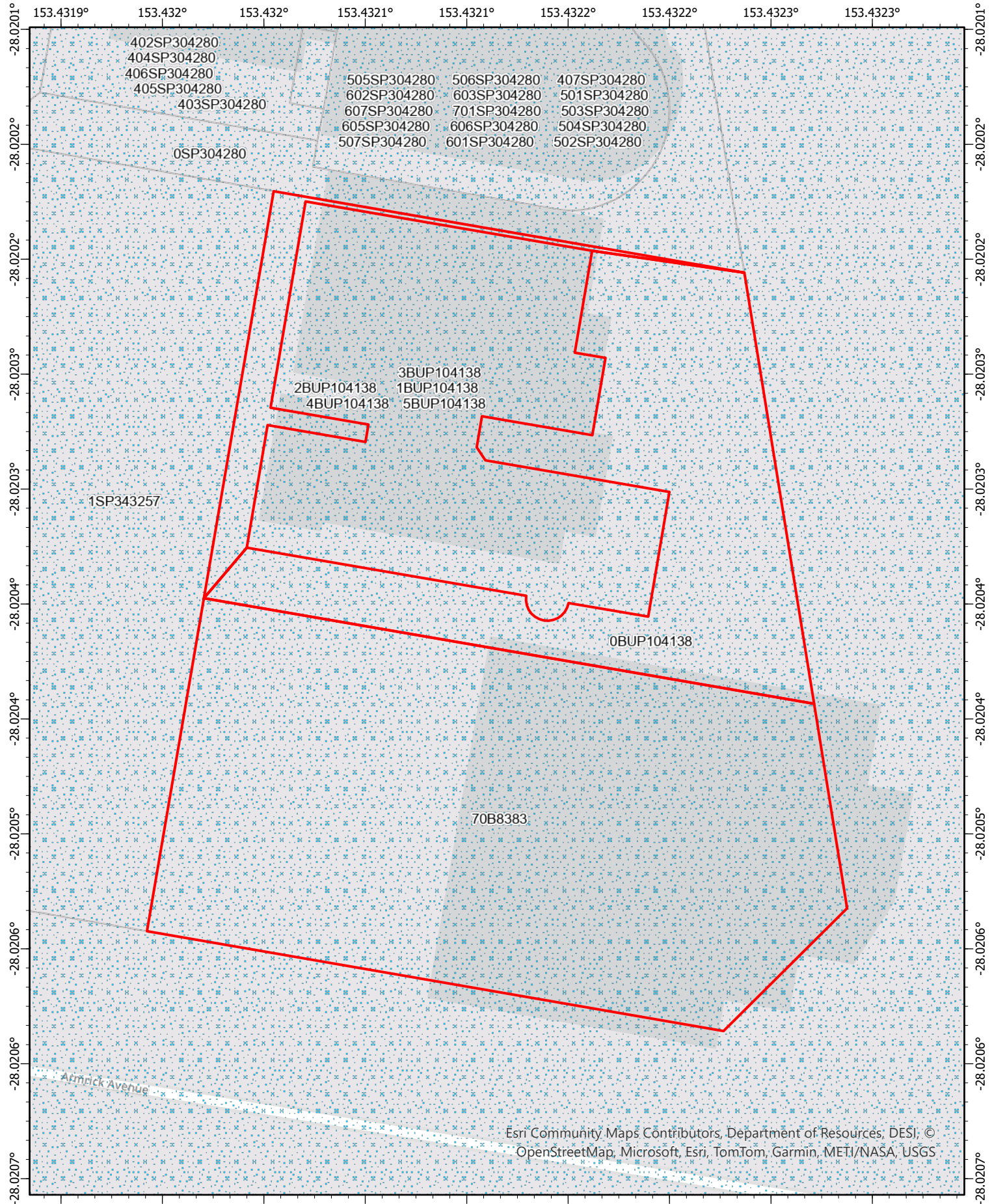


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Queensland
Government



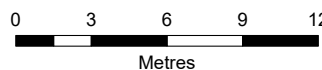


 Water resource planning area boundaries

Date: 18/12/2025



Scale: 1:300

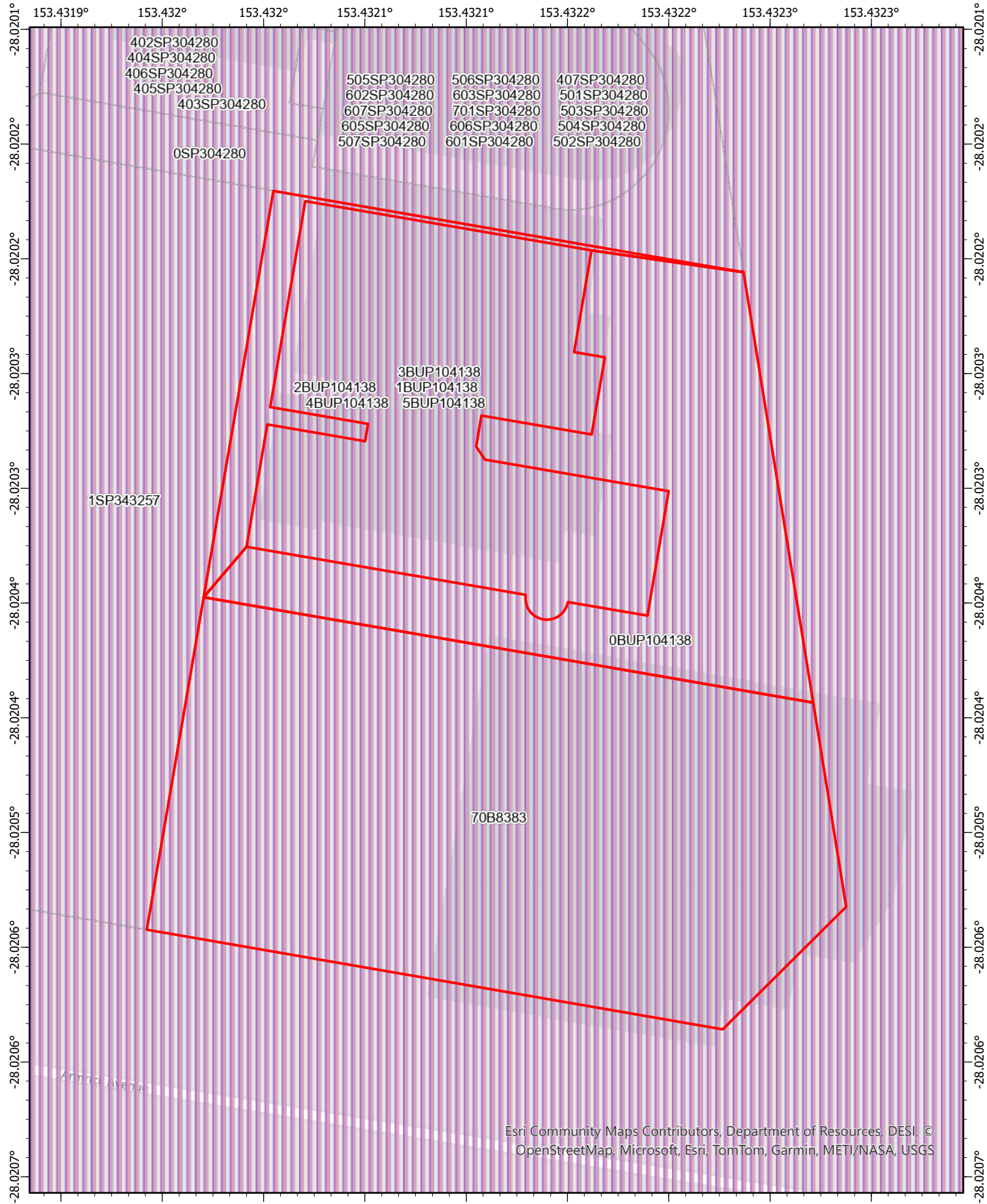


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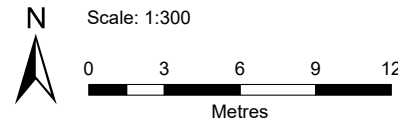
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 Threshold exemption area

Date: 18/12/2025



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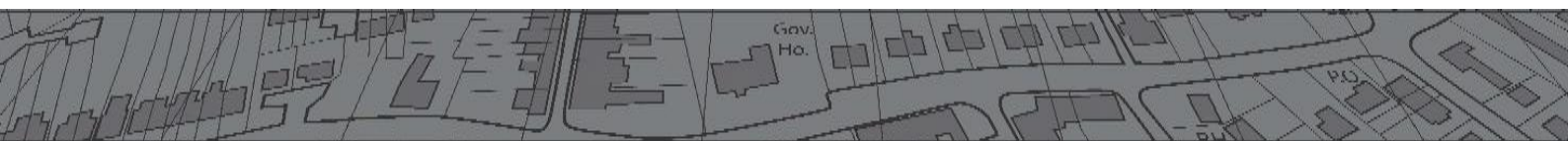


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APPENDIX 3

City Plan Property Report



City Plan property report

Planning, Regulation and Service Gold Coast
Planning Enquiries Centre
City Development Branch
 PO Box 5042 GOLD COAST MC QLD 9729
P: (07) 5582 8708
E: mail@goldcoast.qld.gov.au
W: cityofgoldcoast.com.au

Property Details

Property address	99 Old Burleigh Road, BROADBEACH, 4218
Lot and Plan	0BUP104138
Area	653 m ²

City Plan content

Zone map



Residential zones category

- Low density residential
- Low density residential, Large lot precinct
- Low density residential, Calypso Bay precinct
- Medium density residential
- Medium density residential, Calypso Bay precinct
- High density residential

Centres zones category

- Centre
- Neighbourhood centre
- Neighbourhood centre, West Burleigh historic township precinct

Recreation zones category

- Sport and recreation
- Sport and recreation, Bond University precinct
- Sport and recreation, Bundall equestrian area precinct
- Open space

Tourism zones category

- Major tourism
- Major tourism, Island resorts precinct
- Major tourism, Sea World precinct
- Major tourism, The Spit northern tourism precinct
- Major tourism, The Spit eastern tourism precinct
- Major tourism, The Spit southern tourism precinct
- Major tourism, Wildlife park precinct

Environment zones category

- Conservation

Industry zones category

- Low impact industry
- Low impact industry, Future low impact industry precinct
- Medium impact industry
- Medium impact industry, Future medium impact industry precinct
- High impact industry
- High impact industry, Future high impact industry precinct
- Waterfront and marine industry
- Waterfront and marine industry, The Spit marine industry precinct

Other zones category

- Community facilities
- Emerging community
- Emerging community, Upper Coomera precinct
- Extractive industry
- Extractive industry, Extractive industry indicative buffer
- Innovation
- Innovation, Bond University precinct
- Innovation, Gold Coast cultural precinct
- Innovation, Gold Coast screen industry precinct
- Limited development (constrained land)
- Mixed use
- Mixed use, Bermuda Point precinct
- Mixed use, Fringe business precinct

- Rural
- Rural, Rural landscape and environment precinct
- Rural residential
- Rural residential, Rural residential landscape and environment precinct
- Special purpose
- Special purpose, Special development areas precinct
- Township
- Township, Commercial precinct
- Township, Large lot precinct
- Unzoned

- Property boundaries
- Selected property

Applicable mapping content		Related City Plan content	
Division			
Division 10 (view divisional contact details)			
Zones			
High density residential zone		High density residential zone code Tables of assessment: • Material change of use • Reconfiguring a lot • Building work • Operational work	
Overlay maps			
Acid sulfate soils: • Land at or below 5m AHD		Acid sulfate soils overlay code Tables of assessment: • Acid sulfate soils overlay	
Acid sulfate soils: • Land at or below 20m AHD		Acid sulfate soils overlay code Tables of assessment: • Acid sulfate soils overlay	
Airport environs - Procedures for Air Navigation Services, Aircraft Operational (PANS-OPS) surfaces: • PANS-OPS contour		Airport environs overlay code Tables of assessment: • Airport environs overlay	
Building height			
Coastal erosion hazard Foreshore seawall: • Foreshore seawall setback		Coastal erosion hazard overlay code Tables of assessment: • Coastal erosion hazard overlay	
Dwelling house • Dwelling house overlay area		Tables of assessment: • Dwelling house overlay	
Light rail urban renewal area		Light rail urban renewal area overlay code Tables of assessment: • Light rail urban renewal area overlay	
Residential density			
LGIP			
Local Government Infrastructure Plan: • Priority infrastructure area		Local Government Infrastructure Plan	
Local Government Infrastructure Plan: • LGIP projection areas		Local Government Infrastructure Plan	
Date created	18 Dec 2025	Version	V13 - Current

City Plan property report

Planning, Regulation and Service Gold Coast

Planning Enquiries Centre

City Development Branch

PO Box 5042 GOLD COAST MC QLD 9729

P: (07) 5582 8708

E: mail@goldcoast.qld.gov.au

W: cityofgoldcoast.com.au

Property Details

Property address 101 Old Burleigh Road, BROADBEACH, 4218

Lot and Plan 70B8383

Area 630 m²

City Plan content

Zone map



Residential zones category

- Low density residential
- Low density residential, Large lot precinct
- Low density residential, Calypso Bay precinct
- Medium density residential
- Medium density residential, Calypso Bay precinct
- High density residential

Centres zones category

- Centre
- Neighbourhood centre
- Neighbourhood centre, West Burleigh historic township precinct

Recreation zones category

- Sport and recreation
- Sport and recreation, Bond University precinct
- Sport and recreation, Bundall equestrian area precinct
- Open space

Tourism zones category

- Major tourism
- Major tourism, Island resorts precinct
- Major tourism, Sea World precinct
- Major tourism, The Spit northern tourism precinct
- Major tourism, The Spit eastern tourism precinct
- Major tourism, The Spit southern tourism precinct
- Major tourism, Wildlife park precinct

Environment zones category

- Conservation

Industry zones category

- Low impact industry
- Low impact industry, Future low impact industry precinct
- Medium impact industry
- Medium impact industry, Future medium impact industry precinct
- High impact industry
- High impact industry, Future high impact industry precinct
- Waterfront and marine industry
- Waterfront and marine industry, The Spit marine industry precinct

Other zones category

- Community facilities
- Emerging community
- Emerging community, Upper Coomera precinct
- Extractive industry
- Extractive industry, Extractive industry indicative buffer
- Innovation
- Innovation, Bond University precinct
- Innovation, Gold Coast cultural precinct
- Innovation, Gold Coast screen industry precinct
- Limited development (constrained land)
- Mixed use
- Mixed use, Bermuda Point precinct
- Mixed use, Fringe business precinct

- Rural
- Rural, Rural landscape and environment precinct
- Rural residential
- Rural residential, Rural residential landscape and environment precinct
- Special purpose
- Special purpose, Special development areas precinct
- Township
- Township, Commercial precinct
- Township, Large lot precinct
- Unzoned

- Property boundaries
- Selected property

Applicable mapping content		Related City Plan content	
Division			
Division 10 (view divisional contact details)			
Zones			
High density residential zone		High density residential zone code Tables of assessment: • Material change of use • Reconfiguring a lot • Building work • Operational work	
Overlay maps			
Acid sulfate soils: • Land at or below 5m AHD		Acid sulfate soils overlay code Tables of assessment: • Acid sulfate soils overlay	
Acid sulfate soils: • Land at or below 20m AHD		Acid sulfate soils overlay code Tables of assessment: • Acid sulfate soils overlay	
Airport environs - Procedures for Air Navigation Services, Aircraft Operational (PANS-OPS) surfaces: • PANS-OPS contour		Airport environs overlay code Tables of assessment: • Airport environs overlay	
Building height			
Coastal erosion hazard Foreshore seawall: • Foreshore seawall setback		Coastal erosion hazard overlay code Tables of assessment: • Coastal erosion hazard overlay	
Dwelling house • Dwelling house overlay area		Tables of assessment: • Dwelling house overlay	
Light rail urban renewal area		Light rail urban renewal area overlay code Tables of assessment: • Light rail urban renewal area overlay	
Residential density			
LGIP			
Local Government Infrastructure Plan: • Priority infrastructure area		Local Government Infrastructure Plan	
Local Government Infrastructure Plan: • LGIP projection areas		Local Government Infrastructure Plan	
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