SECTION 3:
SUPPORTING DOCUMENTS

239 & 241 Boundary Street, Coolangatta

Planning Assessment Report

- Appendix A: Site Analysis Plan
- Appendix B: Site Photos
- Appendix C: City Plan Property Report(s)
- Appendix D: State Overlay Maps
- Appendix E: City Infrastructure Assets Map
- Appendix F: City Plan Code Responses

PLANNING ASSESSMENT REPORT – PROPOSED MULTIPLE DWELLING (34 DWELLINGS)

239 & 241 Boundary Street, Coolangatta

Prepared for Intrepid Developments (Qld) Pty Ltd

Enhance
URBAN PLANNING

Revision Status

Rev No.	Date	Description	Author	Reviewed by
1	1-Dec-22	Planning Assessment Report – Proposed Multiple Dwelling (34 Dwellings) – 239 & 241 Boundary Street, Coolangatta (Draft)	Amanda Sutherland	Chris Goold
2	24-Jan-23	Planning Assessment Report – Proposed Multiple Dwelling (34 Dwellings) – 239 & 241 Boundary Street, Coolangatta (Final)	Amanda Sutherland	Brendon Walkinshaw

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1 Introduction

Enhance Urban Planning ('**EUP'**) has been engaged by *Intrepid Developments (Qld) Pty Ltd* (the '**Applicant'**) to prepare and lodge a Development Application (the '**Development Application**') seeking approval from the City of Gold Coast Council (the '**Council'**) for a Development Permit for a Material Change of Use for a 34 dwelling Multiple Dwelling (the '**development**'). The development is proposed at 239 & 241 Boundary Street, Coolangatta (formally described as Lots 6 & 7 on RP1777) (the '**site**'). This Development Application is Impact assessable.

The site is located in Coolangatta adjacent to the Queensland and New South Wales Border, and located in the High Density Residential Zone opposite land within the Neighbourhood Centre Zone. The site is afforded at 38m building height designation, with consideration of up to a 50% uplift in building height available for the Urban neighbourhood. The site is surrounded by a variety of building heights and densities which accommodate permanent and short-term accommodation.

With reference to the proposed Multiple dwelling, we note that:

- The development site has an area of 810m^2 and is a corner allotment with a high level of streetscape planting forming part of the interface to the public realm.
- The sixteen-storey building accommodates 34 units with unit composition varying from 2-bedroom apartments to a 4-storey penthouse; and has an overall building height of 56.7m.
- The ground and first floors and the rooftop provide a variety of communal open spaces including a swimming pool, gym and yoga space. The building is designed with well-positioned private balconies that afford views to the coastline, or the green spine along the Qld-NSW border.
- The building composition provides simple yet elegant lines with natural hues synonymous with a modern beachside location. A high level of articulation is provided through the use of angles within the building's footprint together with angled sun shading devices. With Boundary Street as a backdrop for the building, it is important to note that the wide median of the Qld-NSW border provides a greater degree of separation between buildings, and extensive and mature vegetation which will remain in perpetuity. The building demonstrates a high degree or architectural integrity resulting in a building that will contribute positively to the neighbourhood and the city; as such it is proposed to utilise the 50% uplift provision available to the site.

As this report will demonstrate, the development complies with all relevant local and state planning requirements and it is therefore our opinion that it warrants the approval of Council, subject to reasonable and relevant conditions.

Any queries arising during the course of the assessment of this Development Application should be directed to Amanda Sutherland or Brendon Walkinshaw on (07) 5592 4663 or by email: amanda@enhanceup.com / brendon@enhanceup.com.

2 Project Overview

Key details applicable to this Development Application are summarised in the tables below.

Table 2.1: Site Details

Aspect	Details
Title Details	Lots 6 & 7 on RP1777
Address	239 & 241 Boundary Street, Coolangatta
Site Area	810m^2
Site Frontage	25 metres (Boundary Street) 32 metres (Ward Street)
Easements	Not Applicable
Land Owners	Dale Owen Nicholls, and Dennis and Dianne Baker
Local Government Area	Gold Coast
Division	14 (Cr Gail O'Neill)
Planning Scheme	City Plan (Version 9)
Strategic Framework	Urban Area
Zone	High Density Residential Zone

Overlays	• Acid sulfate soils overlay
	  - Land at or below 5m AHD
	  - Land at or below 20m AHD
	• Airport environs overlay
	  - Airport infrastructure
	  - Lighting area buffer zones
	  - Obstacle Limitation Surface (OLS)
	  - PANS-OPS contour
	  - Wildlife hazard buffer zones
	• Building height overlay
	• Coastal erosion hazard overlay
	  - Foreshore seawall setback
	• Dwelling house overlay
	• Flood overlay
	• Residential density overlay

Regional Plan Designation	Urban Footprint
State Assessment Overlays	SEQ Regional Plan Land Use Categories Coastal Area – Erosion Prone Area Coastal Area – Medium Storm Tide Inundation Area Water Resource Planning Area Boundaries

Table 2.2: Development Application Details

Aspect	Details
General Description	34 unit Apartment building (16-storeys)
Application Type	Material Change of Use
Level of Assessment	Impact assessment
Defined Land Use	Multiple Dwelling (34 dwellings)
Referral Agencies	N/A
Applicable Code Responses	High density residential zone code High-rise accommodation design code Driveways and vehicular crossings code General development provisions code Healthy waters code Solid waste management code Transport code Airport environs overlay code Coastal erosion hazard overlay code Flood overlay code

Submitted Documents	**Section 1 – Forms:**
	- Completed DA Form 1;
	Section 2 – Land Owner's Consent:
	- Signed Land Owner's Consent Forms and current Title Searches
	Section 3 – Supporting Documents:
	- Planning Assessment Report including:
	  - Appendix A: Site Analysis Plan
	  - Appendix B: Site Photographs
	  - Appendix C: City Plan Property Report;
	  - Appendix D: State Overlays;
	  - Appendix E: City Infrastructure Assets Map; and
	  - Appendix F: City Plan Code Responses.
	Section 4 – Plans:
	- Development Plans including Site Analysis Plan
	Section 5 – Specialist Reports:
	- Statement of Landscape Intent
	- Acoustic Report
	- Engineering Services Report
	- Flood Code Response Report
	- Stormwater Management Plan
	- Traffic Engineering Report
	- Waste Management Plan

Table 2.3: Applicant Details

Aspect	Details
Applicant	Intrepid Developments (Qld) Pty Ltd
Applicant Contact	Amanda Sutherland C/- Enhance Urban Planning PO Box 7143, Southport Park Qld 4215
Applicant Contact Details	**E**: amanda@enhanceup.com **P**: (07) 5592 4663
Applicant Reference	EUP_2022-05-550

Table 2.4: Project Team

Organisation	Role	Contact Details
Enhance URBAN PLANNING	Planning Assessment Site Analysis Plan	Amanda Sutherland or Brendon Walkinshaw 5592 4663 amanda@enhanceup.com brendon@enhanceup.com
plus ARCHITECTURE.	Proposal Plans	Danny Juric 0438 281 888 djuric@plusarchitecture.com.au
TRILOGY Trilogy Survey Solutions Over 30 years experience	Survey	Wayne Geradts 0431 400 670 wayneg@trilogyss.com.au
acousticworks)))	Acoustic Report	Mark Enersen 0409 317 416 menersen@acousticworks.com.au
Fe Friends civil engineering	Civil Engineering Services Flood Code Response SWMP	Dr Rodney Ronalds 0415 704 063 rodney@friendsengineer.com
DUNN MORAN LANDSCAPE ARCHITECTS	Statement of Landscape Intent	David Moran 0459 091 981 david.moran@dmla.com.au
ttm	Traffic Assessment Report	Richard Jones 0488 721 024 RJones@ttmgroup.com.au
ttm	Waste Management Plan	Mark Krisanski 0431 400 670 markkrisanski@ttmgroup.com.au

3 Site and Environment

3.1 Description of the Site

The site is located on the northern corner of the intersection of Boundary Street with Ward Street at Rainbow Bay (Coolangatta). It is a rectangular shaped lot comprised of two existing lots with a combined area of 810m^2. Boundary Street forms the state border with Boundary Street (Qld) located on the northern side of the border and Boundary Street (NSW) located on the southern side.

A Site location plan, Aerial photographs and Photographs of the site are provided in **Figures 3.1** to **3.5**.

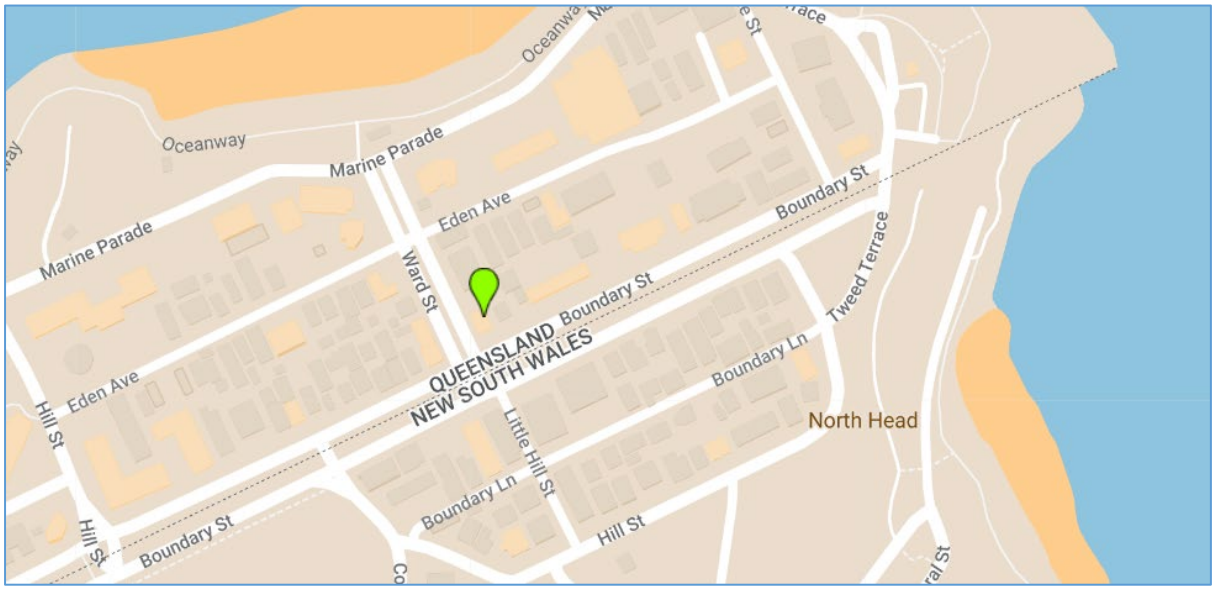


Figure 3.1: Site Location (Google Maps)

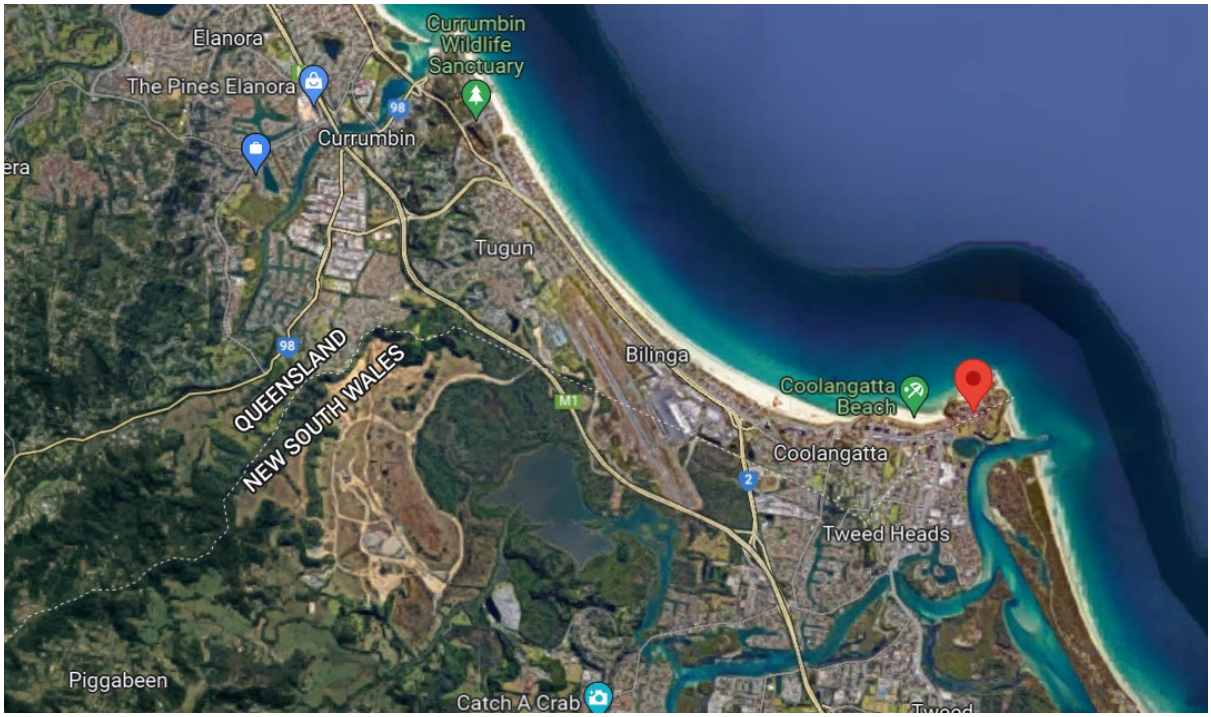


Figure 3.2: Contextual Aerial Photograph (Google Maps)

Figure 3.3: Contextual Perspective Aerial Photograph (Google Maps)

Figure 3.4: Aerial Photograph of Site (Queensland Globe)

Figure 3.5: Photograph of Site

Please refer to **Appendix A – Site Analysis Plan** and **Appendix B – Site Photos** for further details.

3.2 Local Context

The site surrounds are described as follows:

- **North:** A four-storey Multiple dwelling accommodating approximately 10 units is located directly adjacent to the site's northern boundary. Further to the north is a two-storey Dual occupancy and a high-rise Short-term accommodation building which is located opposite Rainbow Bay beach.
- **East:** A four-storey Short-term accommodation building is located directly adjacent to the site's eastern boundary. Boundary Street rises up the hill to Point Danger with a variety of residential / short-term accommodation building styles along the length of the street (including high rise development).
- **South:** Boundary Street (Qld & NSW) is located directly to the south of the site. Development opposite Boundary Street is located within NSW and consists of a variety of residential / tourist accommodation building styles.
- **West:** Ward Street is located directly adjacent to the west of the site, with 'Rainbow Village' providing a range of commercial properties located opposite, including a café, bottle shop, fast-food outlet and a yoga studio.

Please refer to **Appendix A – Site Analysis Plan** for further details.

3.3 Frontage and Access

The subject site has a 57.333m road boundary frontage (32.187m to Ward Street, and 32.187m to Boundary Street). The site has two existing vehicular crossovers, one adjacent to the northern side of the Ward Street frontage and one adjacent to the eastern side of the Boundary Street frontage. A pedestrian pathway is located along both road boundary frontages.

Please refer to **Appendix B – Site Photos** for further details.

3.4 Topography

The site is generally flat with levels ranging from 3.19m AHD in the eastern corner of the site to 1.9m AHD in the northern corner of the site.

3.5 Flooding

The *City Plan* supporting flood mapping indicates that a portion of the site is subject to flood inundation, with the site prescribed a Designated Flood Level (DFL) of 2.28m AHD. The mapping also indicates that Ward Street is subject to flooding to a depth of approximately 0.6m.

3.6 Vegetation, Natural Features and Bushfire Risk

The site is not mapped as containing any remnant or significant vegetation, or having any risk from bushfire attack. Existing vegetation on the site is predominantly palm species.

3.7 Civil Infrastructure

The subject lots are existing urban allotments provided with the relevant connections to urban services. It is observed as follows:

- The site is connected to relevant telecommunications and power services;
- The site is connected to the stormwater network;
- The site is connected to reticulated water network; and
- The site is connected to reticulated sewer network.

Figure 3.6: Council Infrastructure Assets Map (City of Gold Coast Council)

Please refer to **Appendix E – Council Infrastructure Assets Map** for further details.

3.8 Easements and Encumbrances

To the best of the Applicant's knowledge, the site does not include any easements or encumbrances.

3.9 Site Contamination

To the best of the Applicant's knowledge the site is *not* listed on either the Environmental Management Register or the Contaminated Land Register.

3.10 Relevant Application History

A review of Council's PdOnline service identified no application history for either of the subject lots.

Of note is the number of recent applications for similar tower forms in proximity to the site, which are summarised in **Table 3.1**. Although building heights, site cover and residential densities vary among the examples provided, what is evident is the changing landscape within the locality from lower and mid-rise, lower intensity development to high rise residential development consistent with the intent of the High density residential zone. Particularly of note is that the locality has a varied topography such that approved developments at the top of the hill or on the hillside (275 Boundary Street and 1 Petrie Avenue) will have a more dominant impact on the surrounding environment than the proposed development.

Table 3.1: Surrounding Development Application / Approvals

Address	Description	Development image
144 Marine Pde, Coolangatta	**Multiple dwelling/Short-term accomm. (31 units)** *Site cover: 71.7%* *Height: 13-storeys (41.2m)* OTH/2021/35 (to MCU/2021/12) Approved: 24th November 2022	
217-227 Boundary St & 11 Ward St, Coolangatta	**Multiple dwelling (93 units) and Food and drink outlets** *The Ward Street tower is one of two towers approved in the development. It is located opposite the subject site and accommodates commercial uses at ground floor and 7 levels of units (6 units) in a linear tower form with setbacks similar or less than the proposed development)* *Building height of 8-storeys (approx. 26m)* MCU/2021/250 Approved: 1 October 2021	

275 Boundary St, Coolangatta	**Multiple dwelling (9 units) and Food and drink outlet** *Height: 13-storeys (36.5m)* *Site cover: 71.59% (residential tower)* *Density: 1bed/18.07m²* MCU/2020/561 Approved: 24 December 2021	
55 Eden Ave, Coolangatta	**Multiple dwelling (20 units)** *Site cover: 66%* *Building height: 13 storeys (38m)* OTH/2021/37 (to MCU/2021/78) Approved: 30 November 2021	
1 Petrie St, Coolangatta	**Multiple dwelling (22 units)** *Site cover: 69.62%* *Height: 13-storeys (approx. 39.9m)* *Density: 1bed/15.1m²* OTH/2022/42 (to MIN/2022/213 (MIN/2021/220 / MCU/2020/83)) Approved: 4 January 2023	
44-50 Eden Ave, Coolangatta	**Multiple dwelling (86 units)** *Site cover of 57.58%* *Building height: 12-storeys (41.09m)* OTH/2022/39 (to MCU/2021/552) Under assessment	

4 Proposed Development

The development is a 16-storey (High-rise) Multiple dwelling comprising 34 dwellings with an activated rooftop, three basement levels and an overall building height of 56.7m.

The building provides simple yet elegant lines with natural hues synonymous with a modern beachside location. A high level of articulation is provided through the use of angles within the building's footprint together with angled sun shading devices. The base of the tower provides an extensive use of cascading plants assisting in grounding the building and providing an inviting and serene entry to the development and space for communal activity. The centrally located planter along the Ward Street frontage provides the base of a green vertical spine of cascading planting within the void created by the central and angled balconies which leads the eye to the top of the building. With Boundary Street as a backdrop for the building, it is important to note that the wide median of the Qld-NSW border provides a greater degree of separation between buildings, and extensive and mature vegetation which will remain in perpetuity.

The ground floor accommodates the building's access and servicing requirements, together with building lobby and communal open space which includes a swimming pool and recreational deck. Four (of the six) visitor car parks are provided at this level directly adjacent to the entry driveway and surrounded by screening planting. Three visitor bicycle parks are located adjacent to the Boundary Street frontage of the site, whilst thirteen resident bicycle parks are provided in a secure location in the northern corner of the site.

Level 01 includes a communal gym overlooking Ward Street with a yoga space connected via spiral staircase to the pool and pool deck below. Two 2-bedroom apartments are positioned on the northern and southern side of the building with balconies overlooking both Boundary and Ward Streets.

Levels 02-06 accommodate three 2-bedroom apartments per floor with two units overlooking Ward Street and one overlooking Boundary Street with two balconies in the Ward Street elevation and one in the Boundary Street elevation.

Levels 07-14 accommodate two 3-bedroom apartments per floor, both with balconies overlooking Ward Street.

Level 15 accommodates the penthouse which is a 4-bedroom apartment with a generous balcony located at the north-west corner of the building and a spiral staircase connecting to a private rooftop terrace. The private rooftop terrace includes a plunge pool, pool deck, BBQ space and outdoor lounge/dining.

The Rooftop terrace accommodates a communal open space area and a private open space area (discussed above). The communal area is in addition to the ground and first floor spaces and available to all units within the development, it includes a BBQ area, and a number of outdoor lounge/dining spaces.

Three basement carparks are provided with vehicle parking along the northern and southern boundaries of each basement and circulation ramps along the eastern and western boundaries. Basement 1 includes 2 (of the 6 visitor parks), 9 resident parks and 3 bicycle parks together with required pump and cable rooms and a stormwater detention tank; a turn-around bay is located adjacent to visitor park 6. Basement 2 includes 19 resident car parks and 3 bicycle parks. Basement 3 provides 20 resident car parks and 3 resident bicycle parks.

An overview of the development is provided in **Table 4.1** with extracts of the proposal plans provided below.

Table 4.1: Development Summary

Aspect	Details	
Site Area	810m^2	
Site Cover	56.29% (456m^2 podium) 50.37% (408m^2 tower)	
Dwellings	34 dwellings	
Bedrooms	86 bedrooms	
Dwelling Density	1 dwelling per 23.8m^2	
Bedroom Density	1 bedroom per 9.4m^2	
Building Height	56.7m (16 storeys)	
Dwelling Mix	17 x 2-bedroom apartments 16 x 3-bedroom apartments 1 x 4-bedroom apartment	
Private Open Space	14m^2 balcony for 2-bed units 20m^2 balcony for 3-bed units 40m^2 balcony for 4-bed unit + (approx.) 110m^2 rooftop terrace	
Communal Open Space	545m^2 (228m^2 at ground level, 116m^2 at first floor, and 196m^2 at rooftop terrace).	
Site Access	Vehicular access: Ward Street Service access: Boundary Street (WCV), Ward Street (MRV) Pedestrian access: Ward Street and Boundary Street	
Waste Management	Bulk waste containers in a waste room (with waste chute)	
Car Parking	*Prescribed*	Resident spaces: 46.75 (47) Visitor spaces: 6 Total spaces: 52.75 (53)
	Proposed	Resident spaces: 48 Visitor spaces: 6 Total spaces: 54
	Complies?	*Yes*
Bicycle Parking	*Prescribed*	Resident spaces: 34 Visitor spaces: 11.22 (12) Total spaces: 46
	Proposed	Resident space: 25 Visitor spaces: 3 Total spaces: 28
	Complies?	*No (Complies with Austroads Bicycle Parking)*

Figure 4.1: Perspective Images (Source: Plus Architecture)

Figure 4.2: Ward Street frontage (Source: Plus Architecture)

Figure 4.3: Boundary Street Frontage (Source: Plus Architecture)

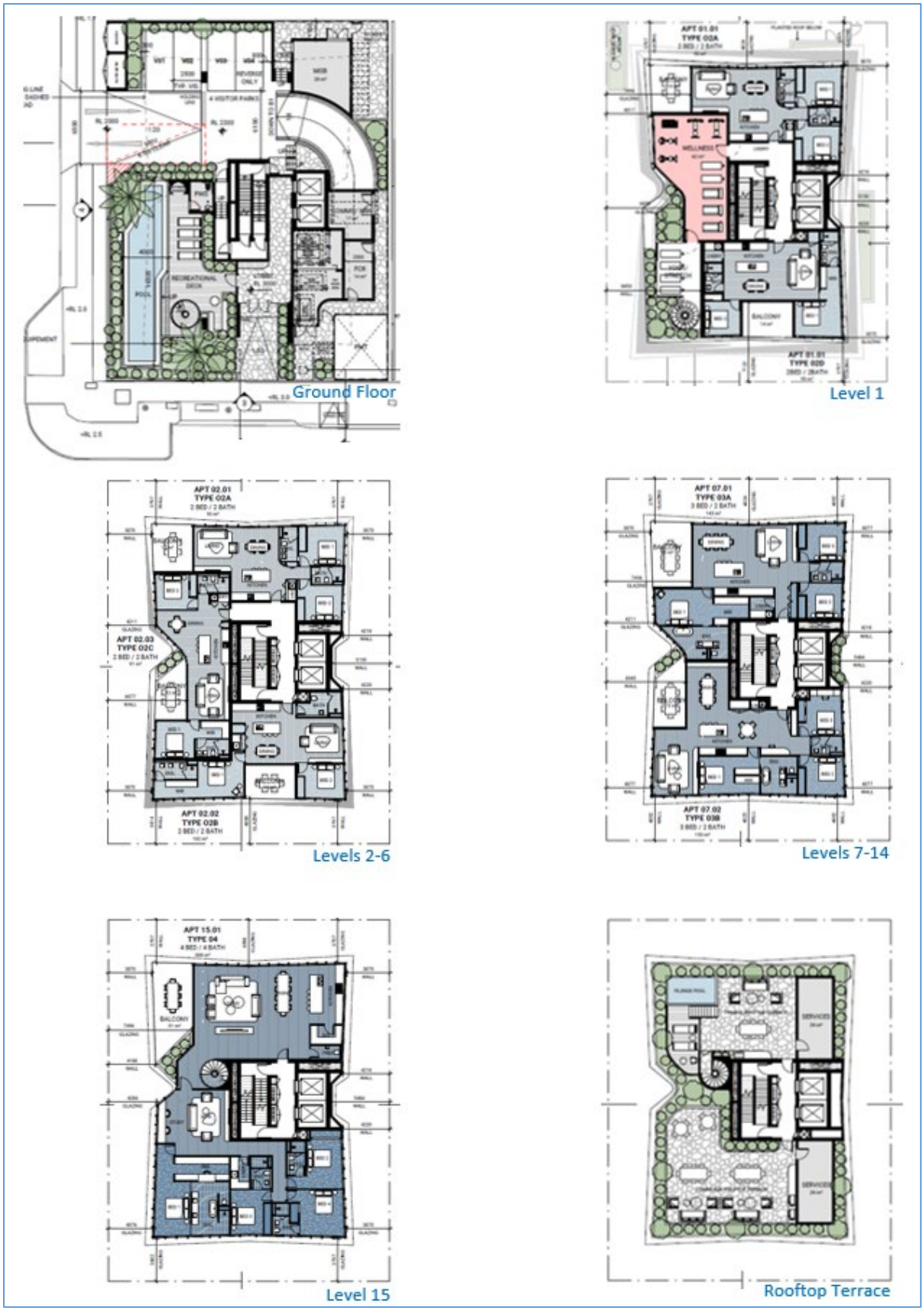


Figure 4.4: Floor Plans – Ground to Rooftop (Source: Plus Architecture)

4.1 Form

An overview of the built form of the development is provided below.

4.1.1 Building Height

The building is 16-storeys and 56.7m as measured from Natural Ground Level (NGL) to the top of the lift shaft.

4.1.2 Site Cover

The development has a podium and tower form and achieves site covers of 56.29% for the podium and 50.37% for the tower.

4.1.3 Setbacks

Setbacks are described below for the wall of the podium, tower and rooftop.

Table 4.2: Setback Summary

Boundary	Podium	Tower	Rooftop
Front (Ward Street)	7.44m	4.017m	8.2m
Front (Boundary Street)	10.77m	3.797-4.024m	4.95m
Side/Rear (NE)	1.5m	3.797-4.024m	5.0m
Side/Rear (SE)	1.8m	3.87-4.22m	3.87-4.22m

The tower walls have an angled design which assist the building in achieving a high level of amenity and quality of design. The walls are therefore positioned a minimum of 4.024m from the side/rear boundaries in the centre of the floor plate, and 3.797m at the corners of the building. Horizontal sunshades project slightly further into the side setback and due to their varied and continual angled form provide a variety of setbacks. The varied angled elements of the building (vertically and horizontally) contribute to the overall built form and high quality of design.

4.1.4 Landscaping

The proposal includes substantial landscaping across all levels of the development, demonstrated within the Statement of Landscape Intent (refer **Section 5 – Specialist Reports**). At the ground floor, the landscaping places an emphasis on the communal space at the street corner with perimeter planting located adjacent to the visitor car parking. Landscaping is also proposed along the areas of the Boundary Street frontage which are not required for circulation or servicing. A raised planter is proposed at the basement entry and along the south-eastern side/rear boundary.

The first floor includes planters atop the booster cabinets at the Ward Street frontage as well as 1m deep raised planters adjacent to the communal facilities and at the northern corner of the building and south-eastern side of the building.

Levels 2-15 include an angled planter centrally positioned within the building and the Ward Street frontage which acts as a green vertical element in the building's façade, together with a planter on the opposite (south-eastern) side of the building. The penthouse level provides a landscape planter in the Ward Street elevation also, however with a varied location.

The rooftop space includes perimeter planting around the edge of the building with the exception of adjacent to the lift core. Centrally located landscaping divides the penthouse's private space from the communal open space.

Figure 4.5: Landscape Plans (Source: Dunn Moran)

4.2 Function

An overview of the function and operation of the development is provided below.

4.2.1 Residential Density

The development proposes thirty-four (34) apartments and eighty-six (86) bedrooms comprised of seventeen (17) two-bedroom apartments, sixteen (16) three-bedroom apartments and one (1) four-bedroom penthouse apartment. The development provides a site density of 1 dwelling per 23.8m^2 and 1 bedroom per 9.4m^2.

The density is well supported by access to substantial communal facilities at different levels of the building as well as its position adjacent to retail/commercial uses and within walking distance of the beachfront, surf clubs and the main street of Coolangatta.

4.2.2 Private Open Space

All units within the development are provided with a balcony for private recreation, the only exception to this is the penthouse apartment which also has a private rooftop terrace.

The two-bedroom units are provided with a 15m^2 (Type 02A), 14m^2 (Type 02B and 02D) and 12m^2 (Type 02C) balcony. In all instances these are located directly off the primary living space, have a regular useable shape and overlook the street frontages.

The three-bedroom units are provided with a 20m^2 (Type 03A) and 15m^2 (Type 03B) balcony accessible from the primary living spaces and overlooking the street.

The four-bedroom penthouse is provided with a 31m^2 balcony directly accessible from the primary living space of the unit and overlooking the street with views to the ocean. A spiral staircase within the living space also provides a connection to the rooftop private open space which has a useable area of approximately 85m^2 which includes a plunge pool.

4.2.3 Communal Open Space

The ground level communal open space is positioned at the south-western corner of the site and has an area of approximately 121m^2 and includes a 16.5m long pool, with adjacent recreational deck, seating area, shower and WC facilities. A spiral staircase (or the lift) provides a connection to the first floor communal facilities which has an area of approximately 105m^2 and incudes a wellness centre and yoga/stretch area which include landscape planters improving the amenity of the communal space.

The rooftop communal space is framed by landscaping and has a useable area of approximately 95m^2 and includes a BBQ area, rooftop dining and lounge areas.

An assessment of the communal open space provision has determined that it provides 15.28m^2 of open space for each intended user.

4.2.4 Privacy

The vertical alignment of units within the development minimises amenity impacts between floors. The angles of the building and dividing landscape planters on the centrally positioned balcony ensure that direct views aren't possible horizontally across each floor plate.

The adjacent development on Boundary Street is a four to six-storey short-term accommodation building whereby it is expected that there are no/limited permanent residents. The recreation areas for the development are situated within the u-shape of the buildings at the rear of the site. As a result, views from the proposed development will be obscured by the adjacent built form of the short-term accommodation buildings.

The adjacent development on Ward Street is a four-storey apartment building whereby all units are oriented to overlook Ward Street. As a result, there are limited window openings and no balconies directly adjacent to the proposed development. The following image provides an indication of the limited views to adjacent development that will be available to future residents of the proposed development. **Figure 4.6** also demonstrates that there is significant tower separation between the proposal and any existing towers in the locality.

Figure 4.6: Views to Adjacent and Surrounding Development

4.2.5 Access

The proposal includes separate pedestrian and vehicular entries. The vehicular entry is proposed off Ward Street and is positioned towards the eastern side/rear boundary. The pedestrian entry is proposed off Boundary Street and is centrally positioned within the frontage to the rear/side of the communal open space and providing a direct connection to the internal lobby.

4.2.6 Car Parking

Car parking is to be provided within three basement carpark levels, with the majority of visitor parking provided at ground level. The following table identifies the applicable car parking rates as specified by AO1 of the *Transport code,* and the proposed car parking:

Table 4.3: Car Parking Provisions

Land Use	Quantity	Rate	To comply with AO1	Provision
Multiple dwelling	**Resident spaces**			
	17 x 2-bed dwellings	1.25 spaces per 2-bedroom unit	21.25	48
	16 x 3-bed dwellings	1.5 spaces per 3-bedroom unit	24	
	1 x 4-bed dwellings	2 spaces per 4-bedroom unit	2	
	Visitor spaces			
	34 dwellings	2 + 1 per 10 units for visitors *Note: At least 50% of visitor parking to be provided in a single location*	6	6
		TOTAL	**53.25**	**54**

As shown above the provision of **54 car spaces** complies with AO1 of the *Transport code*.

4.2.7 Bicycle Parking

Bicycle parking is to be provided across a number of locations on the site. The following table identifies the applicable bicycle parking rates as specified by AO10.1 of the *Transport code,* and the proposed bicycle parking:

Table 4.4: Bicycle Parking Provisions

Land Use	Quantity	Rate	To comply with AO1	Provision
Multiple dwelling	34 dwellings	***Long term (Resident):*** 1 space per dwelling	34	25
		***Short term (Visitor)*:** 1 space per 3 dwellings	11.3	3
		TOTAL	**45.3**	**28**

As shown above the provision of **25 resident bicycle spaces** and **3 visitor spaces** requires assessment against PO1 of the *Transport code*. Please refer to **Section 8** of this assessment report, or **Appendix F – Code Responses** for the required assessment which demonstrates that the provided Bicycle parking complies with the Austroads requirements.

4.2.8 Waste Storage

Pursuant to Appendix A of *City Plan Policy SC6.13 – Solid Waste Management*, waste and recycling provisions are shown in **Table 4.5** below.

Table 4.5: Waste and Recycling Provisions

Land Use	Quantity	Provision	Pick-up Frequency	Storage Capacity Required
Multiple dwelling	**General waste**			
	17 x 2-bed dwellings	17 x 100L per week = 1,700L	Twice weekly	**2,137L**
	17 x 3+-bed dwellings	17 x 120L per week = 2,040L		
	Recyclable waste			
	17 x 2-bed dwellings	17 x 60L per week = 1,020L	Twice weekly	**1,360L**
	17 x 3+-bed dwellings	17 x 80L per week = 1,360L		

A minimum of two **2,000L** waste bins and two **1,500L** recycling bins will be provided (1 each, plus 1 each to remain under chute). The bins will be stored within a room at ground floor level on the southern side of the lift core with an adjacent bin wash area (refer to **Section 4 – Plans** and extract below). Bins will be carted to Boundary Street for collection via a lip-free ramp to the road level.

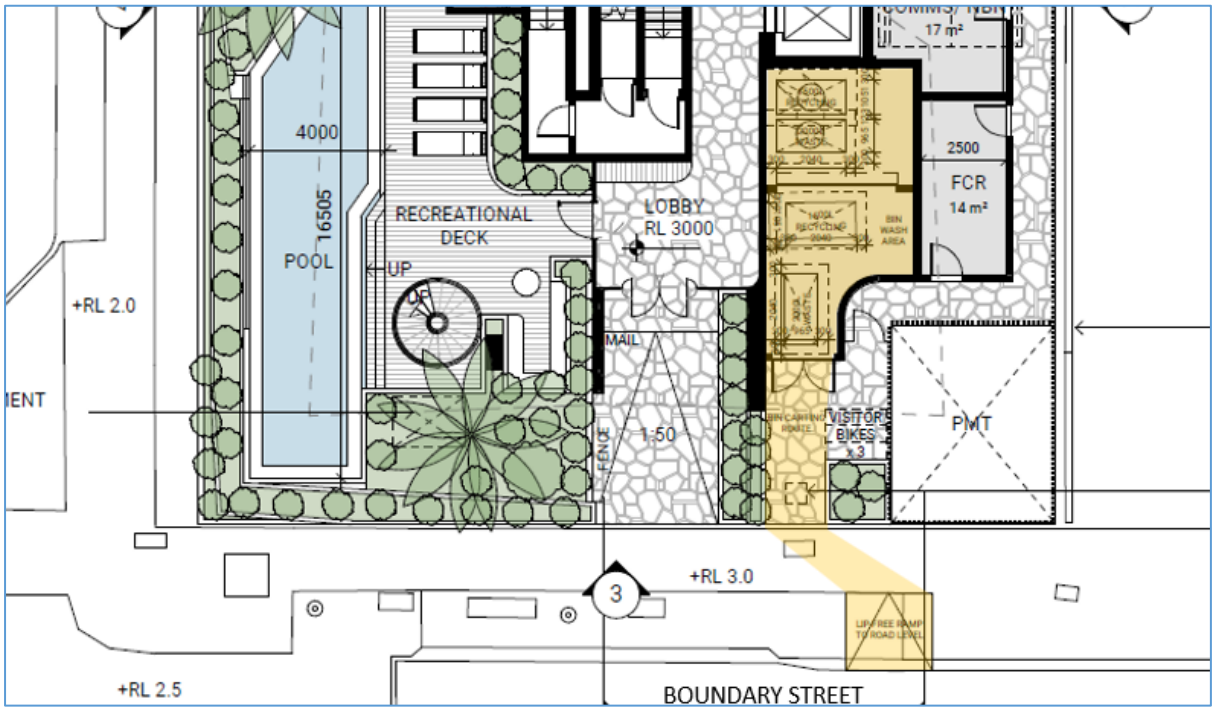


Figure 4.7: Proposal Plans Showing Waste Area

4.2.9 Servicing

Waste Servicing

TTM have prepared a Waste Management Plan (refer **Section 5 – Specialist Reports**) which advises that refuse will be collected by Council contractor. Collection frequency is based on a maximum of four (4) days storage between collections for all refuse streams which equates to two (2) services a week. All refuse collections are to occur at the designated servicing point entrance off Boundary Street, near the temporary bin storage area on the ground level which is accessible via the hard stand pathway.

Pick-ups / Deliveries

The Traffic Engineering Report, prepared by TTM (refer **Section 5 – Specialist Reports**) advises that the *City Plan* requires a Multiple dwelling to provide a standing area for a Service Vehicle. The proposal plans make provision for a Medium Rigid Vehicle (MRV) to stand within the driveway below the first floor. Section D within the proposal plans (Refer **Section 4 – Plans**) demonstrates that sufficient clearance is provided for a MRV.

4.2.10 Acoustic Assessment

Acoustic Works have prepared an Acoustic Report for the proposed development (refer **Section 5 – Specialist Reports**). The report recommends:

- the inclusion of 2m high acoustic fences adjacent to the ground floor visitor parking, the edge of the pool, and a section of the side boundary adjacent to the basement ramp access;
- pool hours of 7am-10pm; and
- MRV Service vehicle operations to occur during the daytime (7am to 6pm) only.

The Proposal Plans (refer **Section 4 – Plans**) and Statement of Landscape Intent (refer **Section 5 – Specialist Reports**) have incorporated the required Acoustic fences discussed above.

4.2.11 Flood Code Response Report

Friends Engineering have prepared a Flood Code Response Report (refer **Section 5 – Specialist Reports**) that confirms that the development complies with Council's *Flood overlay code*. It confirmed that the Designated Flood Level (DFL) for the site is 2.28m AHD and the Probably Maximum Flood (PMF) level is 4.35m AHD. As the site's vehicular access to Ward Street is flood affected during the defined flood event (DFE), flood depths at the vehicular crossover are expected to reach approximately 500mm during the DFE.

The development has measures in place to ensure that the risk and consequence of flooding on the site are managed. These include:

- The location of all habitable rooms above the Probable Maximum Flood Level;
- Ensuring that all residences are suitably designed to comply with Council's Shelter in Place Provisions; and
- The identification of a suitable communal evacuation point from the Level 1 communal area.

4.2.12 Stormwater Management Plan

A Stormwater Management Plan, prepared by Friends Engineering (refer **Section 5 – Specialist Reports**) accompanies this application. The report recommends the inclusion of:

- A proprietary water quality treatment system (comprising 2/ "SPEL Filter" cartridges in an underground chamber); and
- Stormwater detention via a 12kL underground tank (10m^3 for detention and 2m^3 to house the SPEL cartridges).

The proposal plans show the stormwater tank within Basement 01 with a Stormwater surcharge pit shown on the Ground Floor Plan (refer **Section 4 – Plans**).

4.2.13 Engineering Services Report

An Engineering Services Report (refer **Section 5 – Specialist Reports**) has been prepared by Friends Engineering and confirms that there are no constraints to development in relation to earthworks, sediment and erosion control, the provision of vehicular access, or the drainage of stormwater.

The report notes that given the site's inclusion on the *City Plan Acid Sulfate Soils Overlay Map*, it is likely that a site-specific Acid Sulfate Soils Assessment will be required for the site. It is considered appropriate for this requirement to form a condition of approval at such a time that the development design is confirmed.

4.3 Specialist Assessment

Various specialist assessments were undertaken as a part of this application as identified in **Table 4.6**:

Table 4.6: Report Details

Title	Issue	Date	Prepared by
Statement of Landscape Intent	C	29.11.2022	Dunn Moran
Acoustic Report	R01C	22.11.2022	Acoustic Works
Engineering Services Report	1	24.01.2023	Friends Engineering
Flood Code Response Report	1	24.01.2023	Friends Engineering
Stormwater Management Plan	1	24.01.2023	Friends Engineering
Traffic Assessment	1	27.10.2022	TTM
Operational Waste Management Plan	3	29.11.2022	TTM

Each of the assessments are contained within **Section 5 – Specialist Reports** of this application.

4.4 Plans for Approval

Development plans for approval are referenced in **Table 4.7**:

Table 4.7: Plan Details

Sheet No.	Title	Date	Prepared by
DA097	Floor Plan – Basement 03	November 2022	Plus Architecture
DA098	Floor Plan – Basement 02	November 2022	Plus Architecture
DA099	Floor Plan – Basement 01	November 2022	Plus Architecture
DA100	Floor Plan – Ground Level	November 2022	Plus Architecture
DA101	Floor Plan – Level 1	November 2022	Plus Architecture
DA102	Floor Plan – Lower Typical Level 02-06	November 2022	Plus Architecture
DA103	Floor Plan – Typical Upper Level 07-14	November 2022	Plus Architecture
DA104	Floor Plan – Penthouse Level 15	November 2022	Plus Architecture
DA105	Floor Plan – Rooftop Terrace	November 2022	Plus Architecture
DA200	Elevation – North West	November 2022	Plus Architecture
DA201	Elevation – North East	November 2022	Plus Architecture
DA202	Elevation – South East	November 2022	Plus Architecture
DA203	Elevation – South West	November 2022	Plus Architecture
DA300	Building Section A	November 2022	Plus Architecture
DA301	Building Section B	November 2022	Plus Architecture
DA302	Building Section C & D	November 2022	Plus Architecture

Plans are provided in **Section 4 – Plans** of this application.

5 Assessment of the State Planning Framework

5.1 Introduction

This Development Application is made pursuant to Section 50 the *Planning Act 2016* (‘**the *Act’***). The purpose of the *Act*, as outlined in Section 3, is to ‘*establish an efficient, effective, transparent, integrated, coordinated, and accountable system of land use planning, development assessment and related matters that facilitates the achievement of ecological sustainability’.*

The *Planning Regulation 2017* (‘the ***Regulation***’) supports the principal planning legislation by outlining the mechanics for the operation of the *Act*. Relevant matters of the *Regulation* as they relate to the Development Application are outlined in the following parts.

5.2 Type of Development

This application seeks a Development Permit for a Material Change of Use that is deemed to be assessable development by the planning scheme, being the *City Plan, version 9 (‘***the *City Plan****’)*.

5.3 Assessment Manager

Pursuant to Schedule 8 of the *Regulation*, the assessment manager is taken to be the Local Government, being City of Gold Coast Council.

5.4 Level of Assessment

The *City Plan* states that the development requires **Impact assessment**. Impact assessment is to be undertaken in accordance with Section 45(5) of the *Act*.

5.5 Assessment Benchmarks

When considering an application that is subject to Impact assessment, the Assessment Manager must assess the Development Application against the assessment benchmarks (stated in Section 30 of the Regulation) and having regard to any matters prescribed by the Regulation, as per Section 45 (5) of the *Act*. The Assessment Manager may have regard to any other relevant matters, such as planning need, or the current relevance of the assessment benchmarks in the light of changed circumstances.

In addition, the Assessment Manager must have regard to any development approval for, and any lawful use of, the premises or adjacent premises, any Referral Agency response for the Development Application, and the purposes of any regulation or planning instrument containing an applicable code.

5.6 Development Assessment Process

The *Development Assessment Rules* (the ‘***DA Rules’***) set out the development assessment process that must be followed for the lodgement and assessment of a Development Application. The *DA Rules* identify the stages that apply to a Development Application, as well as the general requirements of each stage, and when each stage commences and ends. It also outlines the requirements for public notification (for Impact Assessable applications only) as well as various other provisions relating to the assessment process. Version 1.3 of the *DA Rules* currently applies and will be used to inform the process that applies to this Development Application.

5.7 Public Notification

Section 53 (4) (b) (iii) of the *Act* outlines a notification period of **15 business days** for an Impact assessable Development Application.

5.8 State Planning Instruments

State Planning Instruments under the *Act* include:

- State Planning Policy; and
- Regional Plans.

The State Planning Instruments which are relevant to the development are discussed below.

5.8.1 State Planning Policy

The State Planning Policy ('**the SPP**', updated July 2017) outlines matters of interest to the State Government and provide a mechanism to ensure that such interests are adequately considered as part of the development assessment process.

In general terms, the SPP is intended to provide '*…efficiency, consistency and certainty in Queensland's land use planning and development system*' by addressing 17 relevant State interests arranged under 5 themes as follows:

- Liveable communities and Housing;
- Economic Growth;
- Environment and Heritage;
- Safety and Resilience to Hazards; and
- Infrastructure.

There are various development assessment provisions contained within the SPP, which may be given regard to during the assessment of Development Applications. To assist in determining the relevance of the assessment provisions, the SPP includes supporting overlay maps. The site is identified in various SPP overlay maps as shown in **Figure 6.1**.

Figure 5.1: SPP Overlays

Local governments are required to amend or replace their respective planning schemes to ensure they are consistent with the SPP. Until such implementation practically occurs however, development assessment requirements contained within the SPP may be given regard during the assessment of any planning proposals.

Part 2, Section 2.1 of *City Plan* identifies that all aspects of the SPP are appropriately integrated except for Natural hazards, risk and resilience (coastal hazards).

Assessment has therefore been undertaken to the extent of the inconsistency between the current SPP and the *City Plan* as relevant to the development in **Table 5.1**.

Table 5.1: Assessment Against the Relevant Sections of the SPP

SPP Assessment Criteria	Assessment
Bushfire, flood, landslide, storm tide inundation, and erosion prone areas outside the coastal management district:	
(3) Development other than that assessed against (1) above, avoids natural hazard areas, or where it is not possible to avoid the natural hazard area, development mitigates the risks to people and property to an acceptable or tolerable level.	**Complies** The site is mapped within a flood hazard area and also within an erosion prone area. The proposal is accompanied by a Flood Assessment and Stormwater Management Plan (refer **Section 5 – Specialist Reports**) which demonstrate that the proposal can be designed with risks to people and property to an acceptable level. Of note is that the proposal has incorporated shelter-in-place facilities above the Probable Maximum Flood (PMF) level of 4.35m AHD, and demonstrated no net loss of flood plain storage.
All natural hazard areas:	
(4) Development supports and does not hinder disaster management response or recovery capacity and capabilities.	**Complies** The development will not hinder the disaster and management response or recovery capacity and capabilities of the City of Gold Coast. The site is located in an urban area that is well supported by existing services. All proposed apartments are located above the PMF level for the site, ensuring that residents can safely shelter in place in the event of a flood.
(5) Development directly, indirectly and cumulatively avoids an increase in the severity of the natural hazard and the potential for damage on the site or to other properties.	**Complies** The building is able to be designed and constructed to minimise the potential effects of its location within an erosion prone area. The Flood assessment (refer **Section 5 – Specialist Reports**) demonstrates that the site will maintain the flood storage capacity of the site ensuring that there is no direct, indirect or cumulative increase in the severity of the natural hazard or potential for damage on the site and to other properties.

SPP Assessment Criteria	Assessment
(6) Risks to public safety and the environment from the location of hazardous materials and the release of these materials as a result of a natural hazard are avoided.	**Not Applicable** The development is residential in nature and the use and storage of hazardous materials will not occur on the site.
(7) The natural processes and the protection function of landforms and the vegetation that can mitigate risks associated with the natural hazard are maintained or enhanced.	**Not Applicable** The subject site contains no natural vegetation that would assist with mitigating risks. Landscaping is proposed as part of this application.

As demonstrated above the development complies with those aspects of the SPP that may not be adequately reflected in the *City Plan*.

5.8.2 Regional Plans

The *South-East Queensland Regional Plan 2017* ('**the Regional Plan**') applies to the City of Gold Coast local government area.

The Regional Plan adopts a regional land use pattern to define the spatial framework for the region to achieve desired environmental outcomes. It identifies:

- Regional land use categories;
- Land that can accommodate urban development in the future;
- Land that is protected from further urban development; and
- Sub regional narratives.

The Regional Plan allocates all land into one of three regional land use categories, being:

- Regional Landscape and Rural Production Area;
- Urban Footprint; and
- Rural Living Area.

The subject site is located within the **Urban Footprint**. The intent of the Urban Footprint land use category is to identify land suitable for the region's future urban development needs. The proposed use is an 'urban use', considered appropriate within the Urban Footprint.

5.9 State Assessment and Referral Agency

5.9.1 Introduction

The State Assessment and Referral Agency seeks to deliver a coordinated, whole-of-government approach to the state's assessment of Development Applications. The State Development Assessment Provisions ('**SDAP**') are a statutory instrument made under the *Act* which sets out matters of interest of the state for development assessment, where the chief executive of administering the *Act* is the assessment manager or a referral agency. Importantly, the SDAP outlines the criteria for assessment in relation to state matters.

5.9.2 Assessment of Referral Triggers

A review of the **State DA Overlays** (**Figure 5.2** and **Appendix D**) identified that the site is mapped within the following overlays:

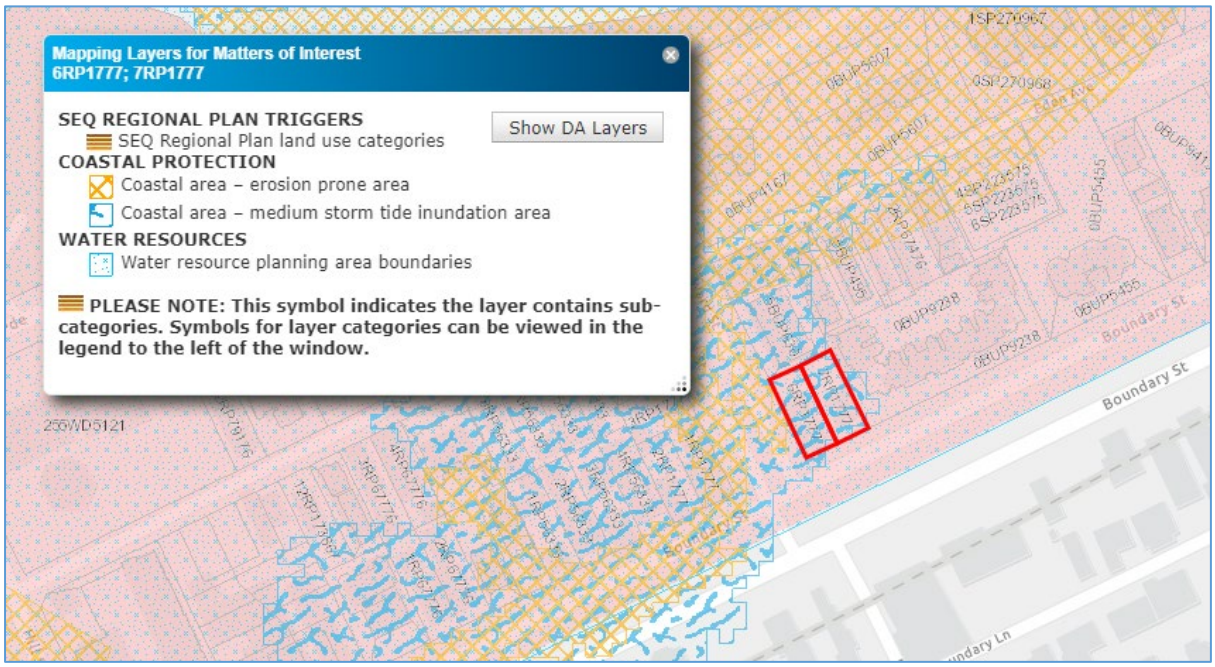


Figure 5.2: Extract of State DA Overlay Maps (Qld Gov)

A review of the relevant referral triggers identified that the development does not trigger referral to the State and as such, assessment against the SDAPs is not required.

5.10 Summary

Overall, the assessment of the state planning framework has confirmed the following:

- The application is for a Development Permit for a Material Change of Use;
- The application is subject to Impact assessment;
- Public notification is required;
- The assessment manager is City of Gold Coast Council;
- The proposal must be assessed against the assessment benchmarks being the *City Plan* (including the strategic framework), and historical development approvals for, and adjacent to the subject site;
- The Assessment Manager may give regard to the applicable sections of the SPP;
- The site is within the Urban Footprint pursuant to the Regional Plan; and
- The application is not required to be referred to the State for matters of interest of the state for development assessment.

6 Assessment of the Local Planning Framework

Local planning instruments under the *Act* include:

- Planning Schemes; or
- a TLPI; or
- Planning Scheme Policies.

An assessment against the relevant local planning instruments is provided in the sections below.

6.1 Planning Scheme Attributes

As specified earlier, this Development Application is made assessable development under the *Act* and will be assessed against the provisions of the relevant planning scheme for the City of Gold Coast Council Local Government Area, being the *City Plan*.

6.1.1 Use Definition

The proposed land use is defined within *Schedule 1* of the *City Plan* as follows:

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

6.1.2 Site Zoning

Pursuant to the *City Plan*, the site is located within the **High Density Residential Zone**, as shown below and in **Appendix C** (City Plan Property Report).

Table 6.1: City Plan Zone Map

Zone Map	Details
	**Designation:** High Density Residential Zone The purpose of the High density residential zone is: *'… to provide for higher density multiple dwellings supported by community uses and small-scale services and facilities that cater for local residents.'*

6.1.3 Overlay Maps

The site is identified within various *City Plan Overlay Maps* as identified in **Table 6.2** below and in the **City Plan Property Report** (**Appendix C**).

Table 6.2: Overlay Map Summary

Overlay	Designation
Acid sulfate soils	• Land at or below 5m AHD • Land at or below 20m AHD
Airport environs	• Airport infrastructure • Lighting area buffer zone • Obstacle Limitation Surface (OLS) • PANS-OPS Contour • Wildlife hazard buffer zone
Building height	• 38m
Coastal erosion hazard	• 0-500m west of seawall
Dwelling house	• Dwelling house overlay area
Flood	• Flood assessment required
Residential density	• RD7 – up to 400 bedrooms per net hectare (1 bed/25m^2)

The relevance of the overlays is discussed in detail in **Section 7 (Assessment of Relevant Codes)** of this report.

6.1.4 Level of Assessment

The site is located within the High Density Residential Zone of the *City Plan*. Pursuant to *Table 5.5.3 (Material Change of Use – High Density Residential Zone)* of the *City Plan*, a Multiple Dwelling is identified as Code assessable. However, as the proposal exceeds the Code assessable building height for the site (of 38m), Table 5.5.3 advises that the proposal requires Impact Assessment.

None of the overlays change the level of assessment.

Based on the above, the development is subject to **Impact assessment**.

7 Strategic Framework

The Strategic Framework sets the overall intent and policy direction for the *City Plan*. It includes the following:

a) a strategic intent;
b) six city shaping themes;
c) strategic outcomes for each theme;
d) elements for each theme; and
e) specific outcomes for each element.

The *City Plan* includes strategic mapping to provide a spatial element to the strategic framework to assist in determining the relevance of the themes and elements. The relevance of the mapping to the site is shown below:

Table 7.1: Strategic Framework Maps and Designations

Strategic Framework Map	Designation
SF Map 1 – Designated urban area	Urban Area
SF Map 2 – Settlement pattern	Urban Neighbourhoods
SF Map 3 – Light rail urban renewal area	Not identified
SF Map 4 – Greenspace network	Not identified
SF Map 5 – Focus areas for economic activity	Coastal tourism/urban strip
SF Map 6 – Integrated transport	Coastal pedestrian and cycle network
SF Map 7 – Strategic infrastructure sites and corridors	Not identified
SF Map 8 – Coomera town centre area	Not identified
SF Map 9 – Consolidation and expansion areas	Consolidation area

An assessment of the development against the strategic framework is provided in **Section 7.1**.

7.1 Strategic Intent

The *City Plan* includes a 'Strategic intent' which includes broad intentions for the function, role, and form of the City. The Strategic intent is implemented through the Themes (Strategic outcomes), Elements (Specific outcomes) and applicable codes which are addressed in the following sections of this report.

An assessment of the Themes and Elements are they relates to the development and subject site is provided overleaf.

7.1.1 Theme 1 – Creating liveable places

A review of **Theme 1 – Creating liveable places** identified five (5) Strategic Outcomes as being relevant to the development as shown below.

Table 7.2: Assessment of Theme 1 – Creating Liveable Places

Strategic Outcome	Assessment
Strategic Outcome 3.3.1(1) *"Urban activity is contained within the city's urban area"*	**Consistent** The proposed development is located within the city's urban area.
Strategic Outcome 3.3.3.1(3) *'Housing is provided in a form, height and scale consistent with the function, amenity and desired future character of local areas and centres and promotes a sense of community cohesion and wellbeing. Housing is attractive and well-designed.'*	**Consistent** The proposed residential building is provided in a form, height and scale consistent with the emerging character of the locality. The site is situated opposite a Neighbourhood Centre and within walking distance of the beachfront resulting in a highly serviced locality within the urban area. The proposal plans demonstrate that functional and appropriate floor plates are provided for all proposed units, with the majority of units having generous proportions. The 16-storey (56.7m) building is generally consistent with the emerging character of the neighbourhood and provides exemplary design in order to benefit from the 50% uplift provision for developments in urban neighbourhoods (refer response to s3.3.2.1(9) in **Table 7.3**). The building has a distinctive design with simple yet elegant lines and natural hues synonymous with a modern beachside location. A high level of articulation is provided through the use of angles within the building's footprint together with angled sun shading devices. The base of the tower provides an extensive use of cascading plants assisting in grounding the building and providing an inviting and serene entry to the development and space for communal activity.
Strategic Outcome 3.3.3.1(4) *'Affordable housing or entry level priced housing meets the needs of low to moderate income households, and purpose-built adaptable housing and accommodation meets the needs of seniors, people with disabilities, students and people in need of emergency accommodation. These forms of housing are located close to facilities, services, public transport, employment and essential infrastructure'*	**Consistent** The proposal includes a significant proportion of 2-bedroom units which are a more affordable option in a highly serviced location.
Strategic Outcome 3.3.3.1(5) *'Varied building height and form throughout the city reinforces local identity, creates a sense of place and supports housing choice and affordability and the function and*	**Consistent** The proposal will result in a building with varied building height and form when compared with directly adjacent development, and also the surrounding locality. The building form is consistent with emerging development yet distinctive with its elegant lines, distinctive sun shading

desired future appearance of each local area.'	devices and vertical landscaping element which is not a dominant form in the locality at this time. The proposal provides a variety of dwelling configurations with a variety of quality shared spaces and facilities.
Strategic Outcome 3.3.3.1(7) *"Medium and higher intensity housing occurs in mixed use centres and specialist centres and urban neighbourhoods."*	**Consistent** The site is located within an urban neighbourhood directly adjacent to a neighbourhood centre; and proposes higher intensity housing suited to the site's position and zoning.

7.1.1.1 Element – Urban Neighbourhoods

A review of the **Urban Neighbourhood** element of Theme 1 – Creating liveable places identified five (5) Specific Outcomes as being relevant to the development as shown below.

Table 7.3: Assessment of Urban Neighbourhood Element

Specific Outcome	Assessment
Specific Outcome 3.3.2.1(1) *"Urban neighbourhoods are compact, pedestrian-friendly, offer housing choice and high amenity and provide access to facilities, services, public transport, employment and essential infrastructure.*	**Consistent** The site is situated in a compact, pedestrian-friendly urban neighbourhood with access to local business, and extensive recreation opportunities. The development will add to the mix of housing choice within the locality with respect to position and configuration.
Specific Outcome 3.3.2.1(5) *'Housing includes a mix of tenure, size and type to assist with affordability and location options, and to support occupants from various social and cultural backgrounds including key workers.'*	**Consistent** The proposal includes a variety of residential apartments ranging from 2-bedroom to 4-bedroom units each with generous private balconies and highly functional and beneficial communal facilities. The location of the building and the mix of dwelling sizes will assist in providing affordability and location options for a varied community.
Specific Outcome 3.3.2.1(8) *'The Building height overlay map shows the building height pattern and desired future appearance for local areas within urban neighbourhoods. This map also shows areas where building heights change abruptly to achieve a deliberate and distinct contrast in built form within and between low, medium or high-rise areas.'*	**Consistent** The Building Height overlay map includes the site within the middle of a 38m height area; and as such it is not in an area which expects an abrupt change or deliberate contrast in built form between low, medium or high-rise areas. It is noted that a maximum building height of 49.5m applies to land within Tweed Shire directly adjacent to the site. The proposed development (at 56.7m high) is generally consistent with the building height intended for the locality, including adjacent lands to the south (within NSW). 

Specific Outcome 3.3.2.1(9) *'Increases in building height up to a maximum of 50% above the Building height overlay map may occur in limited circumstances in urban neighbourhoods where all the following outcomes are satisfied:* *a) a reinforced local identity and sense of place;* *b) a well-managed interface with, relationship to and impact on nearby development, including the reasonable amenity expectations of nearby residents;* *c) a varied, ordered and interesting local skyline;* *d) an excellent standard of appearance of the built form and street edge;* *e) housing choice and affordability;* *f) protection for important elements of local character or scenic amenity, including views from popular public outlooks to the city's significant natural features;* *g) deliberate and distinct built form contrast in locations where building heights change abruptly on the Building height overlay map; and* *h) the safe, secure and efficient functioning of the Gold Coast Airport or other aeronautical facilities.*	**Consistent** The proposal will result in a development that exceeds the code assessable building height by **49%**. Given that the recent applications discussed in **Section 3.10** of this report identified that the majority of applications were code assessable (and thereby met the code assessable height), the consideration of the proposed development is considered a *'limited circumstance'* within this urban neighbourhood. The following demonstrates that the proposal satisfies all of the outcomes as listed: (a) the proposal reinforces Council's intended pattern for the City resulting in high density developments in areas of high amenity. The site is located within close proximity to the neighbourhood centre uses opposite the site, the beachfront to the north (including the surf club), and other centre uses within Coolangatta to the west. (b) the proposal reinforces the emerging character of the locality whilst ensuring amenity for existing residents is maintained. The proposal maintains a minimum 4m side/rear boundary setback from the adjacent development. The adjacent development on Boundary Street is a six-storey short-term accommodation building whereby it is expected that there are no/limited permanent residents. The recreation areas for the development are situated within the u-shape of the buildings at the rear of the site. As a result, views from the proposed development will be obscured by the adjacent built form of the short-term accommodation buildings. The adjacent development on Ward Street is a four-storey apartment building whereby all units are oriented to overlook Ward Street. As a result, there are limited window openings and no balconies directly adjacent to the proposed development.; (c) the building remains of a height generally consistent with existing surrounding development, and in accordance with the intended height for the locality, particularly when considered within the context of the surrounding sloping topography. The proposal will contribute to the *City Plan's* intent to achieve an ordered and interesting skyline; (d) the development is considered to provide an excellent standard of appearance of the built form and street edge. The tower form has simple yet elegant lines with natural hues synonymous with a modern beachside location. A high level of articulation is provided with complimentary vertical and horizontal design elements including angled sun shading devices and landscaping across all levels of the development. At pedestrian

	level, the building provides an attractive interface which maintains functionality in an attractive manner. Ward Street frontage has a partially commercial character and the building has been designed to reflect this with the wellness/yoga space and communal pool located adjacent to the highest activity areas of the neighbourhood. The Ward Street frontage provides the vehicular access point which incorporates landscaping forward of any ground level parking to assist in settling the development into the Ward Street streetscape together with significant planting around the communal open spaces. The Boundary Street frontage provides the pedestrian entry to the development the landscaping wraps around the corner of the site from Ward Street to the site entry providing a highly articulated and attractive landscape outcome that works with the existing (extensive) streetscape planting on the corner. Landscaping, including a feature tree, is incorporated into the Boundary Street frontage with accentuated pockets of landscaping interwoven with the hardscape; (e) the proposal includes a variation in units providing 2-bedroom, 3-bedroom and 4-bedroom products with areas ranging from 93m^2 to 308m^2. It is expected that the lower level units will have a lower price point than the higher level units which are afforded views to the coastline; (f) the proposal will not result in any negative impacts on local character or scenic views. The most popular public outlook is Point Danger whereby spectacular 180° views are afforded from the north to the south. The proposed development will not impact on this view, nor is it expected that this development will be visible from this location when views to the west are considered; (g) As discussed in response to Strategic Outcome 3.3.2.1(8) the site is not in a location where building heights change abruptly on the building height overlay map, as such built form contrast is not expected within this location. Of note is the 49.5m building height afforded to sites within NSW in proximity to the site; and (h) the development will not have any impacts on the safe, secure and efficient operation of the Gold Coast Airport or any other aeronautical facilities.
Specific Outcome 3.2.2.1(10) *'Increases in building height, beyond 50% above the Building Height overlay map, are not anticipated in urban neighbourhoods.'*	**Consistent** The proposal seeks consideration of a 49% in building height.

7.1.2 Theme 2 – Making Modern Centres

The subject site is located adjacent to a Neighbourhood Centre which provides a variety of services and facilities. The addition of the proposed development opposite, will further support the viability of the centre.

7.1.3 Theme 4 – Improving Transport Outcomes

A review of Theme 4 – Improving transport outcomes identified no specific Strategic Outcome as being relevant to the development.

7.1.3.1 Element – Enhanced access and mobility

A review of the **Enhanced access and mobility** element of Theme 4 – Improving transport outcomes identified two (2) Specific Outcomes as being relevant to the development as shown below.

Table 7.4: Assessment of Enhanced Access and mobility Element

Specific Outcome	Assessment
Specific Outcome 3.6.3.1(1) *'Site layout and building design provides clear and easy access to active and public transport facilities'*	**Consistent** The proposal provides clear and separated vehicular, pedestrian and servicing entries to the site. The vehicular access (Ward Street) does not provide any barrier at the street edge ensuring that vehicular access is highly visible and easily accessible. Pedestrian access (Boundary Street) is via the existing pedestrian network to the building lobby which is easily identifiable within the Boundary Street frontage.
Specific Outcome 3.6.3.1(4) *'Local streets are shared and safe places for walking, cycling and local car trips.'*	**Consistent** The subject site is a corner allotment which has been well-defined by CoGC with a pedestrian footpath along both frontages and landscaping within the verge. The proposal has no impact on the established landscaping within the verge and has been designed to ensure that public safety is not impacted by the proposed development.

7.1.4 Theme 6 – A Safe, Well Designed City

A review of **Theme 6 – A safe, well designed city** identified two (2) Strategic Outcomes as being relevant to the development, these are discussed as follows:

Table 7.5: Assessment of A Safe, Well Designed City Element

Specific Outcome	Assessment
Strategic Outcome 3.8.1(4) *'Excellence and innovation in urban design and architecture is delivered through highly functional, accessible, attractive, memorable and sustainable buildings and public spaces that make a positive contribution to the city image.'*	**Consistent** The proposed multiple dwelling provides a high quality design that is highly functional, accessible and attractive. The design provides a positive contribution to the City by presenting well at the street edge and also from the beachfront with an increased potential for passive surveillance provided by the provision of 34 dwellings overlooking the streets.

Strategic Outcome 3.8.1(13) *'Residential and other sensitive uses are located away from areas that could cause environmental harm or nuisance from emissions or other impacts.'*	**Consistent** The proposed residential development is located on an existing residential site within a residential area and will not be unduly impacted by environmental harm, nor impacted by emissions or other impacts

7.2 Summary of Strategic Framework Assessment

A review of the development against the Strategic Framework including the written key themes and associated mapping identified the following:

- The proposal is generally consistent with all relevant Strategic and Specific Outcomes related to the proposed development and/or its position;
- The site is located within an Urban Neighbourhood, opposite a 'Neighbourhood Centre' and within walking distance of the beachfront, and an extended walk of the Coolangatta main street;
- The site is a corner allotment with extensive pedestrian and cycling opportunities surrounding and within proximity to the site. The proposed communal open space and integrated landscape design contributes to both street frontages;
- The proposal offers a variety of unit orientations with predominantly 2 and 3-bedroom apartments with coastal views. A generous 4-bedroom apartment is also provided ensuring that the development provides accommodation for a wide range of occupants; and
- The development has a distinctive yet appropriate built form for the existing and emerging locality and has demonstrated that it meets all of the required outcomes to achieve a 49% height uplift as considered for buildings in an urban neighbourhood.

As such, the development is considered to be consistent with the intent of the Strategic Framework of the *City Plan*.

8 Assessment of Relevant Codes

Pursuant to *Table 5.5.3 (Material Change of Use – High Density Residential Zone)* of the *City Plan*, the following codes apply to this Development Application.

Table 8.1: Summary of Identified Codes

Code title	Review
Zone Code	
High density residential zone code	Applicable – Please refer to **Section 8.1** below and **Appendix F** for the completed **Code response**.
Development Codes	
Multiple accommodation code	Applicable – Please refer to **Section 8.2** below and **Appendix F** for the completed **Code response**.
Driveways and vehicular crossovers code	Applicable – Please refer to **Section 8.2** below and **Appendix F** for the completed **Code response**.
General development provisions code	Applicable – Please refer to **Section 8.2** below and **Appendix F** for the completed **Code response**.
Healthy waters code	Applicable – Please refer to **Section 8.2** below and **Appendix F** for the completed **Code response**.
Landscape code	Applicable – Please refer to **Section 8.2** below and **Appendix F** for the completed **Code response**.
Solid waste management code	Applicable – Please refer to **Section 8.2** below and **Appendix F** for the completed **Code response**.
Transport code	Applicable – Please refer to **Section 8.2** below and **Appendix F** for the completed **Code response**.
Overlay Codes	
Acid sulfate soils overlay code	The proposal includes a basement which will require excavation. Whilst it is understood that the *Acid sulfate soils overlay code* is relevant to the proposal, it is requested that an Acid Sulfate Soils (and if required Acid Sulfate Soils Management Plan) be provided as a condition of approval prior to future Operational Works approval.
Airport environs overlay code	Applicable – Please refer to **Section 8.2** below and **Appendix F** for the completed **Code response**.
Coastal erosion hazard overlay code	Applicable – Please refer to **Section 8.2** below and **Appendix F** for the completed **Code response**.
Flood overlay code	Applicable – Please refer to **Section 8.2** below and **Appendix F** for the completed **Code response**.

A review of the relevant codes is provided below and full code responses are provided in **Appendix F** of this application.

8.1 High Density Residential Zone Code

8.1.1 Assessment Against the Zone Purpose

The overall purpose of the *High density residential zone code* (the '**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 development achieves the purpose of the Zone code by providing a Multiple dwelling with a density of one dwelling per 23.8m^2 and one bedroom per 9.4m^2 in an established and well connected urban area situated opposite a Neighbourhood Centre. In addition, the site is afforded coastal views, is within walking distance of the beachfront and is within an extended walk of the Coolangatta main street which provides all daily services and facilities.

The following assessment of the proposal against the Zone code's overall outcomes is provided to demonstrate the proposal is consistent with the intent of the *City Plan*.

8.1.2 Assessment Against the Overall Outcomes

A thorough and well-considered response to the Overall Outcomes of the Zone code is provided in the table below. Assessment found that the proposal complies with all relevant outcomes.

Table 8.2: Response to Overall Outcomes (OO) of the High Density Residential Zone Code

Overall Outcome	Assessment
(a) Land uses –	
(i) Include a range of high density residential uses;	**Consistent** The proposal for 34 dwellings (86 bedrooms) results in a high density Multiple dwelling for permanent residential accommodation.
(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;	**Consistent** The proposed Multiple dwelling will add to the mix of dwelling types, and will substantially increase the residential density of the site from the existing case.
(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;	**Not Applicable** The proposal does not include a Relocatable home park or Rooming accommodation.

(iv) Include neighbourhood centres and stand-alone small non-residential development consistent with the Strategic framework;	**Not Applicable** The development provides residential accommodation opposite an existing Neighbourhood centre.
(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;	**Not Applicable** The development provides higher density residential accommodation as anticipated for the zone.
(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	**Not Applicable** The development provides permanent residential accommodation.
(vii) Do not detract from the residential amenity of the area.	**Consistent** The proposed Multiple dwelling is consistent with the existing and emerging character of the neighbourhood and is of an appropriate form, scale and intensity for the site. The proposal plans include boundary interface assessments which demonstrate that the building has ensured that the orientation of spaces, and the separation from side/rear boundaries is appropriate for the context of the location and will not unreasonably impact the amenity of adjacent properties.
(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	**Generally consistent** As the site is located on a peninsular, there is no public transport available within 400m of the site; however the site is 450m from the roundabout at the Centenary of Federation Border Marker and adjacent to Twin Towns Services Club. To the west of the roundabout bus services

of pedestrian access to that service;	run along Griffith Street providing connections further north into Qld, whilst to the south of the roundabout bus services run along Wharf Street providing connections further south into NSW.
(ii) Proximity to major employment concentrations, centres, social and community infrastructure facilities and important amenity features, including the coast, recreational waterways and parkland;	**Consistent** The site is in a highly serviced locality within 25m of the neighbourhood centre opposite the site, 120m of the parkland adjacent to the beach to the north and 165m to the beach, within 250m of the Rainbow Bay Surf Club to the North-east and approximately 500m from Coolangatta's main street and Tweed Heads' shopping precinct.
(iii) Capacity of available infrastructure to support the development, including water, sewer, transport and social and community facilities;	**Consistent** Friends engineering have prepared an Engineering Services Report which concludes that the site can be adequately serviced by water and sewer etc. The development provides the required number of on-site carparks and is located in a well-serviced area in terms of social and community facilities provision.
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;	**Consistent** The development has been designed to meet the demand for high quality beachside apartments. The development provides a range and mix of apartment typologies including 2-bedroom to 4-bedroom units which accommodate for a wide variety of households. It is expected that the lower level 2-bedroom units without coastal views will be at a lower price point further providing diversity within the area.
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;	**Consistent** The scale of the building is appropriate for the locality with respect to zoning and existing and approved development. Although high-rise buildings were generally located along Marine Parade, the proximity of the neighbourhood to the coast and facilities and services of Coolangatta/Tweed Heads has seen an increase in tower forms within the neighbourhood. As such the scale of the building reflects the emerging character of the area. The building presents a high-quality design which is highly functional, appropriately designed for its location and suited to its environment. The development will improve passive surveillance of the public road and the Neighbourhood centre opposite the site.
(vi) retention of important elements of neighbourhood character and amenity, and cultural heritage;	**Not Applicable** The site does not contain any development or improvements that would be considered important elements of neighbourhood character, amenity or cultural heritage. It is noted that the development has been

	designed to complement the recent footpath verge improvements made on the corner of Ward and Boundary Streets.
(vii) whether adjoining residential amenity is unreasonably impacted;	**Consistent** The development provides setbacks from adjacent development commensurate with other approvals in the locality, and with respect to the existing adjacent development footprints and aspects. The Proposal Plans (refer **Section 4 – Plans**) include an analysis of the boundary interfaces to adjacent development.
(viii) achievement of a high quality urban design through highly functional, accessible, attractive, memorable and sustainable buildings and public spaces;	**Consistent** As discussed throughout this report, the building presents a high-quality design which is highly functional, appropriately designed for its location, and suited to its environment. The development will improve activity at the ground and first levels which together with the apartment design will improve passive surveillance of the public road and the Neighbourhood centre opposite the site. The supporting specialist reports demonstrate that the building will be resilient during flood and results in no off-site impacts as a result of potential flood or stormwater impacts.
Design and amenity	
(ix) the impacts of any site constraints, including natural hazard and environmental-based constraints; and	**Consistent** Friends Engineering have provided a Flood Impact Assessment Report, and Stormwater Management Plan (refer **Section 5 – Specialist Reports**); and it is expected that Council will apply a condition in relation to Acid Sulfate Soils Management during construction which demonstrate that the proposal can appropriately manage the impacts of potential natural hazard and environmental based constraints.
Community benefit	
(x) where the development: *(i) is appropriate having regard to overall outcome (b)(i)to(x);* *(ii) meets all other overall outcomes for the zone; and* *(iii) 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*	**Not Applicable** No concession for community benefit is sought.

consequence of the development), development bonuses are applied in accordance with the SC6.5 City Plan policy – Community benefit bonus elements.	
(c) Character consists of –	
(i) urban neighbourhoods that consist of primarily higher intensity places containing medium to high-rise buildings;	**Consistent** The site is located in an urban neighbourhood, and the development will contribute to achieving a higher intensity place with 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	**Consistent** The development proposes a building height that is consistent with the *City Plan* with respect to high quality architectural designed towers which are suited to a 50% uplift in building height. The property is situated adjacent to the Qld-NSW border and assists in providing a clearly defined edge to the City.
(iii) walking and cycling paths, street trees and local streets for shared care and bike use.	**Consistent** The site is located in a position which has the benefit of existing walking and cycling paths and street trees. Ward Street is a mixed use street with existing devices to ensure a lower speed environment which is suited to higher pedestrian activity is achieved.
(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;	**Consistent** The proposal has a height that is lower than the building height prescribed for the site inclusive of a 50% uplift (i.e. 57m) as considered for developments within an Urban Neighbourhood. The development has demonstrated compliance with SO3.3.2.1(9) ensuring that the 50% uplift provision applies to this development.
(ii) is setback from side and rear boundaries to protect the amenity of adjoining uses;	**Consistent** As a corner allotment the development has two side/rear boundaries. To the north is an existing 4-storey apartment building, and to the east is an existing 4-6-storey holiday apartment complex. The development proposes setbacks of generally 4m to the side/rear boundaries, consistent with existing approvals in the locality. It is noted that in addition to the setbacks the building design and balcony locations, together with proposed landscaping ensure that impacts on adjacent development is minimised.
(iii) is setback from road frontages to promote an urban setting and interface with the street; and	**Consistent** As a corner allotment the development has two road frontages. The proposal provides setbacks that are generally consistent with those expected in a High density

	residential zone with only minor encroachments sought. The building provides a high quality street interface to both streets.
(iv) has varying site cover to reduce building dominance and provide areas for landscaping.	**Consistent** The development has a podium and tower design with varied setbacks for the podium and tower. The proposal has demonstrated that a high-quality street interface is provided with varied and well-considered landscaping that contributes to the existing landscaping provided at the street edge.
(e) Building form for dwelling houses on small lots –	
Not Applicable – the proposal is not a dwelling house on a small lot.	
(f) Lot design –	
Not Applicable – the proposal does not include subdivision.	

8.1.3 Assessment Against the Specific Benchmarks

The development complies with all of the Acceptable Outcomes of the Zone code with the exception of AO1, AO2, AO3 and AO4. Alternative solutions are proposed as follows:

PO1: Setbacks

Table 8.3: Assessment Against PO1 of the High Density Residential Zone Code

<table>
<tr><th>Performance Outcome</th><th>Acceptable Outcome</th></tr>
<tr><td>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.</td><td>AO1
Setbacks are as follows:<table>
<tr><th rowspan="2">Setback</th><th colspan="2">Minimum distances measured in metres (m)</th></tr>
<tr><th>Height</th><th>Setback</th></tr>
<tr><td>Front for covered car parking (excluding a basement)</td><td>All</td><td>6m</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 and 7.5m</td><td>2m</td></tr>
<tr><td>For that part exceeding 7.5m</td><td>An extra 0.5m is added for eery 3m in height or part thereof over 7.5m.</td></tr>
<tr><td>Between on-site habitable buildings (where not attached)</td><td colspan="2">Double the applicable side setback</td></tr>
</table></td></tr>
</table>

Complies with PO1: The proposed development does not have a highly distinctive podium/tower form. However there is additional depth of design at the tower base. The development proposes the following setbacks:

Boundary	Podium	Tower	Rooftop
Front (Ward Street)	7.35m	4.00m	8.2m
Front (Boundary Street)	6.95m	3.797-4.024m	4.95m
Side/Rear (North-east)	1.5m	3.797-4.024m	5.0m
Side/Rear (South-east)	1.8m	3.87-4.22m	3.87-4.22m

The tower walls have an angled design which assists the building in achieving a high level of amenity and quality of design. The walls are therefore positioned a minimum of 4.002m from the side/rear boundaries in the centre of the floor plate, and 3.797m at the corners of the building. The building form is considered to achieve an average setback of 4m from the side/rear boundaries. The proposal complies with PO1 as it:

(a) ***Assists in the projection of adjacent amenity*** – We note particularly that the Proposal Plans (refer **Section 4 – Plans**) include boundary interface assessments for the adjacent buildings. The proposal demonstrates a suitably stepped building form with ground level landscaping provided between the proposed development and adjacent buildings.

The adjacent development on Boundary Street is a four to six-storey short-term accommodation building whereby it is expected that there are no/limited permanent residents. The recreation area for the development is situated within the u-shape of the buildings at the rear of the site. As a result, views from the proposed development will be obscured by the adjacent built form of the short-term accommodation buildings.

The adjacent development on Ward Street is a four-storey apartment building whereby all units are oriented to overlook Ward Street. As a result, there are limited window openings and no balconies directly adjacent to the proposed development.

The building has been designed with attractive facades on all sides, such that views of the building from adjacent residences are varied and attractive.

(b) ***Allows for access around the building*** – the proposal maintains a 1.5m setback around the building which is appropriate for building and landscape maintenance;

(c) ***Contributes to streetscape character*** – the building provides simple yet elegant lines with natural hues synonymous with a modern beachside location. A high level of articulation is provided through the use of angles within the building's footprint together with angled sun shading devices. The base of the tower provides an extensive use of cascading plants at varying levels which assist in grounding the building and providing an inviting and serene entry to the development and communal open space. The buildings' entries are easily identifiable and appropriately sited to ensure that the building contributes to existing (and emerging) streetscape character;

(d) ***Allows for on-site car parking*** – the *City Plan* requires the 34 unit (86 bedroom) development to provide 53 on-site car parking spaces, the proposal provides 54 on-site car parking spaces which exceeds the requirements of the *City Plan*; and

(e) ***Provides separation between buildings to maintain view corridors*** – The primary view corridors surrounding the site are along Boundary Street and up the hill to Point Danger, and along Ward Street with views to the coastline. The development does not impede on either view corridor. *Figure 3.3* of the Planning Assessment Report demonstrate that there is considerable tower separation between the proposed development and existing towers within the neighbourhood.

PO2: Site Cover

Table 8.4: Assessment Against PO2 of the High Density Residential Zone Code

Performance Outcome	Acceptable Outcome
PO2 Site cover: (a) Is balanced between built from 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.	**AO2** Site cover does not exceed 50% for Dwelling houses on lots with areas equal to or greater than 400m^2 and Dual occupancies. OR Site cover does not exceed 70% for Dwelling houses on lots less than 400m^2. 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 750m^2 per building, whichever is the lesser, above 15 storeys

Complies with PO2: The 16-storey development has a podium and tower form with varying site cover. The podium has proposed site cover of 56.29% (or 456m^2) whilst the tower has a site cover of 50.37% (or 408m^2). It is considered that the proposal:

(a) ***is balanced between built form and green areas for landscaped open space*** – the ground and first floors of the development provide extensive landscaping which is positioned within the site to enhance the street corner position which has extensive landscaping within the road reserve. The ground and first floor landscaping provides a connection to the green vertical spin of planters which extend from the ground floor to the top of the building;

(b) ***contributes to neighbourhood character and amenity*** – the development has a distinctive design which is consistent with the emerging character of the neighbourhood, and a built form consistent with the existing character of the neighbourhood. The development provides an attractive and highly articulated building which has been designed to minimise impacts on adjacent development. The position of balconies overlooking streets and the adjacent Neighbourhood Centre ensures that views to adjacent residences are minimised;

(c) ***promotes slender bulk form*** – the proposal has a slender form with dimensions of (generally 24m x 17.5m).

(d) ***promotes an open, attractive and distinct skyline*** – *Figure 3.3* of the Planning Assessment Report demonstrate that there is considerable tower separation between the proposed development and existing towers within the Neighbourhood; ensuring that an open, attractive and distinct skyline is maintained within the neighbourhood; and

(e) ***facilitates small, fast-moving shadows*** – the shadow diagrams included within the Proposal Plans (refer **Section 4 – Plans**) demonstrate that the proposal has small, fast-moving shadows which have a minimal impact on surrounding development given (a) the aspect of the site and the tower on the site; and (b) the extensive separation between development created by Boundary Street to the south of the site.

PO3: Height

Table 8.5: Assessment Against PO3 of the High Density Residential Zone Code

Performance Outcome	Acceptable Outcome
PO3 Building height and structure height does not exceed 9m or that shown on the Building Height Overlay Map.	**AO3** No acceptable outcome provided.

Alternative Outcome: The site has a Code assessable building height of 38m shown on the Building height overlay map. The proposal has a height of 56.7m and exceeds the identified height by 18.7m (or 49%). The development is located in an urban neighbourhood and as such is able to consider a 50% uplift where development meets all of the criteria provided in Specific Outcome 3.3.2.1(9) of the Strategic Framework.

The following demonstrates that the proposal satisfies all of the outcomes as listed:

(a) the proposal reinforces Council's intended pattern for the City resulting in high density developments in areas of high amenity. The site is located within close proximity to the neighbourhood centre uses opposite the site, the beachfront to the north (including the surf club), and other centre uses within Coolangatta to the west.

(b) the proposal reinforces the emerging character of the locality whilst ensuring amenity for existing residents is maintained. The proposal maintains a minimum 4m side/rear boundary setback from the adjacent development.

The adjacent development on Boundary Street is a six-storey short-term accommodation building whereby it is expected that there are no/limited permanent residents. The recreation areas for the development are situated within the u-shape of the buildings at the rear of the site. As a result, views from the proposed development will be obscured by the adjacent built form of the short-term accommodation buildings.

The adjacent development on Ward Street is a four-storey apartment building whereby all units are oriented to overlook Ward Street. As a result, there are limited window openings and no balconies directly adjacent to the proposed development.;

(c) the building remains of a height generally consistent with existing surrounding development, and in accordance with the intended height for the locality, particularly when considered within the context of the surrounding sloping topography. The proposal will contribute to the *City Plan's* intent to achieve an ordered and interesting skyline;

(d) the development is considered to provide an excellent standard of appearance of the built form and street edge. The tower form has simple yet elegant lines with natural hues synonymous with a modern beachside location. A high level of articulation is provided with complimentary vertical and horizontal design elements including angled sun shading devices and landscaping across all levels of the development. At pedestrian level, the building provides an attractive interface which maintains functionality in an attractive manner. Ward Street frontage has a partially commercial character and the building has been designed to reflect this with the wellness/yoga space and communal pool located adjacent to the highest activity areas of the neighbourhood. The Ward Street frontage provides the vehicular access point which incorporates landscaping forward of any ground level parking to assist in settling the development into the Ward Street streetscape together with significant planting around the communal open spaces. The Boundary Street frontage provides the pedestrian entry to the development the landscaping wraps around the corner of the site from Ward Street to the site entry providing a highly articulated and attractive landscape outcome that works with the existing (extensive) streetscape planting on the corner. Landscaping, including a feature tree, is incorporated into the Boundary Street frontage with accentuated pockets of landscaping interwoven with the hardscape;

(e) the proposal includes a variation in units providing 2-bedroom, 3-bedroom and 4-bedroom products with areas ranging from 93m^2 to 308m^2. It is expected that the lower level units will have a lower price point than the higher level units which are afforded views to the coastline;

(f) the proposal will not result in any negative impacts on local character or scenic views. The most popular public outlook is Point Danger whereby spectacular 180° views are afforded from the north to the south. The proposed development will not impact on this view, nor is it expected that this development will be visible from this location when views to the west are considered;

(g) As discussed in response to Strategic Outcome 3.3.2.1(8) the site is not in a location where building heights change abruptly on the building height overlay map, as such built form contrast is not expected within this location. Of note is the 49.5m building height afforded to sites within NSW in proximity to the site; and

(h) the development will not have any impacts on the safe, secure and efficient operation of the Gold Coast Airport or any other aeronautical facilities.

PO4: Density

Table 8.6: Assessment Against PO4 of the High Density Residential Zone Code

Performance Outcome	Acceptable Outcome
PO4 For Dwelling houses density is one Dwelling house per lot. OR Density does not exceed that shown on Residential density overlay map. OR Where not identified on the overlay map … OR For Residential care facilities… OR For Rooming accommodation …	**AO4** No acceptable outcome provided.

Alternative Outcome: The site is located in the RD7 density area (1 bedroom per 25m^2). The proposal has a density of one bedroom per 23.8m^2 which is generally compliant with the density intended for the site.

The proposal has demonstrated that it can meet all of the key requirements of the *City Plan*, including private open space provision, communal open space provision, and car parking provision within the site, whilst managing any servicing or environmental constraints associated with the development.

8.2 Development and Overlay Codes

A review of the relevant development and overlay codes confirmed that the development complies with majority of the Acceptable Outcomes. Where an alternative solution is proposed, sufficient justification is provided. The proposed alternative solutions are identified in **Table 8.7** and discussed in more detail where required below.

Table 8.7: Summary of Alternative Solutions

Code Title	Proposed Alternative Solutions
High-rise Accommodation Design Code	PO5 – Tower form PO11 – Landscaping in communal open space
Driveways and Vehicular Crossings Code	No alternatives sought
General Development Provisions Code	No alternatives sought
Healthy Waters Code	No alternatives sought
Solid Waste Management Code	No alternatives sought
Transport Code	PO10 – Off-street bicycle parking PO17 – Corner truncation PO19 – Ingress and egress
Airport Environs Overlay Code	No alternatives sought
Coastal Erosion Hazard Overlay Code	No alternatives sought
Flood Overlay Code	PO3 – Garage floor levels PO11 – Access and egress during flood

The alternative solutions are presented below.

8.2.1 High-rise Accommodation Design Code

The development complies with all of the Acceptable Outcomes of the *High-rise accommodation design code* with the exception of AO5.1 and AO11.2. Alternative solutions are proposed as follows:

PO5: Tower Form

Table 8.8: Assessment Against PO5 of the High-rise Accommodation Design Code

Performance Outcome	Acceptable Outcome
PO5 Tower form mitigates negative visual and physical impacts, including impacts on privacy, by setting back from streets, parks, open space and adjacent properties and tower forms.	**AO5.1** Tower form (including balconies) along: (a) single frontages step in at least 3m from the base (podium); or (b) corner frontages can have up to 1/3 tower width extend straight down at the corner point to reinforce the intersection if negative ground level wind effects are mitigated.

Complies with PO5: The proposed tower does not have a highly distinctive podium/tower form. However, the tower is located on a corner and has been attractively designed in a suitable manner for its location. The tower form is considered to mitigate negative visual and physical impacts, including

impacts on privacy given the distance between the development and adjacent and nearby development, and also the significant distance between existing and approved tower forms.

PO11: Landscaping in communal open space

Table 8.9: Assessment Against PO11 of the High-rise Accommodation Code

Performance Outcome	Acceptable Outcome
PO11 Communal space areas: (a) are accessible, useable and safe; (b) enhance the attractiveness of the development; (c) provide opportunities for social interaction; and (d) create pleasantly shaded outdoor areas.	**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 with PO11: The ground level landscape in the open communal space area:

(a) has widths varying from 1.1m to 3.7m;

(b) slightly above the adjacent footpath level;

(c) comprises planters with depths of 0.6-1m;

(d) does not screen views to the street.

The first floor level landscape in the open communal space area:

(a) has widths varying from 0.6m to 2m;

(b) comprises planters with depths of 1m;

(c) does not screen views to the street.

The rooftop landscape in the communal open space area:

(a) has widths varying from 0.6m to 2.7m; and

(b) comprises planters with depths of 0.6-1m.

The proposed communal open space areas are varied and:

(a) accessible, useable and safe;

(b) enhance the attractiveness of the development with landscape planting across various levels of the development;

(c) provide a variety of opportunities for social interaction including active recreation and passive creation; and

(d) create pleasantly shaded outdoor areas.

in accordance with PO11.

8.2.2 Transport Code

The development complies with all of the Acceptable Outcomes of the *Transport code* with the exception of AO10.1, AO17.1 and AO19. Alternative solutions are proposed as follows:

PO10: Off-street Bicycle Parking

Table 8.10: Assessment Against PO10 of the Transport Code

Performance Outcome	Acceptable Outcome
PO10 Development ensures that adequate off-street bicycle parking and end-of-trip facilities are provided to encourage use and meet the needs and volumes of predicted pedestrian and cyclist users.	**AO10.1** Development provides off-street bicycle parking and end-of-trip facilities in accordance with Table 9.4.13-10: Bicycle parking rates and Table 9.4.13-11: End-of-trip facilities for active travel users. *Note: This AO does not apply to the following uses:* • *Dwelling house;* • *Secondary dwelling;* • *Dual occupancy; or* • *Multiple dwelling (where there are 3 dwellings or less).*

Complies with PO10: Table 9.4.13-10 specifies that the development provide 34 resident bicycle parks, and 14 visitor bicycle parks. The development provides 22 resident parks and 3 visitor parks which is consistent with the Austroads Bicycle Parking rates.

TTM advise that *"The proposed development meets or exceeds Council's required bicycle parking rates (Austroads rates have been accepted by Council in previous applications) and is an acceptable provision."* (Refer **Section 5 – Specialist Reports**).

PO17: Corner truncation

Table 8.11: Assessment Against PO17 of the Transport Code

Performance Outcome	Acceptable Outcome
PO17 Development ensures that corner lots to a public roadway provide a corner truncation to ensure safety, functioning and visibility at the intersection	**AO17.1** Development provides for a corner truncation, if not already provided, at each corner of a site to a public roadway.

Alternative Outcome: The site is a corner allotment without a corner truncation. It is considered that the development design is appropriate to ensure that the function of the intersection is not compromised with respect to safety, function and visibility.

The development proposes the driveway approximately 19.5m from the intersection and the intersection has recently been upgraded by Council which included an extension of the footpath width (at the intersection), the addition of a raised intersection and pedestrian crossings over Ward Street and Boundary Street. Low level planting is provided adjacent to the intersection.

It is considered that providing a truncation to the development would provide no additional benefit to the function of the existing intersection.

PO19: Ingress and Egress

Table 8.12: Assessment Against PO19 of the Transport Code

Performance Outcome	Acceptable Outcome
PO19 Development ensures that all vehicles ingress and egress the site in a forward gear.	**AO19.1** Development is designed so that all vehicle classes enter and exit the site in a forward gear, unless otherwise stated in Table 9.4.13-8: Service vehicle requirements. *Note: This AO does not apply to the following uses:* • *Dwelling house;* • *Secondary dwelling;* • *Dual occupancy; or* • *Multiple dwelling (where there are 3 dwellings or less).*

Alternative Outcome: The proposed development has been designed to ensure that all vehicles can enter and exit the site in forward gear with the exception of the MRV which will need to reverse into the site.

The site servicing arrangements are discussed in detail in Section 6 of the Traffic Engineering Report (refer **Section 5 – Specialist Reports**); and swept paths are also provided. The arrangements are considered to comply with the intent of the *City Plan*.

8.2.3 Flood Overlay Code

The development complies with all of the Acceptable Outcomes of the *Flood overlay code* with the exception of AO3.1/3.2 and AO11. Alternative solutions are proposed as follows:

PO3: Garage Floor Levels

Table 8.13: Assessment Against PO3 of the Flood Overlay Code

Performance Outcome	Acceptable Outcome
PO3 Building floor levels of garages and non-habitable rooms must be constructed at a height that reflects an acceptable risk for their purpose. *Note: PO3 does not apply to:* • *Extensions to existing buildings;* • *Structures detached from a dwelling, for which the use is ancillary to that of a dwelling, provided that use is not listed in column 1 of Table 8.2.8-3: Table to performance outcome PO7.*	**AO3.1** Building floor levels of garages and non-habitable rooms, constructed at approximately the same level as, and attached to, the main dwelling, are constructed at a height above the Designated Flood Level, except where the dwelling has a suspended floor, constructed on metre or more above ground, or where the building is to be constructed within a Rural zone.
	AO3.2 Garages and car parks detached from the building are not inundated to cause more than a medium hazard, as identified within Table 8.2.8-5 Table to acceptable outcome 11, for the designated flood.

Complies with PO3: Friends Engineering's Flood Code Response Report (**Section 5 – Specialist Reports**) advises that proposed Basement 3 will be allowed to flood to a maximum depth of 400mm, as shown on Friends Plan DA06-FE22103.

The proposed basement is constructed in a manner that reflects an acceptable flood risk for its purpose.

PO11: Access and egress during Flood

Table 8.14: Assessment Against PO11 of the Flood Overlay Code

Performance Outcome	Acceptable Outcome
PO11 All proposed development must demonstrate that sufficient access or egress will be available to enable evacuation during a range of floods, up to and including the designated flood.	**AO11** Development, not including underground car parks, must ensure that evacuation opportunities exist in accordance with the minimum levels of exposure outlined in Table 8.2.8-5: Table to acceptable outcome AO11, where means of access or egress may be: (a) An access route that is below the level of the designated flood, provided that route is classed as a low hazard, as defined in Table 8.2.8-5: Table to acceptable outcome AO11; or (b) An access route that is not the main access route. However, it must remain effective for the duration of a range of flood events, up to an including the designated flood; or (c) A temporary access arrangement, provided that access can be gained without significant preparation time being required. The access or egress must: (a) In the event of a designated flood: (i) Not exposure users to undue risk; (ii) Not cause, or have the cumulative potential to cause, real damage to land and/or premises; (iii) Not interrupt or materially change the surface water drainage from or onto adjoining land; (b) Not create, in the event of a flood, a sudden change in flow distributions, flood level or velocity that could result in: (i) The breaking of a levee; or (ii) The establishment of blockage of a breakout; or (iii) Excessive scour; or (iv) Sedimentation; or (v) Increased flood hazard.

Complies with PO11: Section 6 of Friends Engineering's Flood Code Response Report (**Section 5 – Specialist Reports**) discusses the proposals ability to provide adequate shelter in place provision or al residents of the development ensuring that access and egress from the development will not be required.

It is noted that all units have access to rooftop communal open space and the ground level of the development and Boundary Street are not subject to flood, and as such residents are able to egress the building from the rooftop or to higher ground via Boundary Street should evacuation be required.

9 Statement of Reasons

The development warrants approval subject to reasonable and relevant conditions as outlined below:

Table 9.1: Statement of Reasons

Aspect	Review
Description of the development	Development Permit for a Material Change of Use for a Multiple dwelling (34 dwellings) (Impact Assessable).
Assessment Benchmarks	The development was assessed against the following assessment benchmarks: - High density residential zone code - High-rise accommodation code - Driveways and vehicular crossings code - General development provisions code - Healthy waters code - Solid waste management code - Transport code - Airport environs overlay code - Coastal erosion hazard overlay code - Flood overlay code
Reasons for decision	<u>Strategic Framework</u> The development is consistent with the intent of the *City Plan* and as demonstrated within this report: - The development presents a highly articulated building which will positively contribute to the character of the urban neighbourhood, and which has demonstrated compliance with all required outcomes to achieve a 50% uplift in the height identified for development on the site; - The site is located opposite a Neighbourhood Centre and within a high amenity area. In addition, the site is within an (extended) walking distance of Coolangatta and Tweed Heads Centres, including public transport connections. - The development offers a variety of apartment configurations and sizes, including 2-bedroom dwellings expected to be provided at a lower price point than those with coastal views, 2 and 3-bedroom dwellings with coastal views and a 4-bedroom penthouse. The mix of apartment types and sizes provides varied housing opportunities for a broad range of the community. <u>High Density Residential Zone Code</u> The development is consistent with the purpose and the Overall Outcomes of the Zone code. The development has been designed to a high architectural standard, and despite the requirement for a number of Alternative Outcomes it is considered that it is generally complaint with the intent of the zone, and consistent with standards accepted by Council on other similar developments.

	Development and Overlay Codes The development was assessed against the identified development and overlay codes and is compliant with the majority of relevant Acceptable Outcomes. We note specifically that alternative outcomes were proposed for the following codes: *High rise accommodation design code* – The alternative outcomes relate to building form given that the proposal does not have a highly distinctive podium and tower form, although it does have a high level of articulation with additional detail adjacent to the public realm. The landscaping proposed is extensive across all levels of the development, however there are areas where the proposal doesn't provide the minimum width of landscaping prescribed and this is largely due to the angles of the building and proposed landscaping beds. *Transport code* – The proposal does not provide the required number of bicycles prescribed by the *City Plan*, however the application has demonstrated that the proposal does comply with the Austroads requirements which is regularly accepted by Council. An alternative solution was provided in lieu of providing a corner truncation to the allotment as was an alternative solution given that the MRV vehicle will be required to reverse into the site which is considered to be an irregular circumstance for the proposed development. *Flood overlay code* – A Flood Code Response Report was provided by Friends Engineering and which demonstrated that despite some minor nom-compliance with the *Flood overlay code*, the development met all the required standards to ensure that the risk to life and property is minimised.
Matters prescribed by a regulation	Not applicable

10 Infrastructure Charges

Infrastructure charges for the development have been calculated pursuant to the '*Council of the City of Gold Coast Charges Resolution (No. 1) of 2022*', being the current Charges Resolution. Anticipated charges are shown in the table below:

Table 10.1: Infrastructure Charges and Credits

Use	Estimated Charge	Estimated Credit
1-bed dwelling	**$ 0** 0 dwellings @ $22,200.00/dwelling	**$0** 0 dwellings @ $22,200.00/dwelling
2-bed dwelling	**$ 377,400.00** 17 dwellings @ $22,200.00/dwelling	**$ 111,00.00** 5 dwellings @ $22,200.00/dwelling
3-bed dwelling	**$ 497,280.00** 16 dwellings @ $31,080.00/dwelling	**$ 62,160.00** 2 dwellings @ $31,080.00/dwelling
4-bed dwelling	**$ 31,080.00** 1 dwelling @ $31,080.00/dwelling	**$ 0** 0 dwellings @ $31,080.00/dwelling
Total	**$ 905,760.00**	**173,160.00**
Total Charge Payable	**= $732,600.00**	

As shown in **Table 10.1**, anticipated infrastructure charges payable is calculated to be **$ 732,600.00**.

11 Conclusion

Enhance Urban Planning has been engaged by *Intrepid Developments (Qld) Pty Ltd* to prepare and lodge a Development Application seeking the City of Gold Coast Council's approval for a Development Permit for a Material Change of Use for a Multiple Dwelling (34 Dwellings) on land situated at 239 & 241 Boundary Street, Coolangatta (formally described as Lots 6 & 7 on RP1777). This Development Application is Impact assessable.

This report has concluded the following:

- The proposed sixteen-storey building accommodates 34 units with unit composition varying from 2-bedroom apartments to a 4-storey penthouse; with an overall building height of 56.7m.
- The development is proposed in an urban neighbourhood with a wide variety of building heights and densities. Surrounding development is comprised of permanent and short-term accommodation. An assessment of the interface between the development and adjacent properties demonstrates that the building has been sensitively designed for its location and with respect to adjacent built form.
- All residents are provided with generous balconies which afford views and are connected to the primary living space of each unit. The communal open space provided is useable, attractive and varied. An assessment of the space determined that it provides 15.28m^2 per intended user (in excess of the 11m^2 required by the *City Plan*).
- The proposal provides the required number of on-site carparks (including visitor carparks) within the ground floor and three basement levels below and on-site bicycle parking complies with the Austroads requirements. The parking and access arrangement have been assessed by TTM and found to meet all of the required standards for operations and safety.
- The development is accompanied by a Stormwater Management Plan, Flood Code Response Report and Engineering Services Report which demonstrate that the development meets all of the water quality and quantity objectives for urban development, and appropriately manage the risk of flood within the building design
- The proposal provides a building with a strong identity and high quality of architecture and has demonstrated that it complies with all of the requirements of strategic outcome 3.2.2.1(9) and therefore qualifies for the 50% uplift in building height afforded to the site. In addition, it is noted that the property is located at the base of a hill with buildings with substantial height existing and approved further up the hill which will have a more dominant appearance in the neighbourhood than the proposed development.
- The development complies with all relevant local and state planning requirements.

For the reasons outlined above and herein, it is our opinion that the development warrants the approval of Council, subject to reasonable and relevant conditions.

Any queries arising during the course of the assessment of this Development Application should be directed to Amanda Sutherland or Brendon Walkinshaw on (07) 5592 4663 or by email: amanda@enhanceup.com / brendon@enhanceup.com.

Appendix A. Site Analysis Plan

SITE ANALYSIS PLAN

KEY

- Site Boundary
- Foot Path
- Vehicle Access
- Adjoining Property Access
- Sewer Manhole
- Gully Pit
- Fire Hydrant
- Power Lines
- State Border
- Slope
- Views

Appendix B. Site Photos

Plate 1 – View of site (Cnr Boundary and Ward Streets)

Plate 2 – Boundary Street frontage

Plate 3 – Ward Street frontage

Plate 4 – View of site (note high rise development surrounding)

Plate 5 – Retail/Commercial uses opposite site (Ward Street)

Plate 6 – View along Boundary Street to Point Lookout

Plate 7 – Boundary interface to north (Ward Street)

Plate 8 – Boundary interface to east (Boundary Street)

Appendix C. City Plan Property Reports

CITY OF GOLDCOAST.

City Plan property report

Economy, Planning and Environment Directorate
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	239 BOUNDARY STREET, COOLANGATTA, 4225
Lot and Plan	6RP1777
Area	405m2

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
- Extractive industry
- Extractive industry, Extractive industry indicative buffer
- Innovation
- Innovation, Bond University precinct
- Innovation, Gold Coast cultural 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

Functional road hierarchy
- Arterial road
- Sub-arterial road
- Distributor road
- State road
- Selected property
- Property boundaries

Applicable mapping content	Related City Plan content
Division	
Division 14 (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 – Airservices Australia aviation facilities: • Airport infrastructure	Airport environs overlay code Tables of assessment: • Airport environs overlay
Airport environs - lighting area buffer zones: • Lighting area buffer zones	Airport environs overlay code
Airport environs- Obstacle Limitation Surface (OLS): • Obstacle Limitation Surface (OLS)	Airport environs overlay code Tables of assessment: • Airport environs 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
Airport environs - wildlife hazard buffer zones: Wildlife hazard buffer zones	Airport environs overlay code
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
Flood: • Flood assessment required	Flood overlay code Tables of assessment:

	• Flood overlay
Residential density	
LGIP	
Local Government Infrastructure Plan: • Priority infrastructure area	Local Government Infrastructure Plan

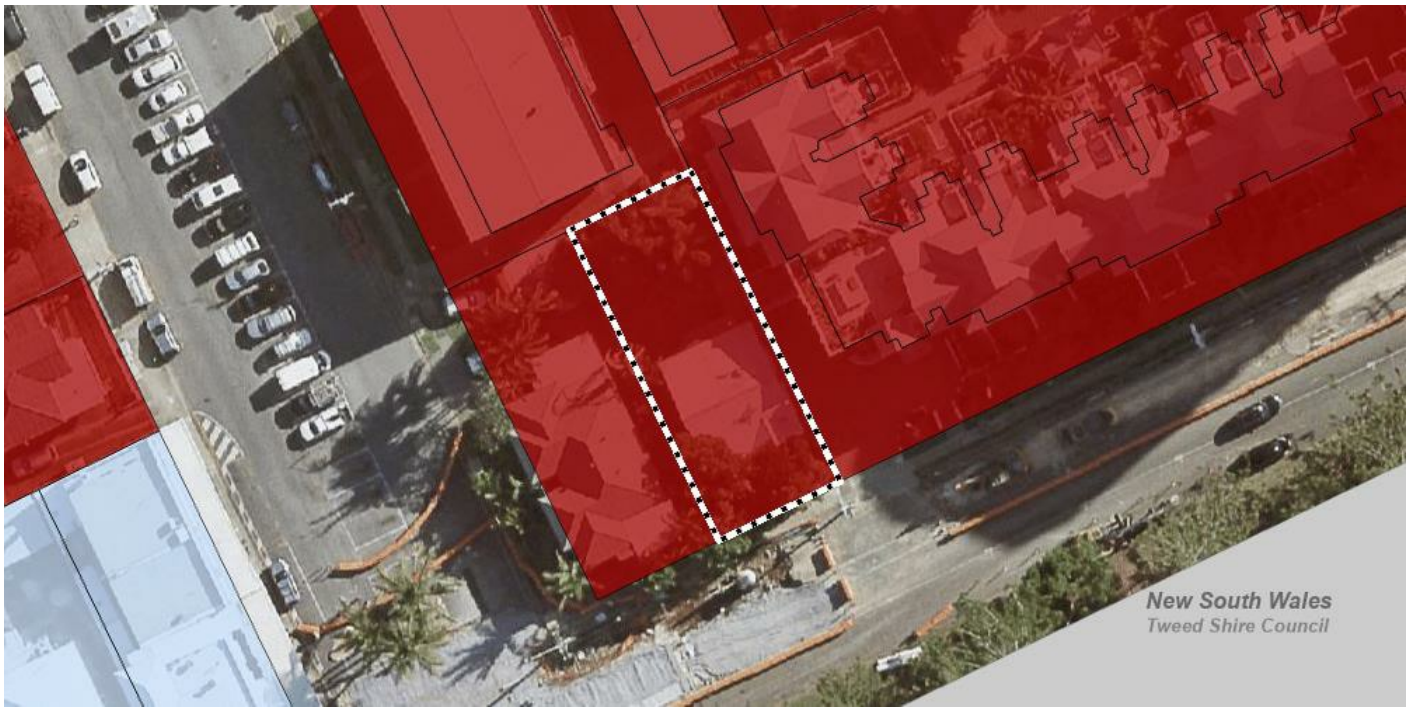
Date created	6 Jul 2022	Version	v8 - Current

CITY OF GOLDCOAST.

City Plan property report

Economy, Planning and Environment Directorate
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	241 BOUNDARY STREET, COOLANGATTA, 4225
Lot and Plan	7RP1777
Area	405m2
City Plan content	
Zone map	



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- Special purpose, Special development areas precinct
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Functional road hierarchy
- Arterial road
- Sub-arterial road
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Division 14 (view divisional contact details)	
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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
Flood: • Flood assessment required	Flood overlay code Tables of assessment:

	• Flood overlay
Residential density	
LGIP	
Local Government Infrastructure Plan: • Priority infrastructure area	Local Government Infrastructure Plan

Date created	6 Jul 2022	Version	v8 - Current

Appendix D. State Overlay Maps

State Assessment and Referral Agency

Date: 06/07/2022

Queensland Government

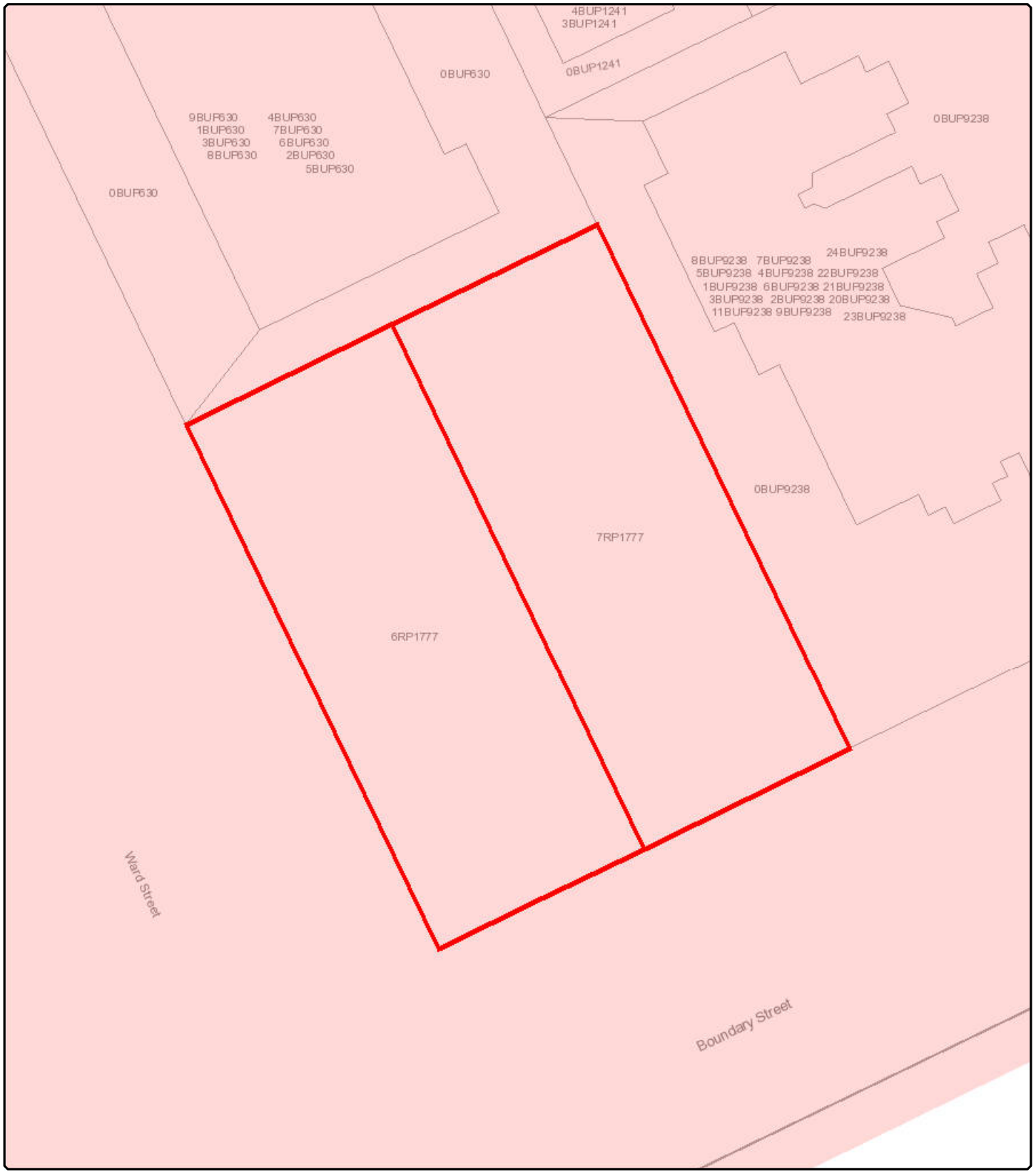
Matters of Interest for all selected Lot Plans

SEQ Regional Plan land use categories
Coastal area - medium storm tide inundation area
Water resource planning area boundaries
Coastal area - erosion prone area

Matters of Interest by Lot Plan

Lot Plan: 6RP1777 (Area: 405 m^2)
SEQ Regional Plan land use categories
Coastal area - erosion prone area
Coastal area - medium storm tide inundation area
Water resource planning area boundaries

Lot Plan: 7RP1777 (Area: 405 m^2)
SEQ Regional Plan land use categories
Coastal area - medium storm tide inundation area
Water resource planning area boundaries



State Assessment and Referral Agency

Date: 06/07/2022

Queensland Government

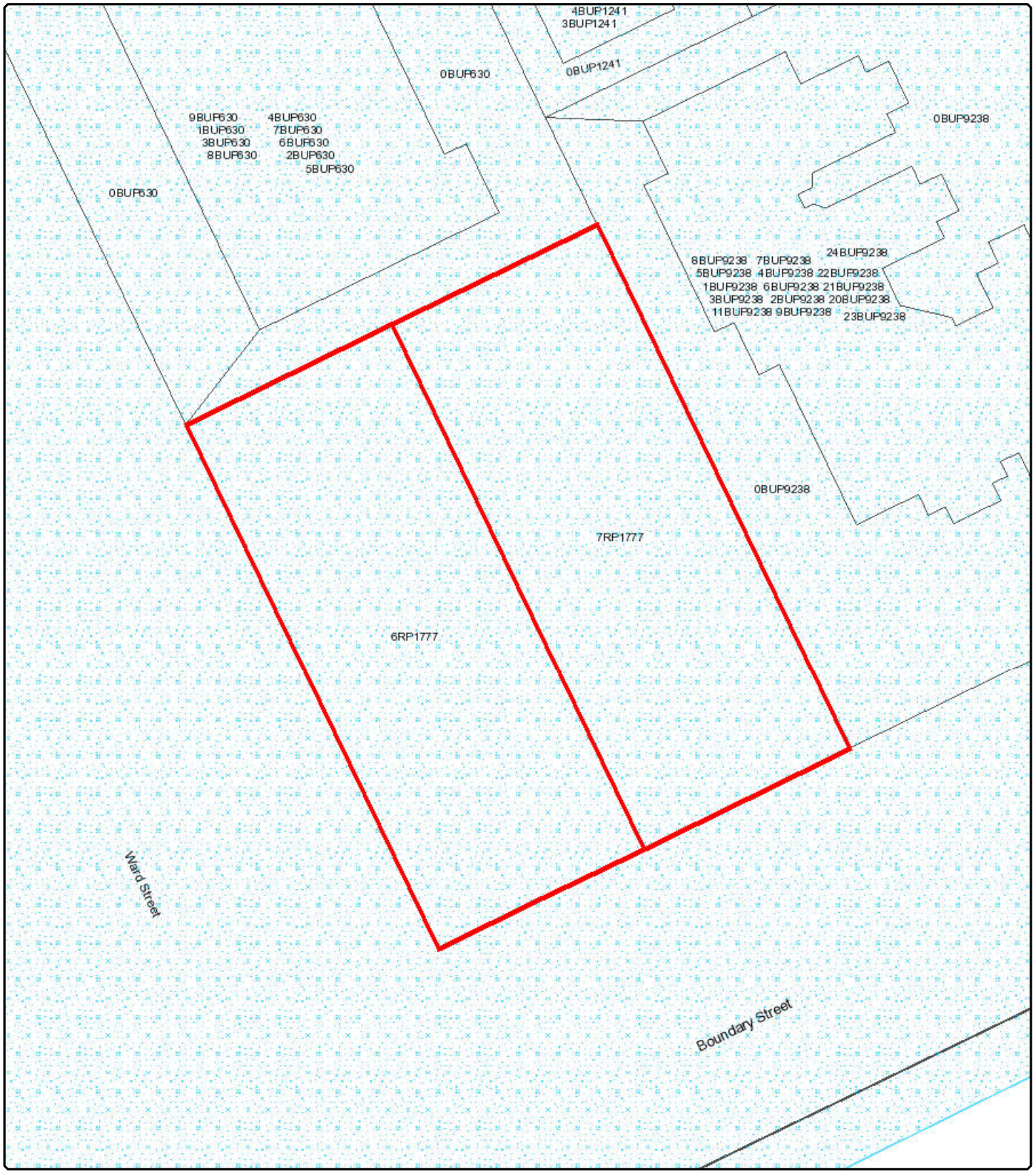
0 6 12 18 24

Metres

Legend

SEQ Regional Plan land use categories

- Regional Landscape and Rural Production Area
- Urban Footprint
- Rural Living Area



State Assessment and Referral Agency

Date: 06/07/2022

Queensland Government

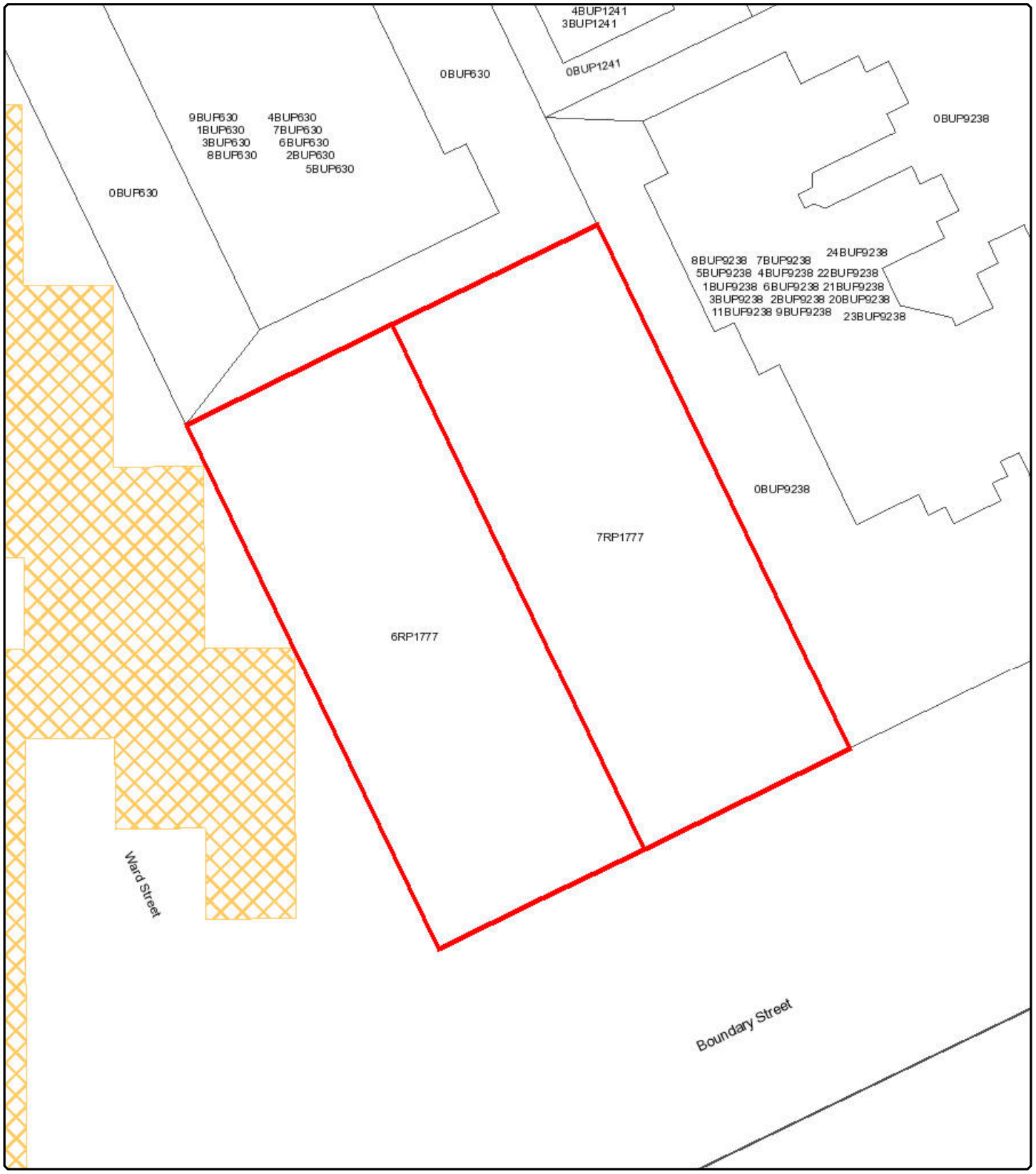
Legend

Water resource planning area boundaries

Water resource planning area boundaries

0 6 12 18 24

Metres



State Assessment and Referral Agency

Date: 06/07/2022

Queensland Government

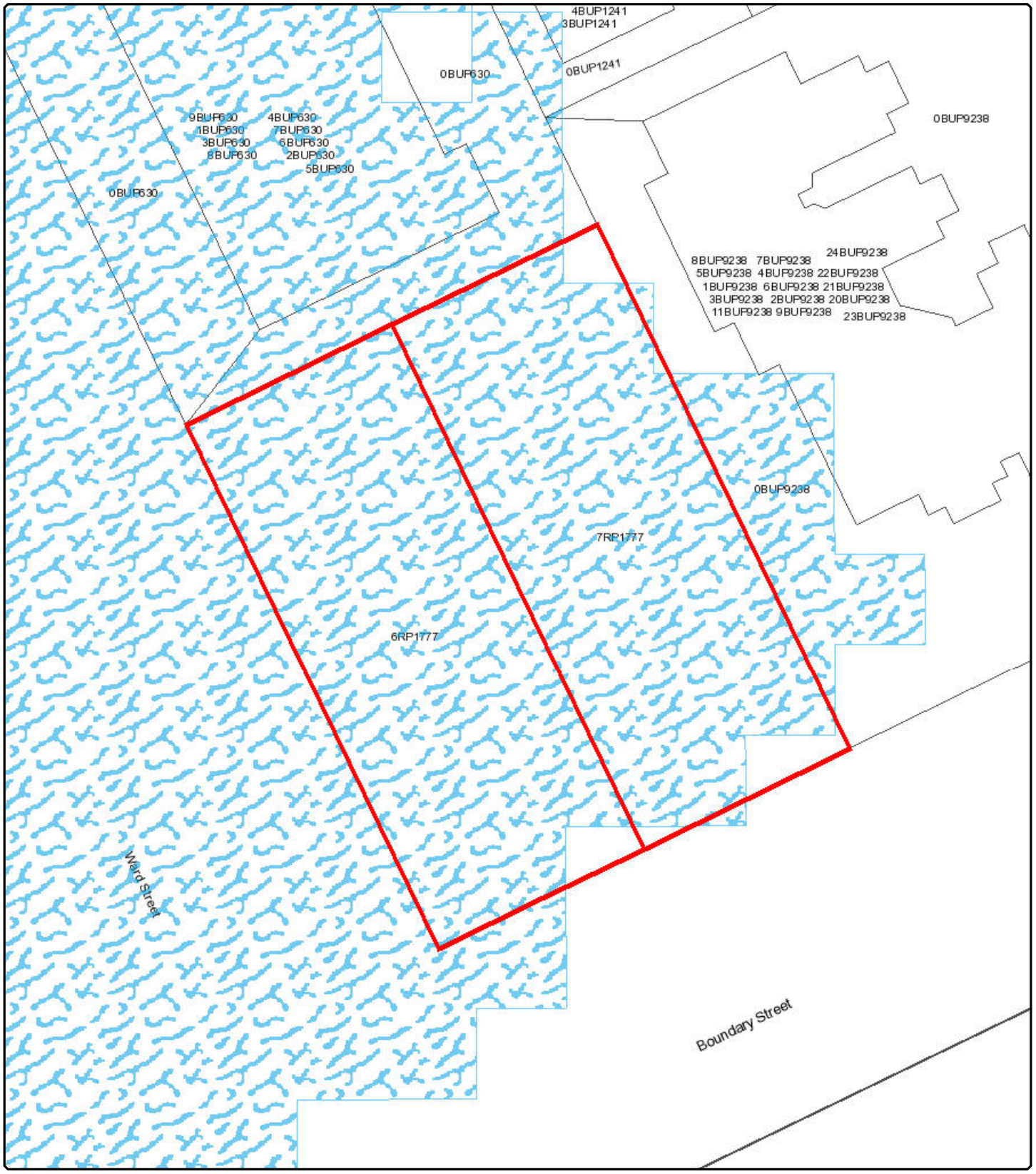
Legend

Coastal area - erosion prone area

Coastal area - erosion prone area

0 6 12 18 24

Metres



State Assessment and Referral Agency

Date: 06/07/2022

Queensland Government

Legend

Coastal area - medium storm tide inundation area

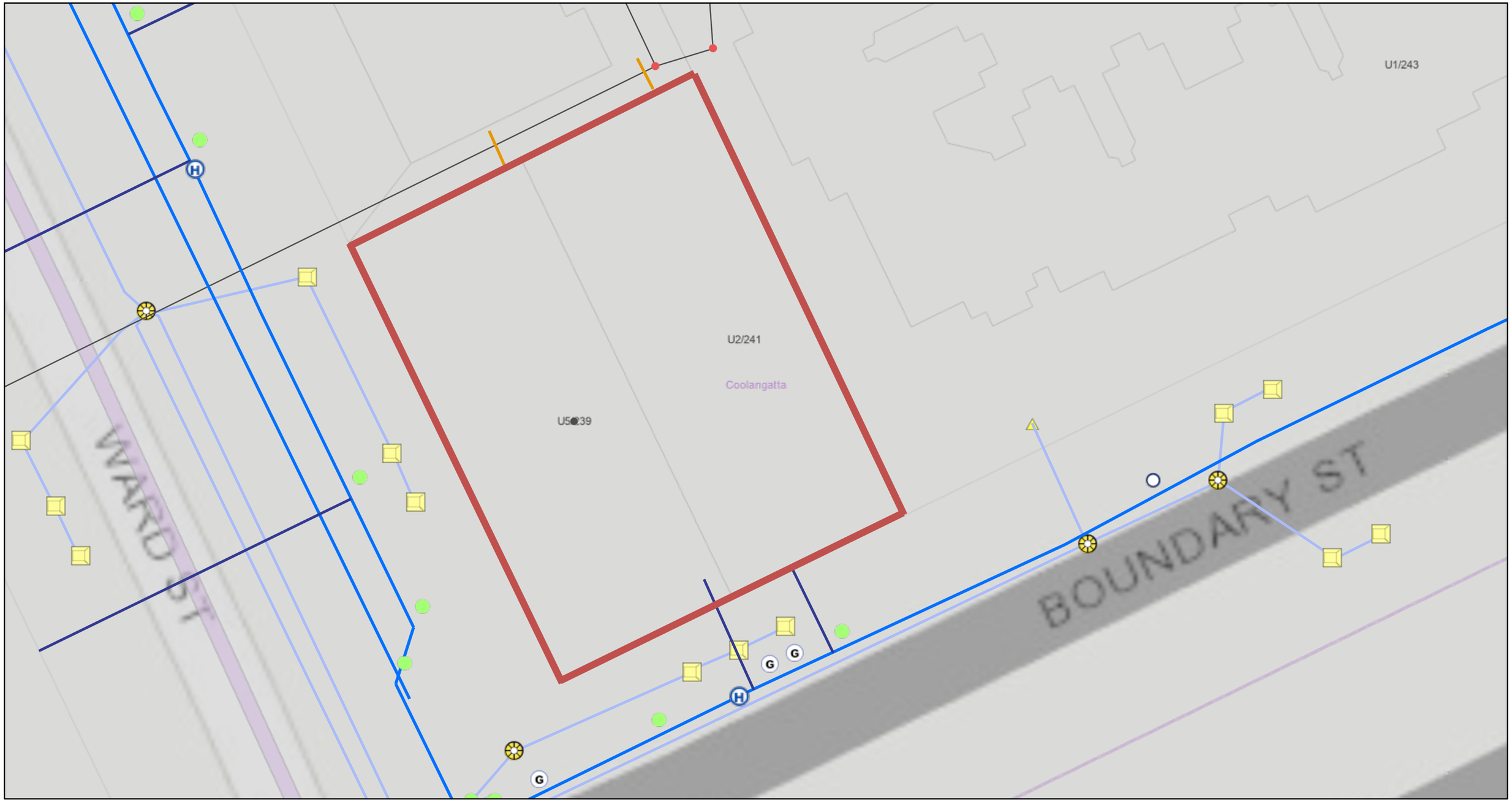
Coastal area - medium storm tide inundation area

0 6 12 18 24

Metres

Appendix E. Council Infrastructure Assets Map

As Constructed Assets



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0 0 0.01 0.02 km

Capital_Works
- 2017-18
- 2024-25
- Other

Water Fitting
- Gibault
- T - Joint
- Other
- Water Hydrant Potable
- Water Service Connection Potable
- Potable Water Pipe
- Sewer Connection

Sewer Maintenance Hole
- Maintenance Hole
- Sewer_Pipe_Non_Pressure

Drainage Pit
- Inlet Gully
- Manhole
- Drainage Pipe
- Stormwater End Structure
- Locality Boundaries

Cadastral Parcels - All
- Base
- Volumetric
- Addresses

City of Gold Coast

Appendix F. City Plan Code Responses

City Plan code template

6.2.3 High density residential zone code

Photograph 6.2.3-1
Example of a High density residential zone located in Main Beach. Photograph by Remco Jansen.

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**.

6.2.3.3 Specific benchmarks for assessment

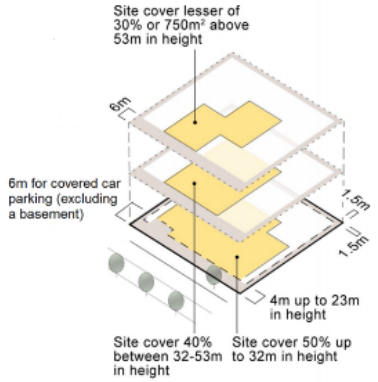
Table 6.2.3-2: High density residential zone code – for assessable development

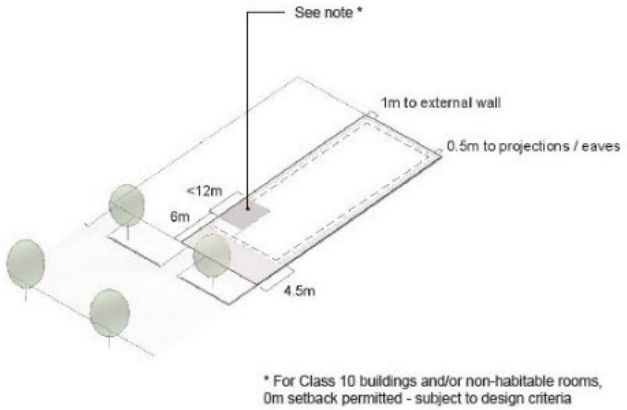
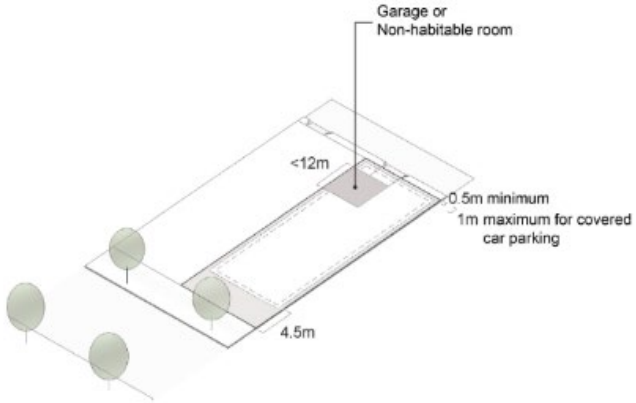
<table>
<tr><th>Performance outcomes</th><th>Acceptable outcomes</th><th>Does the proposal meet the acceptable outcome?
If not, justify how the proposal meets either the performance outcome or overall outcome</th><th>Internal use</th></tr>
<tr><td colspan="2">Setbacks</td><td></td><td></td></tr>
<tr><td>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;</td><td>AO1
Setbacks are as follows:
<table><tr><th>Setback</th><th colspan="2">Minimum distances measured in metres (m)</th></tr><tr><td></td><td>Height</td><td>Setback</td></tr><tr><td>Front for covered car parking (excluding a basement)</td><td>all</td><td>6m</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</td><td colspan="2">Double the applicable side setback</td></tr></table></td><td>COMPLIES WITH PO1
The proposed development does not have a highly distinctive podium/tower form. However there is additional depth of design at the tower base. The development proposes the following setbacks:
<table><tr><th>Boundary</th><th>Podium</th><th>Tower</th><th>Rooftop</th></tr><tr><td>Front (Ward St)</td><td>7.35m</td><td>4.00m</td><td>8.2m</td></tr><tr><td>Front (Boundary St)</td><td>6.95m</td><td>3.797-4.012m</td><td>4.95m</td></tr><tr><td>Side/Rear (NW)</td><td>1.5m</td><td>3.797-4.024m</td><td>5.0m</td></tr><tr><td>Side/Rear (NE)</td><td>1.25m</td><td>3.87-4.22m</td><td>3.87-4.22m</td></tr></table>
The tower walls have an angled design which assists the building in achieving a high level of amenity and quality of design. The walls are therefore positioned a minimum of 4.002m from the side/rear boundaries in the centre of the floor plate, and 3.797m at the corners of the building. The building form is considered to achieve an average setback of 4m from the side/rear boundaries.

The proposal complies with PO1 as it:
(a) Assists in the projection of adjacent amenity – We note particularly that the Proposal Plans (refer Section 4 – Plans) include boundary interface</td><td></td></tr>
</table>

<table>
<tr><th>Performance outcomes</th><th>Acceptable outcomes</th><th>Does the proposal meet the acceptable outcome?
If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome</th><th>Internal use</th></tr>
<tr><td>(c) provide differentiation by means of articulation; and
(d) allow for on-site car parking.</td><td>
<table>
<tr><td>buildings (where not attached)</td><td colspan="2"></td></tr>
<tr><td colspan="3">OR
Setbacks for Dwelling houses on small lots:</td></tr>
<tr><td>Setback</td><td colspan="2">Minimum distances measured in metres (m)</td></tr>
<tr><td>Front</td><td colspan="2">4.5m to wall and balcony</td></tr>
<tr><td>Secondary frontage of corner lot</td><td colspan="2">3m (not including projections up to 1m)</td></tr>
<tr><td>Covered car parking (not applicable to the rear lane access)</td><td colspan="2">1m behind front wall or balcony; and
6m from the frontage where vehicles access the lot.</td></tr>
<tr><td rowspan="2">Side and rear (not applicable to the secondary frontage of corner lots)</td><td>Height</td><td>Setback</td></tr>
<tr><td>up to 4.5m</td><td>1m to wall and balcony
0.5m to outermost projection
0m to class 10 building and/or non-habitable room where:
(a) located along a southern or western boundary;
(b) a maximum length of 12m where no single part exceeds 6m in length; and
(c) at least 1m separation from a habitable window of a neighbouring dwelling.</td></tr>
</table>
</td><td>assessments for the adjacent buildings. The proposal demonstrates a suitably stepped building form with ground level landscaping provided between the proposed development and adjacent buildings.
The adjacent development on Boundary Street is a four to six-storey short-term accommodation building whereby it is expected that there are no/limited permanent residents. The recreation area for the development is situated within the u-shape of the buildings at the rear of the site. As a result, views from the proposed development will be obscured by the adjacent built form of the short-term accommodation buildings.
The adjacent development on Ward Street is a four-storey apartment building whereby all units are oriented to overlook Ward Street. As a result, there are limited window openings and no balconies directly adjacent to the proposed development.
The building has been designed with attractive facades on all sides, such that views of the building from adjacent residences are varied and attractive.
(b) ***Allows for access around the building*** – the proposal maintains a 1.5m setback around the building which is appropriate for building and landscape maintenance;
(c) ***Contributes to streetscape character*** – the building provides simple yet elegant lines with natural hues synonymous with a modern beachside location. A high level of articulation is provided through the use of angles within the building's footprint together with angled sun shading devices. The base of the tower provides an extensive use of cascading plants at varying levels which assist in grounding the building and providing an inviting and serene entry to the development and communal open space. The buildings' entries are easily identifiable and appropriately sited to ensure that the</td><td></td></tr>
</table>

Performance outcomes	Acceptable outcomes			Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
		for that part between 4.5m – 7.5m	1.5m to wall and balcony 1m to outermost projection	building contributes to existing (and emerging) streetscape character; (d) ***Allows for on-site car parking*** – the City Plan requires the 34 unit (86 bedroom) development to provide 53 on-site car parking spaces, the proposal provides 54 on-site car parking spaces which exceeds the requirements of the City Plan; and (e) ***Provides separation between buildings to maintain view corridors*** – The primary view corridors surrounding the site are along Boundary Street and up the hill to Point Danger, and along Ward Street with views to the coastline. The development does not impede on either view corridor. Figure 3.3 of the Planning Assessment Report demonstrate that there is considerable tower separation between the proposed development and existing towers within the neighbourhood.	
		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			
 **Figure 6.2.3-1** Illustration showing High density residential zone setbacks and site cover outcomes (excluding Dwelling houses on small lots)					

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
 **Figure 6.2.3-2** Illustration showing High density residential zone setbacks for Dwelling houses on small lots			
 **Figure 6.2.3-3** Illustration showing High density residential zone rear lane 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
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.	**AO2** Site cover does not exceed 50% for Dwelling houses on lots with areas equal to or greater than 400m^2 and Dual occupancies. OR Site cover does not exceed 70% for Dwelling houses on lots less than 400m^2. 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 750m^2 per building, whichever is the lesser, above 15 storeys.	**COMPLIES WITH PO2** The 16-storey development has a podium and tower form with varying site cover. The podium has proposed site cover of 56.29% (or 456m^2) whilst the tower has a site cover of 50.37% (or 408m^2). It is considered that the proposal: (a) ***is balanced between built form and green areas for landscaped open space*** – the ground and first floors of the development provide extensive landscaping which is positioned within the site to enhance the street corner position which has extensive landscaping within the road reserve. The ground and first floor landscaping provides a connection to the green vertical spin of planters which extend from the ground floor to the top of the building; (b) ***contributes to neighbourhood character and amenity*** – the development has a distinctive design which is consistent with the emerging character of the neighbourhood, and a built form consistent with the existing character of the neighbourhood. The development provides an attractive and highly articulated building which has been designed to minimise impacts on adjacent development. The position of balconies overlooking streets and the adjacent Neighbourhood Centre ensures that views to adjacent residences are minimised; (c) ***promotes slender bulk form*** – the proposal has a slender form with dimensions of (generally 24m x 17.5m). (d) ***promotes an open, attractive and distinct skyline*** – Figure 3.3 of the Planning Assessment Report demonstrate that there is considerable tower separation between the proposed development and existing towers within the Neighbourhood; ensuring that an open, attractive and distinct skyline is maintained within the neighbourhood; 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
		(e) ***facilitates small, fast-moving shadows*** – the shadow diagrams included within the Proposal Plans (refer **Section 4 – Plans**) demonstrate that the proposal has small, fast-moving shadows which have a minimal impact on surrounding development given (a) the aspect of the site and the tower on the site; and (b) the extensive separation between development created by Boundary Street to the south of the site.	
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.	**ALTERNATIVE OUTCOME** The site has a Code assessable building height of 38m shown on the Building height overlay map. The proposal has a height of 56.7m and exceeds the identified height by 18.7m (or 49%). The development is located in an urban neighbourhood and as such is able to consider a 50% uplift where development meets all of the criteria provided in Specific Outcome 3.3.2.1(9) of the Strategic Framework. The following demonstrates that the proposal satisfies all of the outcomes as listed: (a) The proposal reinforces Council's intended pattern for the City resulting in high density developments in areas of high amenity. The site is located within close proximity to the neighbourhood centre uses opposite the site, the beachfront to the north (including the surf club) and other centre uses within Coolangatta to the west. (b) The proposal reinforces the emerging character of the locality whilst ensuring amenity for existing residents is maintained. The proposal maintains a minimum 4m side/rear boundary setback from the adjacent development. The adjacent development on Boundary Street is a six-storey short-term accommodation building whereby it is expected that there are no/limited permanent residents. The recreation areas for the development are situated within the u-shape of the buildings at the rear of the site. As a result views	

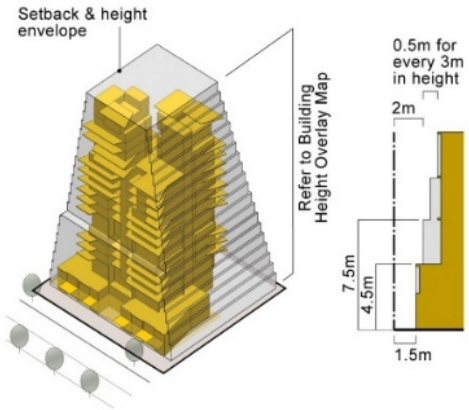


Figure 6.2.3-4
Illustration showing High density residential zone setbacks and height outcomes (excludes Dwelling houses on small lots)

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
		from the proposed development will be obscured by the adjacent built form of the short-term accommodation buildings. The adjacent development on Ward Street is a four-storey apartment building whereby all units are oriented to overlook Ward Street. As a result there are limited window openings and no balconies directly adjacent to the proposed development.; (c) the building remains of a height generally consistent with existing surrounding development, and in accordance with the intended height for the locality, particularly when considered within the context of the surrounding sloping topography. The proposal will contribute to the City's intent to achieve an ordered and interesting skyline; (d) the development is considered to provide an excellent standard of appearance of the built form and street edge. The tower form has simple yet elegant lines with natural hues synonymous with a modern beachside location. A high level of articulation is provided with complimentary vertical and horizontal design elements including angled sun shading devices and landscaping across all levels of the development. At pedestrian level, the building provides an attractive interface which maintains functionality in an attractive manner. Ward Street frontage has a partially commercial character and the building has been designed to reflect this with the Wellness/Yoga space and communal pool located adjacent to the highest activity areas of the neighbourhood. The Ward Street frontage provides the vehicular access point which incorporates landscaping forward of any ground level parking to assist in settling the development into the Ward Street streetscape together with significant planting around the communal open spaces. The Boundary Street frontage provides the pedestrian entry to the development the landscaping wraps around the corner of the site from Ward Street to the site entry providing a highly articulated and attractive landscape outcome that works with the existing	

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
		(extensive) streetscape planting on the corner. Landscaping, including a feature tree is incorporated into the Boundary Street frontage with accentuated pockets of landscaping interwoven with the hardscape; (e) the proposal includes a variation in units providing 2-bedroom, 3-bedroom and 4-bedroom products with areas ranging from 218m^2 to 423m^2. It is expected that the lower level units will have a lower price point than the higher level units which are afforded views to the coastline; (f) the proposal will not result in any negative impacts on local character or scenic views. The most popular public outlook is that of Point Danger whereby spectacular 180° views are afforded from the north to the south. The proposed development will not impact on this view, nor is it expected that this development will be visible from this location when views to the west are considered; (g) As discussed in response to Strategic Outcome 3.3.2.1(8) the site is not in a location where building heights change abruptly on the building height overlay map, as such built form contrast is not expected within this location. Of note is the 49.5m building height afforded to sites within NSW in proximity to the site; and (h) the development will not have any impacts on the safe, secure and efficient operation of the Gold Coast Airport or any other aeronautical facilities.	
Density			
PO4 For Dwelling houses density is one Dwelling house per lot. OR Density does not exceed that shown on **Residential density overlay map**. OR	**AO4** No acceptable outcome provided.	**ALTERNATIVE OUTCOME** The site is located in the RD7 density area (1 bedroom per 25m^2). The proposal has a density of bedroom per 23.8m^2 which is generally compliant with the density intended for the site.	

<table>
<tr><th>Performance outcomes</th><th>Acceptable outcomes</th><th>Does the proposal meet the acceptable outcome?
If not, justify how the proposal meets either the performance outcome or overall outcome</th><th>Internal use</th></tr>
<tr><td>Where not identified on the overlay map, density does not exceed one dwelling per 400m^2.
OR
For Residential care facilities and Retirement facilities there is no performance outcome provided.
OR
For Rooming accommodation, accommodating more than four unrelated people, density does not exceed one bedroom per 133m^2.</td><td></td><td>The proposal has demonstrated that it can meet all of the key requirements of the City Plan, including private open space provision, communal open space provision and car parking provision within the site, whilst managing any servicing or environmental constraints associated with the development.</td><td></td></tr>
<tr><td colspan="2">Lot design (for subdivision only)</td><td></td><td></td></tr>
<tr><td>PO5
(a) 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.</td><td>AO5.1
Where the site is not mapped on the Residential density overlay map the minimum lot size is 400m^2.
OR
Where the site is mapped on the Residential density overlay map, new lots meet the following:
<table><tr><th>Residential density overlay map designation</th><th>Minimum lot size</th></tr><tr><td>RD1</td><td>400m^2</td></tr><tr><td>RD2</td><td>300m^2</td></tr><tr><td>RD3</td><td>250m^2</td></tr><tr><td>RD4</td><td>200m^2</td></tr><tr><td>RD5</td><td>125m^2</td></tr><tr><td>RD6</td><td>No minimum</td></tr><tr><td>RD7</td><td>No minimum</td></tr></table></td><td>NOT APPLICABLE
The proposal does not include subdivision.</td><td></td></tr>
</table>

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	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.		**NOT APPLICABLE** The proposal includes a residential land use.	

City Plan code template

9.3.10 High-rise accommodation design code

9.3.10.1 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**.

9.3.10.2 Purpose

(1) 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.

(2) 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.

9.3.10.3 Specific benchmarks for assessment

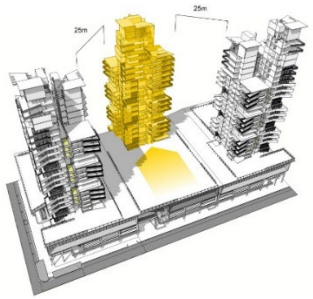
Table 9.3.10-1: High-rise accommodation design code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Tower base (podium)			
PO1 Where podiums are envisaged by the zone, tower base form respects the framework of established built form, adjacent streets, parks and public or private open spaces.	**AO1.1** Tower base heights: (a) are well-proportioned to frame adjacent park land and on-site open space; (b) match neighbouring low-set built form; or (c) are no greater than 10.5 metres in height where no neighbouring low-set built form exists.	**COMPLIES WITH AO1.1** The proposed tower does not have a highly distinctive podium/tower form. However there is additional depth of design at the tower base which is: (a) well-proportioned for the site and surrounding environment; (b) has a built form with setbacks commensurate with adjacent development, and building height at the boundary less than adjacent development which is at four-storeys; and (c) has a height of 8.1m above natural ground.	
	AO1.2 Tower base setbacks: (a) match adjacent established setbacks; and (b) continue public open space areas provided along street frontages.	**COMPLIES WITH AO1.2** The proposed tower does not have a highly distinctive podium/tower form. However, there is additional depth of design at the tower base which: (a) proposes setbacks of: – 4m to the Ward Street frontage, – 3.797m to the Boundary Street frontage; and – 3.797-4.024m from the side/rear which is generally consistent with adjacent development to the north-west and north-east. (b) The setbacks have no impact on existing public open space (gardens within road reserve) provided within Ward and Boundary Streets. It is noted that the primary landscape focus for the development is provided at the corner of Ward and Boundary Streets providing a visual connection to the existing streetscape planting adjacent to the site.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
 **Figure 9.3.10-1** Illustration showing High-rise accommodation design outcome where the tower base (podium) height matches neighbouring low-set built form and match adjacent established setbacks			
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 AO2** The proposed tower does not have a highly distinctive podium/tower form. However, there is additional depth of design at the tower base which provides a highly articulated design with clearly defined entrances, and a mix of colours, materials and finishes. Landscaping is proposed at ground and first floor level which provides a visual connection to the existing street scape planting at the corner of Ward and Boundary Streets and also to the landscaped vertical spine which runs up the centre of the building as viewed from Ward Street. The communal open space, together with residence balconies overlook the street providing additional articulation in the vertical plane.	
 **Figure 9.3.10-2**			

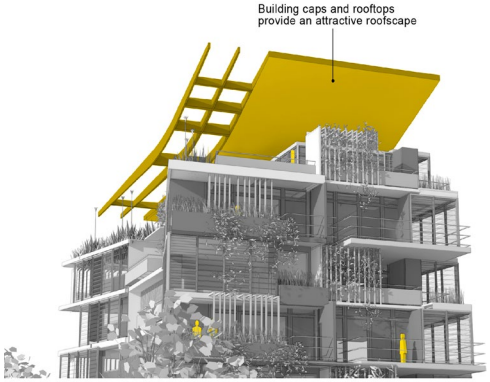
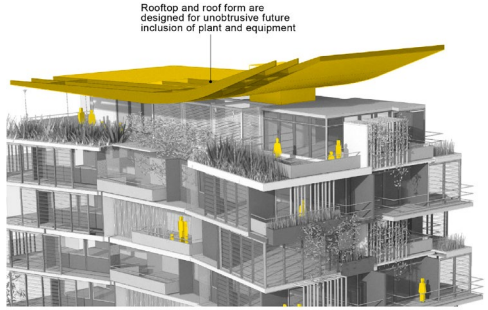
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
Illustration showing High-rise accommodation design outcomes where the tower base facades reinforce the intended neighbourhood character and enhance the pedestrian experience with high quality architectural elements and windows			
PO3 Tower base form animates the street level by engaging primary and secondary street frontages appropriately.	**AO3.1** Where entirely residential development is proposed: (a) along 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.	**COMPLIES WITH AO3.1** The proposed building is a slender design and is an entirely residential development. The building: (a) provides no ground level units with a design that favours well-screened servicing requirements with landscaping around the perimeter of the site (excluding vehicular and pedestrian entries); and ground level communal open space; (b) provides communal open space at ground level and first floor level; and first level private balconies that allow for causal surveillance to both street frontages.	
	AO3.2 Short-term accommodation uses locate grand lobbies or other signature features along primary street frontages and prominent street corners.	**NOT APPLICABLE** The proposal does not include short-term accommodation.	
 **Figure 9.3.10-3** Illustration showing High-rise accommodation design outcomes where the tower base form animates the street by engaging primary and secondary street frontages through the use of grand lobbies or other signature features			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
Tower form design			
PO4 Slender tower form promotes: (a) open, attractive and distinct skyline; (b) small, fast moving shadows; (c) view corridors between nearby towers; (d) efficient interior climate control; and (e) balconies as an extension of indoor living space.	**AO4.1** Tower floor plate is limited to 750m² 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 AO4.1** The proposed tower floor plate is 408m².	
	AO4.2 Tower form provides a unique profile when compared to nearby existing and proposed towers of similar height.	**COMPLIES WITH AO4.2** The tower form has a unique and distinctive profile when compared to nearby existing and approved towers of a similar height.	
PO5 Tower form mitigates negative visual and physical impacts, including impacts on privacy, by setting back from streets, parks, open space and adjacent properties and tower forms.	**AO5.1** Tower form (including balconies) along: (a) single frontages step in at least 3m from the base (podium); or (b) corner frontages can have up to 1/3 tower width extend straight down at the corner point to reinforce the intersection if negative ground level wind effects are mitigated.	**COMPLIES WITH PO5** The proposed tower does not have a highly distinctive podium/tower form. However, the tower is located on a corner and has been attractively designed in a suitable manner for its location. The tower form is considered to mitigate negative visual and physical impacts, including impacts on privacy given the distance between the development and adjacent and nearby development, and also the significant distance between existing and approved tower forms.	
	AO5.2 New towers are separated a minimum distance of 25m from any existing or approved adjacent and on-site tower(s).	**COMPLIES WITH AO5.2** The nearest existing towers are Rainbow Place Holiday Apartments at the corner of Ward Street and Marine Parade and Rainbow Commodore Holiday Apartments at 255-261 Boundary Street, both towers are located more than 70m from the proposed tower. The nearest approved or proposed tower is located at 217-227 and 11 Ward Street and is located 30m (boundary to boundary) from the proposed tower.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	AO5.3 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 AO5.3** As demonstrated in response to AO5.2 the proposal will maintain a minimum of 30-38m separation between towers which are offset from each other, ensuring: (a) prominent tower views to the ocean are not obstructed; and (b) views of the sky and access to sunlight from the public real and private open space are maximised.	
 **Figure 9.3.10-4** Illustration showing High-rise accommodation outcomes for separation between towers.			
 **Figure 9.3.10-5** 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 AO6.1** The tower form is appropriately oriented and designed to: (a) reduce the perceived mass of the building; and (b) provide privacy for both communal and private open space amenity areas.	
	AO6.2 Tower façades are: (a) articulated to manage passive solar gain in summer; (b) well-glazed with functional windows where possible to reduce reliance on artificial cooling; (c) designed with high-quality sustainable materials and finishes that promote building longevity; and (d) varied in design and articulation to promote visual interest.	**COMPLIES WITH AO6.2** The tower façade is orientated to maximise passive solar gain together with extensive openings and balconies that allow light and breezes to penetrate into each apartment. The proposal is well glazed with functional windows and the inclusion of sub hoods to reduce reliance on artificial cooking. The proposal provides a highly articulated built form with a compilation of high quality materials and finishes proposed.	
 **Figure 9.3.10-6** 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 AO7** The proposed balconies: (a) are made with materials that are not susceptible to solar gain; (b) have balustrading that is transparent, however given the location of the balconies adjacent to the street front it is not expected that light will spill from the dwellings to adjacent residences; and (c) have been integrated into the building profile.	
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.	**NOT APPLICABLE** The building height is consistent with existing built form and approved form in the locality and as such it is not considered that the building will create an identifiable protrusion in the skyline.	
PO9 Tower cap design attractively integrates all signage, telecommunications, service structures, lift motor rooms and mechanical plants.	**AO9** No acceptable outcome provided.		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
 **Figure 9.3.10-7** Illustration showing High-rise accommodation outcomes for building caps and rooftops  **Figure 9.3.10-8** Illustration showing High-rise accommodation outcomes for roof top and roof form			
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 WITH PO10** The development provides a mix of 2, 3 and 4-bedroom types with a varied floor plate. It is considered that the two-bedroom units without ocean views will likely have a lower price point providing a mix of affordability outcomes in a highly accessible location.	

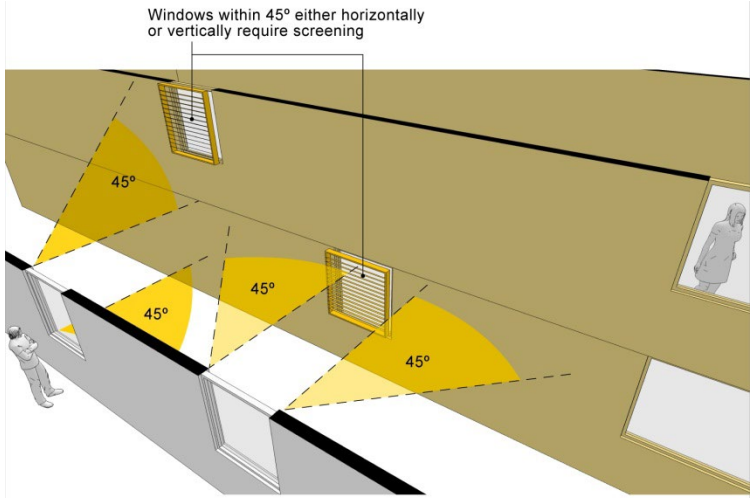
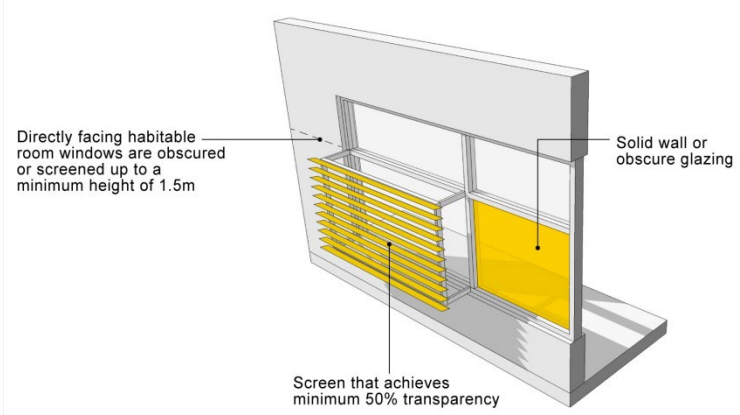
<table>
<tr><th>Performance outcomes</th><th>Acceptable outcomes</th><th>Does the proposal meet the acceptable outcome?
If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome</th><th>Internal use</th></tr>
<tr><td colspan="4">Communal and private space areas</td></tr>
<tr><td rowspan="2">PO11
Communal space areas:
(a) are accessible, useable and safe;
(b) enhance the attractiveness of the development;
(c) provide opportunities for social interaction; and
(d) create pleasantly shaded outdoor areas.</td><td>AO11.1
Communal space is provided at a rate of 11m² per intended user of the site and is designed for simultaneous use by individuals and groups.</td><td>COMPLIES WITH AO11.1
The development generates 15.28m^2 of communal space per intended user. Calculations are provided as follows:

Communal space provision (321m^2):
– Ground floor pool/pool deck space (121m^2)
– First floor Wellness Centre / Yoga space (105m^2)
– Rooftop terrace (95m^2)

Method:<table><tr><td>Assume:
1.5 people per 1 bed unit,
2 people per 2 bed unit and
2.5 people per 3+ bed units</td><td>Capacity: 76.5 people
0 people
34 people
42.5 people</td></tr><tr><td>Assume 80% occupancy</td><td>61.2 people @ 80% occ</td></tr><tr><td>Assume 33% usage</td><td>20.196 people will be using the communal open space areas at any one time.</td></tr></table>
For the development to achieve the acceptable outcome, each intended user (21 people) is required to have 11m^2 to recreate in, resulting in a required communal open space area of 231m^2. The proposal provides 321m^2 of communal open space, or 15.28m^2 per intended user.</td><td></td></tr>
<tr><td>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;</td><td>COMPLIES WITH PO11
The ground level landscape in the open communal space area:
(a) has widths varying from 1.1m to 3.7m;
(b) slightly above the adjacent footpath level;
(c) comprises planters with depths of 0.6-1m;
(d) does not screen views to the street.</td><td></td></tr>
</table>

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	(c) comprises 50% deep planting; and (d) do not screen views to the street or entries.	The first floor level landscape in the open communal space area: (a) has widths varying from 0.6m to 2m; (b) comprises planters with depths of 1m; (c) does not screen views to the street. The rooftop landscape in the communal open space area: (a) has widths varying from 0.6m to 2.7m; and (b) comprises planters with depths of 0.6-1m. The proposed Communal open space areas are varied and: (a) accessible, useable and safe; (b) enhance the attractiveness of the development with landscape planting across various levels of the development; (c) provide a variety of opportunities for social interaction including active recreation and passive creation; and (d) create pleasantly shaded outdoor areas; In accordance with PO11.	
	AO11.3 Where the communal open space is for a residential care facility or retirement facility, the open space is provided with outdoor facilities for the health and wellbeing of residents such as sheltered gardens, circuit walkways, gardening beds and a space of sufficient size for a resident to take a visiting family with young children.	**NOT APPLICALE** The proposal is for a Multiple dwelling.	
PO12 Private open space areas are directly accessible and functional spaces.	**AO12** Private open space for each dwelling: (a) mitigate negative wind effects on intended users; (b) has a minimum area of 3m x 3m;	**COMPLIES WITH AO12** The proposal ensures that all dwellings are provided with a private balcony. Each balcony: (a) has glass balustrading to mitigate negative wind effects; (b) has a minimum area of 12m^2 and minimum dimensions of	

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) is accessible from the living room; and (d) has a maximum gradient not exceeding one in ten.	2.5 x 5.5m; (c) is accessible from the open plan living room; and (d) has a flat gradient.	
Privacy			
PO13 Privacy for users and neighbouring properties is accomplished by windows that are appropriately obscured by glazing, shuttering, location or other similar treatments.	**AO13** Habitable room windows do not 'directly face': (a) private open space of adjoining dwellings; (b) another habitable room window within 10m; and (c) an at-grade access way, footpath or communal open space area within 3m. OR Where habitable room windows must face, the privacy is achieved through windows that: (a) have fixed obscure glazing in any part of the window below 1.5m above floor level; and (b) have privacy screens that cover a minimum of 50% window view. **Note: 'directly facing' means an angle within 45° either horizontally or vertically.**	**COMPLIES WITH AO13** All habitable rooms are located above the ground floor and have been designed to ensure that windows do not directly face the private open space of adjoining dwellings,	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
 **Figure 9.3.10-9** Illustration showing High-rise accommodation design privacy outcomes where windows and doors are appropriately obscured by screening			
 **Figure 9.3.10-10** 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 either 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 AO14.1** Above ground floor windows and balconies overlook all on-site pedestrian paths and ground floor communal open space.	
	AO14.2 Lighting at 4m intervals is provided along all on-site pedestrian paths and communal open spaces.	**WILL COMPLY WITH AO14.2** Lighting can be provided at 4m intervals as required.	
	AO14.3 Entrances and exits to the street are directly accessible, illuminated and highly visible.	**COMPLIES WITH AO14.3** The pedestrian and vehicular entries to the site are directly accessible, will be appropriately illuminated and are highly visible.	
	AO14.4 Dead-end corridors, alleyways, pathways and refuse areas are signed and secured to prevent unauthorised access.	**WILL COMPLY WITH AO14.4** There is no restricted access to the basement levels of the development. The refuse areas are secured with gate access to all private areas of the development. If required, signage to prevent unauthorised access can be provided.	
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 PO15** The development has been designed to suitably screen from view servicing, utilities, loading and 'back of house' activities through a combination of location and screening.	
Services and recreational facilities for residential care facilities and retirement facilities			
PO16 A range of self-contained services and recreational facilities are provided.	**AO16** Developments that have between 11 and 25 units include a community meeting room. OR Developments that have 26 units or more include a community meeting	**NOT APPLICABLE** The proposal is a Multiple dwelling.	

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

9.4.2 Driveways and vehicular crossings code

9.4.2.1 Application

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

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

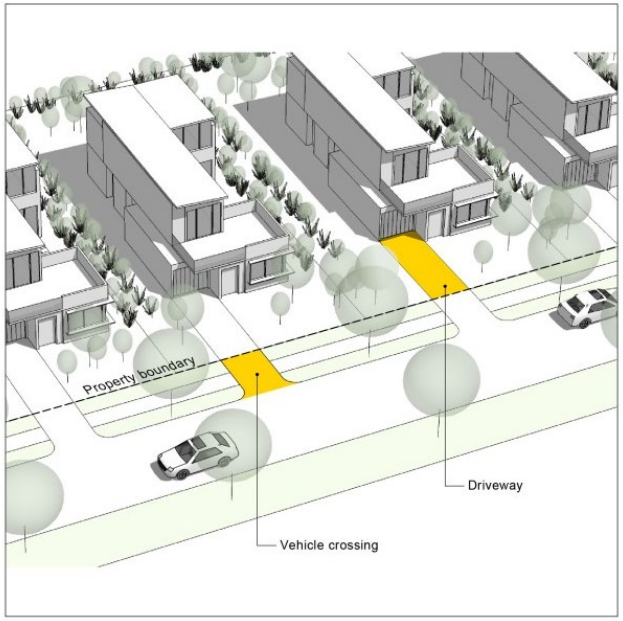


Figure 9.4.2-1
Illustration showing driveway and vehicle crossing for access to parking spaces

9.4.2.3 Specific benchmarks for assessment

Table 9.4.2-3: Driveways and vehicular crossings code – assessable development for driveways

<table>
<tr><th>Performance outcomes</th><th>Acceptable outcomes</th><th>Does the proposal meet the acceptable outcome?
If not, justify how the proposal meets either the performance outcome or overall outcome</th><th>Internal use</th></tr>
<tr><td colspan="2">Location</td><td></td><td></td></tr>
<tr><td>PO1
The location of the driveway is considered at the design stage of the development to ensure it does not unnecessarily damage street trees and allows space for the planting of street trees within the verge.</td><td>AO1
The design of the driveway:
(a) does not cause damage to street trees in the verge; and
(b) retains space for the planting of street trees within the verge.</td><td>COMPLIES WITH AO1
The proposed driveway is located generally int eh location of the existing driveway to Ward Street and as such has no impact on street trees in the verge; Council has recently undertaken streetscape works which includes significant planting on the corner of Ward and Boundary Streets and no street trees within the verge adjacent to the site. However, there is sufficient space for the planting of street trees within the verge should they be required.</td><td></td></tr>
<tr><td colspan="2">Design</td><td></td><td></td></tr>
<tr><td>PO2
The driveway is designed and constructed to ensure:
(a) safe access for a B85 vehicle (AS/NZS 2890 (Set):2009 Parking Facilities Set) from the property boundary to the on-site vehicle accommodation or standing area;
(b) it does not cause adverse stormwater drainage impacts on or off the site; and
(c) safe pedestrian movement in the proximity of the site.</td><td>AO2
The driveway is designed in accordance with the following design standards:<table><tr><th>Land use</th><th>Design standard</th></tr><tr><td>• Dual occupancy
• Dwelling house
• Multiple dwellings (where the development is for townhouses)</td><td>Queensland Development Code – NMP 1.1 - Driveways</td></tr><tr><td>All other land uses</td><td>AS/NZS 2890.1:2004 – Parking facilities – Part 1: Off-street car parking</td></tr></table>OR
Where particularly restrictive physical conditions exist and the above standard arrangements are not attainable, the design and construction of the</td><td>COMPLIES WITH AO2
TTM have prepared a Traffic Engineering Report (refer Section 5 – Specialist Reports) which confirms that the Driveway is designed and located in accordance with AS2890.1 requirements.</td><td></td></tr>
</table>

	proposed driveway is certified by a RPEQ having regard to the following: (a) *Disability Discrimination Act 1992*; (b) *AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking*; (c) *QUDM*; and (d) Good engineering practice.		

Table 9.4.2-4: Driveways and vehicular crossings code – assessable development for vehicular crossings

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Construction of vehicular crossings			
PO1 The vehicle crossing is designed and constructed to ensure: (a) safe access for a B85 vehicle (*AS/NZS 2890 (Set):2009 Parking Facilities Set*) from the road carriageway to the property boundary; (b) it does not cause adverse stormwater drainage impacts on or off the site; and (c) safe pedestrian movement in the proximity of the site.	**AO1** Prior to the use commencing a vehicular crossing is constructed to provide access from the road to the property. Either: (a) The vehicular crossing is designed and constructed in accordance with the relevant vehicular crossing standards drawing in *SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards*; or (b) where particularly restrictive physical conditions exist and the above standard arrangements are not attainable, the design and construction of the proposed vehicular crossing is certified by a RPEQ having regard to the following: (i) *Disability Discrimination Act 1992*; (ii) *AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking*; (iii) *QUDM*; and (iv) Good engineering practice.	**COMPLIES WITH AO1 & AO2** TTM have prepared a Traffic Engineering Report (refer **Section 5 – Specialist Reports**) which confirms that the Driveway is designed and located in accordance with all design and siting requirements with the exception of the minimum queuing provisions, which is considered acceptable within the site access design (refer attached report).	
PO2 Location and construction of the vehicular crossing avoids damage to utility services, pathways, kerbs, road pavement and seal and	**AO2** The vehicular crossing is designed and constructed in accordance with the relevant vehicular crossing standards in *SC6.11 City Plan policy – Land*		

<table>
<tr><td>other municipal infrastructure.</td><td>development guidelines, Section 2 – Transport network standards.</td><td></td><td></td></tr>
<tr><td colspan="2">Maximum number of vehicular crossings per site</td><td></td><td></td></tr>
<tr><td>PO3
The number of vehicular crossings per site are minimised to avoid the loss of on-street car parking spaces and to prevent adverse interference with:
(a) the safety, capacity and operations of the existing or planned road network;
(b) the proposed driveway; and
(c) cycleways or pedestrian footpaths.</td><td>AO3
The maximum number of vehicular crossings per site, for the following land uses, is as follows:
<table><tr><th>Land use</th><th>Maximum number of vehicular crossings per site</th></tr><tr><td>Dwelling house</td><td>1
OR
2 – when the road frontage at the kerb is at least 40m</td></tr><tr><td>Dual occupancy
Multiple dwelling</td><td>1
OR
2 – where the road frontage at the kerb is greater than 20m</td></tr><tr><td>Non-residential use</td><td>2</td></tr></table></td><td>COMPLIES
The proposed Multiple dwelling has a single vehicular crossover in accordance with AO3.</td><td></td></tr>
<tr><td colspan="2">Separation distances</td><td></td><td></td></tr>
<tr><td>PO4
Vehicular crossings are appropriately separated from other vehicular crossings and side property boundaries to prevent interference with:
(a) the safety, capacity and operations of the existing or planned road network;
(b) adjoining properties; and
(c) cycleways or pedestrian footpaths.</td><td>AO4
Vehicular crossings are separated from:
<table><tr><th>Instance</th><th>Minimum distance (m)</th></tr><tr><td>Any other vehicular crossing</td><td>3m</td></tr><tr><td>Any side property boundary:
• For residential development of 2 dwellings or less</td><td>1.5m</td></tr><tr><td>• All other development</td><td>2</td></tr></table></td><td>COMPLIES WITH AO4
The vehicular crossover is located 6.3m from another driveway and more than 6m from the tangent point of the corner.</td><td></td></tr>
<tr><td colspan="2">Location</td><td></td><td></td></tr>
<tr><td>PO5
Vehicle access to a public roadway is safe and does not compromise the efficiency, function, convenience of use or capacity of the road network.</td><td>AO5.1
The location of the vehicular crossing to a public roadway is consistent with AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking and AS 2890.2–2002 Parking facilities Part 2: Off-street commercial vehicle facilities.</td><td>COMPLIES WITH AO5.1.
TTM considers that the proposed vehicular crossing is appropriate for the site design (refer Section 5 – Specialists Reports).</td><td></td></tr>
</table>

	AO5.2 No new vehicular crossings are created on roads identified on the **Functional road hierarchy** as shown on the **Zone maps** or the **Pacific motorway service road types overlap map**.	**NOT APPLICABLE** The proposed vehicular crossing is not on a road identified on the Functional Road Hierarchy.	
PO6 Vehicular crossings are located to: (a) avoid damage to existing street trees located within the verge; and (b) retain space for the future planting of street trees within the verge.	**AO6** No acceptable outcome provided.	**COMPLIES WITH PO6** The proposed vehicular crossing is located generally int eh location of the existing driveway to Ward Street and as such has no impact on street trees in the verge; Council has recently undertaken streetscape works which includes significant planting on the corner of Ward and Boundary Streets and no street trees within the verge adjacent to the site. However, there is sufficient space for the planting of street trees within the verge should they be required.	
Sight distances and lines			
PO7 Vehicular crossings are designed to prevent conflict between vehicles with cyclists and pedestrians.	**AO7.1** Safe sight distances are provided, based on the vehicle speed at the vehicular crossing. *Note: This AO does not apply to the following uses:* • *Dwelling house;* • *Secondary dwelling;* • *Dual occupancy; or* • *Multiple dwelling (where there are 3 dwellings or less).*	**COMPLIES WITH AO7.1** TTM have advised that safe sight distances are achieved for the proposed development (refer Table 5-1 of the Traffic Engineering Report in **Section 5 – Specialist Reports**).	
	AO7.2 Vehicular crossings are designed to provide safe sight lines for vehicles exiting the vehicular crossing in accordance with *AS 2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities*. Where no service vehicle is required to access the site, including waste collection, the requirements for sight lines at the vehicular crossing are in accordance with *AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking*. *Note: This AO does not apply to the following uses:* • *Dwelling house; Secondary dwelling; Dual occupancy; or Multiple dwelling (where there are 3 dwellings or less).*	**COMPLIES WITH AO7.2** TTM have advised that safe sight distances are achieved for the proposed development (refer Table 5-1 of the Traffic Engineering Report in **Section 5 – Specialist Reports**).	

City Plan code template

9.4.4 General development provisions code

Photograph 9.4.4-1
Aerial photograph of Surfers Paradise. Photograph by City of Gold Coast.

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**.

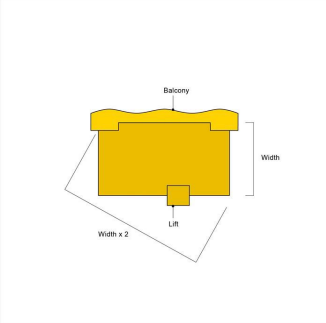
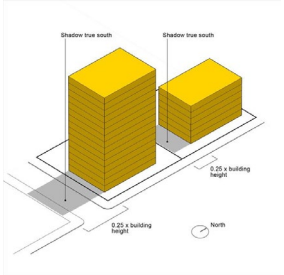
9.4.4.3 Specific benchmarks for assessment

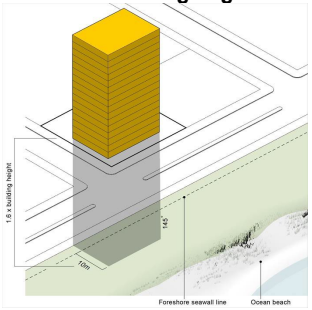
Table 9.4.4-2: General development provisions code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Amenity protection			
PO1 Development mitigates any negative effects to amenity, health and safety from existing surrounding activities having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) signage; (e) visual amenity; (f) wind effects; (g) privacy; (h) vibration; (i) contaminated substances; (j) hazardous chemicals; (k) odour and emissions; and (l) safety.	**AO1** No acceptable outcome provided.	**COMPLIES WITH PO1** The proposed residential use is consistent with the intent of the City Plan for the zone and the locality and is in character with existing and future intended uses within the locality. The proposal is for a residential use generally surrounded by residential development with the exception of the commercial uses opposite the site. These are of a neighbourhood character nature (primarily retain and/or a café nature) and are not expected to have a negative impact on the amenity, health or safety of the residents of the development. The proposed building has been designed to respond to the existing surrounding environment. It is considered that there will be no impacts on the proposed development from surrounding activities.	
PO2 The proposed development prevents loss of amenity and threats to health and safety, having regard to: (a) noise; (b) hours of operation; (c) traffic;	**AO2** No acceptable outcome provided.	**COMPLIES WITH PO2** The proposed residential use is consistent with the intent of the City Plan for the zone and the locality and is in character with existing and future intended uses within the locality. As the proposal is for a residential use, surrounded predominantly by residential development, and with a	

(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.		neighbourhood centre located opposite. It is considered that there will be no impacts on the amenity of health of neighbouring and adjacent properties due to the proposed use. The building has been designed to ensure a connection is provided between the multi-level communal open space and the retail/commercial uses opposite the site.	
Development along the Pacific Motorway and heavy railway line			
PO3 Development adjacent to the Pacific Motorway and heavy railway line minimises views of the storage of outdoor plant and equipment, including service areas to provide an attractive outlook for persons using the transport network.	**AO3** Where the site is adjacent to the Pacific Motorway or a heavy rail line, areas used for outdoor storage, including service areas are screened from view from users of the motorway or heavy rail line by buildings, solid fencing or vegetation.	**NOT APPLICABLE** The subject site is not adjacent to the Pacific Motorway or heavy rail line.	
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 **SC6.12 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. **AO4.2** An Open Space Management Statement is prepared in accordance with **SC6.12 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.	**COMPLIES WITH AO4.1** A Statement of Landscape Intent, prepared by Dunn Moran Landscape Architects is provided within **Section 5 – Specialist Reports**.	
Building services			
PO5 All mechanical equipment is located and housed so as not to cause disturbance to residents within	**AO5** **For all development except dwelling houses, dual occupancies, caretaker's accommodation**	**WILL COMPLY WITH AO5** The mechanical equipment required for the development is located on the rooftop more than 1.5m from the	

or adjoining the development.	**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.	property boundary and is incorporated into the building design; in accordance with AO5.	
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 WITH PO6** The proposed apartments are provided with balconies and windows that overlook both public streets. Entrances to the property will incorporate lighting as required and will reduce opportunities for crime.	
Lighting			
PO7 Lighting associated with any development does not cause a nuisance.	**AO7** Direct or reflected light emissions from the premises must be positioned and shielded to prevent light spillage outside the boundaries of the site.	**WILL COMPLY WITH AO7** The proposed development will ensure that compliant lighting is installed and does not cause a nuisance.	
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	**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.	**COMPLIES WITH AO8.1/AO8.2/AO8.4** Refer shadow diagrams within **Section 4 – Plans**.	

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.	 **Figure 9.4.4-1** Illustration showing width ratio shadow outcome		
	AO8.2 The shadow cast by the building in a true south direction has a length 0.25 times the height of the building, as measured from ground level adjacent to the southern side of the subject building to the top of the topmost storey, and does not intrude onto any other site, or does not cast shadow onto any other building on the same site.  **Figure 9.4.4-2** Illustration showing southern shadow outcome		
	AO8.3 **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	**NOT APPLICABLE** The subject site is not located in the Bermuda Point Precinct.	

	shadow onto any other building on the same site. **Note: The podium is excluded from any southern shadow calculations.**		
	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.**  **Figure 9.4.4-3** Illustration showing ocean beach and Broadwater foreshore shadow outcome	**REFER RESPONSE TO AO8.1**	
	AO8.5 The shadow cast by the building in the direction of true south does not intrude more than 10m into a riverside public open space reserve.	**NOT APPLICABLE** The subject site does not have a riverside public open space reserve located true south of the site.	
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 **SC6.11 City Plan policy – Land development guidelines, Section 3 – Change to ground level standards**.	**NOT APPLICABLE** The proposed development does not include any retaining walls.	

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 **SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**.	**COMPLIES WITH AO10** Friends Engineering have prepared a Conceptual Stormwater Management Plan (refer **Section 5– Specialist Reports**) that demonstrates compliance with all necessary state and local government policies.	
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.	**COMPLIES WITH AO11** The subject site is an existing urban (residential) allotment with connections to existing urban utilities. Friends Engineering have prepared an Engineering Services Report to demonstrate that the development can be appropriately serviced (refer **Section 5 – Specialist Reports**).	
PO12 Development is undertaken in accordance with the Performance Criteria specified in the *Queensland Development Code MP1.4 – Building over or near relevant infrastructure*.	**AO12** Development is undertaken in accordance with the Acceptable Solutions specified in the *Queensland Development Code MP1.4 – Building over or near relevant infrastructure*.	**COMPLIES WITH AO12** There is no relevant infrastructure within the site.	
Site analysis			
PO13 Development is designed to: (a) complement the character and address any impacts on the amenity and environment of	**AO13** A site analysis plan is prepared in accordance with **SC6.13 City Plan policy – Site analysis**.	**COMPLIES WITH AO13** A Site Analysis Plan is provided as **Appendix A** of the Planning Assessment Report.	

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.			

City Plan code template

9.4.5 Healthy waters code

Photograph 9.4.5-1
Example of a waterway located at South Stradbroke Island. Photograph by Russell Shakespeare

9.4.5.1 Application

This code applies to assessing material change of use or reconfiguring a lot for development where indicated within **Part 5 Tables of assessment** unless either of the following circumstances apply:

(1) No increase in impervious area is required onsite for the development.
(2) A stormwater quality and quantity management plan previously approved by the Council has been fully implemented within the existing development layout.

Note: Where a development proposal meets either (1) and (2) above, this code is not applicable.

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

9.4.5.2 Purpose

(1) The purpose of the Healthy waters code is to protect the quality of the city's waters from the impacts of development.
(2) The purpose of the code will be achieved through the following overall outcomes:
  (a) Urban stormwater quality management, wastewater management, and management of waters are based on the following principles:
    (i) Development and construction activities are conducted to achieve the water quality objectives, as specified in the *Environmental Protection (Water) Policy 2009.*
    (ii) The ongoing management of urban stormwater quality reflect the regional climate and the site's landscape characteristics.
    (iii) Development is undertaken in accordance with best practice environmental management.
    (iv) Development avoids adverse impacts on the City of Gold Coast's waters or, where this is not feasible, adverse impacts are minimised.
  (b) Water resource catchments are protected from contamination by chemicals.
  (c) The drainage capacity of the Woongoolba Flood Mitigation Scheme Area for rainfall events up to 1 in 10 year 72 hours is maintained (contained within the Scheme drains within a 4 day period) and this capacity is not be eroded due to cumulative impact of development.

9.4.5.3 Specific benchmarks for assessment

Table 9.4.5-2: Healthy waters code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Stormwater quality			
PO1 Development appropriately manages stormwater quality to:	**AO1.1** Where development is: (a) for a dwelling house, dual occupancy or	**REFER RESPONSE TO AO1.3**	

(a) protect natural ecosystems; (b) integrate stormwater treatment into the urban landscape; (c) protect water quality; (d) reduce runoff and peak flows; and (e) meet the water quality objectives and environmental values for Queensland waters. **Note: Water quality objectives and environmental values for Queensland waters are contained within *Schedule 1* of the *Environmental Protection (Water) Policy 2009*. Water quality objectives are locally specific and vary between and within river catchments.**	multiple dwelling on a lot less than 5,000m^2; or (b) light industry or business activity on a lot less than 2,500m^2, it complies with the 'Deemed to comply' requirements detailed in the **Stormwater quality management guidelines** in **SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**.		
	AO1.2 Where development is: (a) for a dwelling house, dual occupancy or multiple dwelling on a lot equal to or more than 5,000m^2 but less than 1.25 ha; or (b) light industry or business activity on a lot equal to or more than 2,500m^2 but less than 1.25 ha; (c) it complies with the 'Deemed to comply' requirements detailed in the **Stormwater quality management guidelines** in **SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**.	**REFER RESPONSE TO AO1.3**	
	AO1.3 Where development is not listed in AO1 a Stormwater Quality Management Plan is prepared by a suitably-qualified person in accordance with the **Stormwater quality management guidelines** in **SC6.11 City Plan policy – Land development guidelines, Section 8 – Engineering drawings, documents and reports**.	**COMPLIES WITH AO1.3** The proposed development seeks approval for a Multiple Dwelling (34 dwellings) on a 810m^2 lot. Friends Engineering has prepared a Conceptual Stormwater Management Plan (refer **Section 5 – Specialist Reports**) which recommends the inclusion of a: • Proprietary water quality treatment system (comprising 2/ "SPEL Filter" cartridges in an underground chamber); • Stormwater detention via a 12kL underground detention tank (10m^3 for detention and 2m^3 to house the SPEL cartridges).	

Stormwater quantity			
PO2 Stormwater quantity management outcomes demonstrate no adverse impact on stormwater flooding or the drainage of properties external to the subject site.	**AO2** A stormwater quantity management plan is prepared by a suitably qualified person and demonstrates: (a) achievable stormwater quantity control measures for discharge during both the construction and operational phases of development designed in accordance with the *Queensland Urban Drainage Manual (QUDM)* unless subject to specific requirements of **SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**; (b) on-site detention systems that are designed to restrict peak outflows for Q_2, Q_5, Q_{10}, Q_{20} Q_{50} and Q_{100} to pre-development conditions.	**COMPLIES WITH AO2** Friends Engineering has prepared a Conceptual Stormwater Management Plan (refer **Section 5 – Specialist Reports**) which recommends the inclusion of a: • Proprietary water quality treatment system (comprising 2/ "SPEL Filter" cartridges in an underground chamber); • Stormwater detention via a 12kL underground detention tank (10m^3 for detention and 2m^3 to house the SPEL cartridges).	
Woongoolba Flood Mitigation Scheme Catchment Area			
PO3 In the Woongoolba Flood Mitigation Scheme Catchment Area, shown on the **Water catchments and dual reticulation overlay map**, peak outflow and its timing for Q_2, Q_5 and Q_{10} for rainfall events up to 72 hours does not change as a result of development.	**AO3** No acceptable outcome provided.	**NOT APPLICABLE** The site is not located in the Woongoolba Flood Mitigation Scheme Catchment Area.	
Protection of natural flows (discharge)			
PO4 Construction and operational activities avoid or minimise adverse impacts of altered stormwater quality and quantity.	**AO4** Development achieves the Frequent Flow Management and Waterway Stability Management design objectives as stated within *Chapter 2 – Section 2.4.2 of the Urban Stormwater Quality Planning Guidelines 2010*. **Note: A site Stormwater Quality and Quantity Management Report prepared by a suitably qualified person is Council's preferred method required to be submitted to Council to address this Acceptable outcome.**	**COMPLIES WITH AO4** Friends Engineering has prepared a Conceptual Stormwater Management Plan (refer **Section 5 – Specialist Reports**) which concludes that the proposed development complies with all necessary state and local government policies; in accordance with AO4.	

	The intent in the above guidelines (*Urban Stormwater Quality Planning Guidelines 2010*) can be achieved by adopting Water Sensitive Urban Design (WSUD) concepts within the development.		
Wastewater management			
PO5 Development does not discharge wastewater to receiving waters or areas external to the site unless demonstrated to be the best-practice environmental management for that site and takes into consideration: (a) the applicable water quality objectives for the receiving waters; and (b) the potential adverse impact on ecosystem health of receiving waters.	**AO5** Where the development involves the discharge of wastewater, a Wastewater Management Plan (WWMP) is prepared, demonstrating compliance with the performance outcome, by a suitably qualified person and submitted to the Council, detailing all of the following: (a) wastewater type; (b) climatic conditions; (c) water quality objectives; (d) best-practice environmental management; (e) waste management hierarchy; and (f) the WWMP provides for the management of wastewater in accordance with a wastewater management hierarchy that: (i) avoids wastewater discharge to waterways; or (ii) if wastewater discharge to the environment cannot practicably be avoided wastewater discharge to waterways is minimised through re-use, recycling, recovery and treatment for disposal to sewer, surface water and groundwater.	**NOT APPLICABLE** The proposed residential development will not result in the discharge of wastewater.	
Erosion and sediment control (ESC)			
PO6 Development does not cause erosion or allow sediments to leave the site.	**AO6** An **Erosion hazard assessment** completed in accordance with the criteria in **Table 9.4.5-3** is undertaken to establish the level of risk for soil erosion and sediment pollution to the environment. **Where the Erosion hazard assessment has a risk score less than or equal to 10:** A deemed to comply report is prepared by a suitably qualified person for Council approval,	**COMPLIES WITH AO6** Friends Engineering has prepared a Conceptual Stormwater Management Plan (refer **Section 5 – Specialist Reports**) which includes a Conceptual Erosion and Sediment Control Plan; in accordance with AO6.	

	including conceptual location and design drawings of each treatment measure in plan and section views, in accordance with the *Best Practice Erosion and Sediment Control: International Erosion Control Association, (IECA) 2008, Australasia Chapter 2008.* **Where the Erosion hazard assessment has a risk score greater than 10:** A conceptual erosion and sediment control plan (ESCP) is prepared by a suitably qualified person for Council approval in accordance with the *Best Practice Erosion and Sediment Control: International Erosion Control Association, (IECA) 2008, Australasia Chapter 2008.*		

Table 9.4.5-3: Erosion hazard assessment

Controlling factor	Points	Score
Average slope of the whole site prior to operational works		
Slope less than 2%	0	
More than or equal to 2% but less than 5%	1	
More than or equal to 5% but less than 10%	2	
More than or equal to 10% but less than 15%	4	
More than or equal to 15%	5	High risk
Soil type (to be disturbed)		
Gravels and sandy soils	1	
Sandy loam	2	
Clays on flood plains	3	
Shallow soils on slopes	4	
Clays on slopes greater than 5%/imported fill or untested fill	5	High risk

Anticipated duration of site disturbance		
Duration less than 2 weeks	0	
More than 2 weeks but less than 3 months	2	
More than 3 months but less than 6 months	4	
More than 6 months	5	High risk
Anticipated erosive rainfall risk during site disturbance		
Low (monthly average rainfall less than 45 mm)	0	
Moderate (monthly average rainfall 46 - 100 mm)	1	
High (monthly average rainfall 101 - 225 mm)	2	
Very high (monthly average rainfall 226 - 1500 mm)	4	
Extreme (monthly average rainfall more than 1500 mm)	5	High risk
Off-site sediment control (down-slope of the soil disturbance)		
Score 1 point if there is no purpose-built sediment trap (e.g. sediment basin, gross pollutant trap or purpose-built wetland).	1	
Run-off entering the site		
Score 1 point if stormwater run-off is not diverted from entering the site or away from soil disturbance.	1	
Extent of site disturbance		
Score 2 points if the building works requires reshaping of the ground surface.	2	
Total Score **Note: High erosion risk - if score 11 or greater, or five for any factor.**		

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

City Plan code template

9.4.12 Solid waste management code

photograph 9.4.12-1
Example of a Solid waste management storage facility located at Paradise Point. Photograph by City of Gold Coast.

9.4.12.1 Application

This code applies to assessing material change of use for development requiring waste management where indicated within **Part 5 Tables of assessment**, unless the use is Caretaker's accommodation, Car wash, Community residence, Dwelling house, Dual occupancy, Environmental facility, Home based business, Landing, Major electrical infrastructure, Park, Parking station, Permanent plantation, Roadside stall, Sales office, Substation or Telecommunications facility.

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

9.4.12.3 Specific benchmarks for assessment

Table 9.4.12-1: Solid waste management code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Waste and recycling storage and bin wash-down facilities			
PO1 Development provides waste and recycling storage and servicing facilities that are safe, convenient, efficient, appropriately sized for the type and volume of waste generated.	**AO1.1** Development includes waste storage points of sufficient size to accommodate the required number of waste and recyclable bins consistent with **SC6.15 City Plan policy – Solid waste management**.	**COMPLIES WITH AO1.1** The proposed development includes a waste storage point in the basement which is of a sufficient size to accommodate the 4 bulk bins proposed, in accordance with AO1.1.	
	AO1.2 Waste and recycling storage points are located, designed and sized consistent with **SC6.15 City Plan policy – Solid waste management**.	**COMPLIES WITH AO1.1** The proposed waste storage point is located at ground level and is an enclosed room of a sufficient size in accordance with AO1.2.	
	AO1.3 Development with a dwelling above the third storey include appropriate waste removal systems which incorporate: (a) waste chutes; (b) hoppers; and (c) separate waste storage rooms. **Note: Waste removal system design is to be consistent with SC6.15 City Plan policy – Solid waste management.**	**COMPLIES WITH AO1.3** The proposed development is 16-storeys and includes a waste chute with a separate waste storage room. Please refer to the Operational Waste Management Plan, prepared by TTM (refer **Section 5 – Specialist Reports**).	
	AO1.4 Development that includes a commercial kitchen	**NOT APPLICABLE** The proposed residential development does not include a	

	or generates clinical or related waste incorporate additional waste facilities consistent with **SC6.15 City Plan policy –Solid waste management**.	commercial kitchen or generate clinical or related waste.	
PO2 Development provides a bin wash-down facility that maintains appropriate environmental health and amenity standards.	**AO2** Development includes appropriately sized and located bin wash-down facilities consistent with **SC6.15 City Plan policy –Solid waste management**.	**COMPLIES WITH AO2** The proposed development includes an appropriately sized and located bin wash-down facility; in accordance with AO2.	
Amenity			
PO3 Waste and recycling storage and servicing points are appropriately located and designed for convenient and safe access by all users and to minimise the potential for nuisance to occupants of the development or adjoining properties.	**AO3.1** Direct unobstructed paths exist between waste and recycling storage and servicing points and road frontages.	**COMPLIES WITH AO3.1** The bins will be stored in the ground level waste room and taken to the kerb via the bin carting route adjacent to Boundary Street; in accordance with AO3.1. Please refer to the Operational Waste Management Plan, prepared by TTM (refer **Section 5 – Specialist Reports**).	
	AO3.2 Waste and recycling storage points are screened by solid fencing or vegetation to ensure they are not visible from a public place or sensitive land use.	**COMPLIES WITH AO3.2** The waste storage point is located at ground level and is enclosed and therefore not visible from a public place or sensitive land use; in accordance with AO3.2.	
Waste servicing			
PO4 Waste and recycling servicing points are appropriately located and designed to facilitate safe, unobstructed and efficient servicing of waste containers.	**AO4** Waste and recycling servicing points are located, designed and sufficiently sized consistent with **SC6.15 City Plan policy –Solid waste management**. **Note: Regulation of the access, stopping and maneuvering of refuse collection vehicles are subject to meeting, Part 9.4.13 Transport code and associated City Plan guidelines.**	**COMPLIES WITH AO4** The proposal utilises individual wheelie bins which will be transferred to the kerb for collection; in accordance with AO4. Please refer to the Operational Waste Management Plan, prepared by TTM (refer **Section 5 – Specialist Reports**).	
Non-serviced areas			
PO5 Developments in non-serviced areas have appropriate solid waste management measures to adequately service the development. **Note: For Commercial developments a Waste management plan, prepared in accordance with**	**AO5** No acceptable outcome provided.	**NOT APPLICABLE** The subject site is located in a serviced area.	

SC6.15 City Plan policy – Solid waste management, is Council's preferred method of addressing the above outcome.			

City Plan code template

9.4.13 Transport code

Photograph 9.4.13-1
View of transport interchange Broadbeach South. Photo by City of Gold Coast.

9.4.13.1 Application

This code applies to assessing a material change of use for all development where indicated within **Part 5 Tables of assessment** unless the development is listed as accepted subject to requirements and is:

(a) establishing in an existing lawful non-residential premises; and
(b) involving:
  (i) no building work (other than an internal fit-out); or
  (ii) only minor building work; and
(c) the development results in no loss of car parking spaces.

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

9.4.13.3 Specific benchmarks for assessment

Table 9.4.13-2: Transport code – for assessable development

<table>
<tr><th>Performance outcomes</th><th>Acceptable outcomes</th><th>Does the proposal meet the acceptable outcome?
If not, justify how the proposal meets either the performance outcome or overall outcome</th><th>Internal use</th></tr>
<tr><td colspan="2">Acceptable outcomes</td><td></td><td></td></tr>
<tr><td>PO1
Development provides off-street car parking to accommodate the parking demand.
OR
Where located in the Centre zone or the Southport Priority Development Area at rates that:
(a) reduce congestion and car dependency;
(b) maximise the efficiency of car parking provided; and
(c) encourage alternative transport options such as walking, cycling and the use of public transport.</td><td>AO1
Off-street car parking spaces are provided in accordance with the identified relevant table as follows:
<table><tr><th>Location</th><th>Off-street car parking rate</th></tr><tr><td>All zones except:
(a) Centre zone;
(b) High density residential zone (where located in the Transport hub area in Figure 9.4.13-1); or
(c) Special purposes zone – Special development area</td><td>Table 9.4.13-3</td></tr></table></td><td>COMPLIES WITH AO1
Table 9.4.13-3 requires the proposed Multiple dwelling to provide:
1.25 spaces per 2 bedroom unit (21.25 spaces)
1.5 spaces per 3-bedroom unit (24 spaces)
1.5 spaces per 4-bedroom unit (1.5 spaces); and
2 spaces + 1 per 10 units for visitor parking (6 spaces)
As such, the proposal generates a demand for 52.75 (53) on-site car parking spaces.

The development provides 53 on-site spaces of which 6 are visitor carparks; in accordance with AO1.</td><td></td></tr>
</table>

	<table><tr><td>precinct – Southport Priority Development Area</td><td></td></tr><tr><td>Centre zone and High density residential zone where nominated in the Transport hub area in **Figure 9.4.13-1**</td><td>**Table 9.4.13-4**</td></tr><tr><td>Centre zone not nominated in the Transport hub area in **Figure 9.4.13-1**</td><td>**Table 9.4.13-5**</td></tr><tr><td>Special purposes zone – Special development area precinct – Southport Priority Development Area</td><td>**Table 9.4.13-6**</td></tr><tr><td colspan="2">**Note: Where off-street car parking cannot be reasonably provided, Council may consider improvements to active and public transport to offset the shortfall in car parking spaces.**</td></tr></table>		
PO2 Development ensures that access to car parking spaces is provided for employees and bona fide visitors.	**AO2** Car parking spaces for employees and visitors do not have gateways, doors or similar devices which restrict vehicular access.	**COMPLIES WITH AO2** The proposed development does not include a gateway or restrictive device to the resident or visitor parking spaces.		
PO3 Extensions to development are provided with additional car parking spaces to meet the increased parking demand. **Note: Additional car parking spaces are not required where it can be demonstrated that the existing parking on-site was in excess of the City Plan requirements at the time of approval or the applicable parking rates currently in effect or results in the loss of existing pedestrian and cycling facilities.**	**AO3** Extensions to development provide additional car parking spaces based on the increased TUA.	**NOT APPLICABLE** The proposed development is not an extension of an existing development.		

Travel demand measures			
PO4 Development provides alternative modes of travel to reduce dependency on private vehicle usage.	**AO4.1** Development that is identified in the Transport hub area in **Figure 9.4.13-1: Transport hub area** applies travel demand measures in accordance with **Table 9.4.13-7: Travel demand measures**.	**NOT APPLICABLE** The proposed development is not located in the Transport hub area.	
	AO4.2 Development applies the car sharing travel demand measure in accordance with **Table 9.4.13-7: Travel demand measures**, where: (a) located in the Centre zone and not identified in the Transport hub area in **Figure 9.4.13-1: Transport hub area**; or (b) located in any other zone (except the Centre zone).	**NOT APPLICABLE** The proposed development is not located in the Transport hub area.	
Servicing			
PO5 Development accommodates for the required design service vehicle, including waste collection vehicles to service the development.	**AO5** Development is designed to cater for the largest service vehicle in accordance with **Table 9.4.13-9: Minimum class of service vehicle**.	**COMPLIES WITH AO5** Table 9.4.13-9 requires that a Multiple dwelling accommodate a Medium Rigid Vehicle (MRV). TTM (refer **Section 5 – Specialist Reports**) have advised that *'… a standard area for a service vehicle is to be provided for site servicing. There is provision of an MRV to stand on site within the boundary and TTM have conducted a swept path analysis of an MRV standing in the aisle whilst cars can pass.* *Section D in the architectural drawings pack indicates that there is sufficient space for the 4.5m height clearance for the MRV."*	
PO6 Development is designed to ensure: (a) that areas are provided for loading and unloading of service vehicles; (b) that loading operations are contained wholly within the site; and (c) that pathways from service areas to tenancies are an appropriate width to allow for pallets and trolleys to manoeuvre without conflicting with doors, gates or landscaping	**AO6.1** Development is designed to provide for the design service vehicle in accordance with **Table 9.4.13-8: Service vehicle requirements**.	**COMPLIES WITH AO6.1 AND 6AO.2** As discussed in response to PO5; the proposed development accommodates an MRV standing bay on site in accordance with PO6.	
	AO6.2 Service areas are designed in accordance with *AS2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities*.		

PO7 Development ensures that service vehicle routes to and from the development minimise impacts on residential safety and amenity.	**AO7** Development ensures that service vehicles use the shortest and most direct route to and from the major road network as identified on the Functional road hierarchy network as shown on the **Zone map** without impacting upon residential amenity and safety of surrounding local area.	**WILL COMPLY WITH AO7** Service vehicles are able to access the site via a direct route along Marine Parade / Boundary Street; in accordance with AO7.	
Public transport network			
PO8 Development that attracts a high proportion of people using high frequency public transport incorporates on-site provision for integration with the public transport network. This includes appropriate pedestrian and cyclist linkages which are safe, attractive and convenient to use and connected with adjoining uses, public areas and the functional road hierarchy.	**AO8** Development provides for the integration of an off-road public passenger transport facility for the following land uses: (a) Air services; (b) Educational establishment (new and existing); (c) Hospital; (d) Major sport, recreation and entertainment facility; (e) Shop (2,000m^2 or greater); and (f) Tourist attraction.	**NOT APPLICABLE** The proposal does not seek approval for any of the uses listed in AO8.	
PO9 Development that attracts a reasonable proportion of people utilising public transport and is located within 400m walking distance of an existing or future: (a) bus stop on a high frequency public transport route; (b) light rail station; and (c) heavy rail station; (d) provides appropriate pedestrian and cyclist linkages, including crossing points, which are safe, attractive and convenient to use and connect with public transport infrastructure.	**AO9** Development that is located within 400m walking distance of a public passenger transport facility provide footpaths and crossing points to access nearby transport facilities such as bus stops or rail stations safely.	**NOT APPLICABLE** The proposed Multiple Dwelling is not a development that attracts a reasonable proportion of people utilising public transport. The nearest public transport stop is 820m from the subject site.	
Active transport network			
PO10 Development ensures that adequate off-street bicycle parking and end-of-trip facilities are provided to encourage use and meet the needs and volumes of predicted pedestrian and cyclist users.	**AO10.1** Development provides off-street bicycle parking and end-of-trip facilities in accordance with **Table 9.4.13-10: Bicycle parking rates** and **Table 9.4.13-11: End-of-trip facilities for active travel users**. **Note: This AO does not apply to the following uses:**	**COMPLIES WITH PO10** Table 9.4.13-10 requires that the development provide 34 resident bicycle parks, and 14 visitor bicycle parks. The development provides 22 resident parks and 3 visitor parks which is consistent with the Austroads Bicycle Parking rates.	

	• **Dwelling house;** • **Secondary dwelling;** • **Dual occupancy; or** **Multiple dwelling (where there are 3 dwellings or less).**	TTM advise that *"The proposed development meets or exceeds Council's required bicycle parking rates (Austroads rates have been accepted by Council in previous applications) and is an acceptable provision."* (refer **Section 5 – Specialist Reports**).	
	AO10.2 Development locates end-of-trip facilities within the site in close proximity to areas of bicycle parking and entrances to the site and/or building.	**NOT APPLICABLE** End of trip facilities are not required for Multiple dwellings.	
	AO10.3 Signage for end-of-trip facilities and bicycle parking areas is provided within the site at: (a) ground level, external to buildings, identifying the location of bicycle parking areas; and (b) at bicycle parking areas, indicating the location of end-of-trip facilities.		
PO11 Development ensures that access for pedestrians and cyclists from the street frontage and from any car parking or set down area to the main entry of the building is designed to provide safe movement. It should be convenient and clearly identifiable and avoid conflict with vehicle movements.	**AO11.1** Development with 20 dwellings or less and have a single road frontage, provides a footpath, separated from the extension of the access driveway, from the property boundary for a distance equivalent to the zone front setback.	**NOT APPLICABLE** The subject has two road frontages.	
	AO11.2 Development with 20 dwellings or less and have more than 1 road frontage, provides a pedestrian and cyclist pathway from the primary road frontage that is separated from vehicle movements for a distance equivalent to the zone front setback.	**NOT APPLICABLE** The proposal seeks approval for more than 20 dwellings.	
	AO11.3 Development with 21 dwellings or more provides for at least 1 continuous pedestrian and cyclist pathway from each road frontage that is separated from vehicle movements.	**NOT APPLICABLE** The proposal seeks approval for 34 dwellings on a site with two road frontages. A pathway separated from vehicle movements is provided to the visitor bicycle parking from Boundary Street in accordance with AO11.3. A shared arrangement over the low speed driveway is proposed to the resident bicycle parking from Ward Street. TTM advise that "… *the site provisions for pedestrian/bicycle facilities is considered adequate for the*	

		development." (refer **Section 5 – Specialist Reports**).	
	AO11.4 Pathways are to be designed and constructed in accordance with *AS 1428.1-2009: Design for access and mobility Part 1: General requirements for access – New building work*.	**WILL COMPLY WITH AO11.4** The proposed internal pathways will be designed and constructed in accordance with AS1428.1-2009.	
	AO11.5 Where a non-residential land use is to occupy an established residential premises, there is no requirement to provide for a pathway from any road frontage.	**NOT APPLICABLE** The proposed development is a residential use.	
PO12 Development ensures that off-street bicycle parking areas are designed to be: (a) located outside pedestrian movements paths and be visible from the street (casual surveillance); (b) easily accessible from the road; (c) arranged so that parking and unparking manoeuvres in a car park do not damage adjacent bicycles; (d) as close as practical to the cyclists ultimate destination; (e) well lit by appropriate lighting; and (f) protected from the weather.	**AO12** Development provides bicycle parking within the site that is designed, constructed and maintained in accordance with the *Cycling Aspects of Austroads and AS 2890.3:2015 Parking facilities – Part 3: Bicycle parking* and the following: (a) employee and residential bicycle parking is provided to a User Class 2 classification accessed by users with a key or security device; (b) visitor (residential and non-residential) is provided to a User Class 3 classification, positioned at ground level in a visible line of sight to the developments main entry; and (c) ramps and pathways be provided as direct as possible from the roadway and/or pathways to the bicycle parking facilities	**WILL COMPLY WITH AO12** The proposed development provides bicycle parking within the site as detailed in response to AO10.1. The proposed bicycle parking will be designed, constructed and maintained in accordance with AS2890.3:2015 as appropriate for the User Class.	
PO13 Development ensures that access for pedestrians and cyclists to and from the site is designed to be direct, safe, pleasant and comfortable environments that connect people with places of local interest, services, public transport facilities and neighbourhoods.	**AO13** Development provides for a disability access compliant shared path or footpath along the frontage of the site within the road reserve, designed and constructed in accordance with the Functional road hierarchy network as shown on the **Zone map** and **SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards**. **Note: This AO does not apply to the following uses:** • **Dwelling house;** • **Secondary dwelling;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3**	**COMPLIES WITH AO13** The subject site has an existing level pedestrian footpath along both property frontages which will not be impacted as a result of the proposed development.	

	dwellings or less).		
PO14 Development contributes to the safe and efficient provision and operation of the bicycle network.	**AO14.1** Development that abuts a service road as shown on the Bicycle network classification map provides: (a) 2m on-road exclusive bike lane to be constructed along the full frontage of the site – development side only; and (b) on-road exclusive bicycle lanes (full-time; minimum 2.0 metres in width) through any new intersection with the required navigational aids such as (but not limited to) directional signage, route markers, pavement treatments and schematic signage. **Note: This AO does not apply to the following uses:** • **Dwelling house;** • **Secondary dwelling;** • **Dual occupancy; or Multiple dwelling (where there are 3 dwellings or less).**	**COMPLIES WITH AO14.1** There is no Bicycle classification network map provided within the City Plan mapping. However, there is an existing on-road bicycle lane adjacent to the site on Boundary and Ward Streets. The development will have no impact on these lanes.	
	AO14.1 Development that abuts a service road as shown on the Bicycle network classification map provides: (b) 2m on-road exclusive bike lane to be constructed along the full frontage of the site – development side only; and (c) on-road exclusive bicycle lanes (full-time; minimum 2.0 metres in width) through any new intersection with the required navigational aids such as (but not limited to) directional signage, route markers, pavement treatments and schematic signage. **Note: This AO does not apply to the following uses:** • **Dwelling house;** • **Secondary dwelling;** • **Dual occupancy; or Multiple dwelling (where there are 3 dwellings or less).**	**NOT APPLICABLE** Refer to response to AO14.1	
	AO14.2 Development that abuts a Principal route or	**NOT APPLICABLE** Refer to response to AO14.1	

	District route as shown on the Bicycle network classification map provides a 3m off-road shared footpath to be constructed along the full frontage of the site – development side only. **Note: This AO does not apply to the following uses:** • **Dwelling house;** • **Secondary dwelling;** • **Dual occupancy; or** **Multiple dwelling (where there are 3 dwellings or less).**		
	AO14.3 Development that abuts a Neighbourhood route as shown on Bicycle network classification map provides a 2.5m off-road shared footpath to be constructed along the full frontage of the site – development side only. **Note: This AO does not apply to the following uses:** • **Dwelling house;** • **Secondary dwelling;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings or less).**	**NOT APPLICABLE** Refer to response to AO14.1	
	AO14.4 Development that abuts a Principal route, District route or Neighbourhood route as shown on Bicycle network classification map provides a 2m wide on-road cycle lanes. **Note: This AO does not apply to the following uses:** • **Dwelling house;** • **Secondary dwelling;** • **Dual occupancy; or** **Multiple dwelling (where there are 3 dwellings or less).**	**NOT APPLICABLE** Refer to response to AO14.1	
	AO14.5 Footpaths and on-road cycle lanes are designed and constructed in accordance with **SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards**.	**NOT APPLICABLE** Refer to response to AO14.1	
	AO14.6 Development does not remove or compromise existing on-road and off-road bicycle and pedestrian infrastructure and facilities.	**COMPLIES WITH AO14.6** The proposed development does not remove or compromise existing on-road or off-road bicycle and pedestrian infrastructure.	

Roads and freight			
PO16 Where development provides for an access easement, the easement: (a) is an adequate width; (b) is constructed to a standard appropriate to the situation; and (c) does not result in unreasonable detriment or nuisance to an adjacent premises.	**AO16** No acceptable outcome provided.	**NOT APPLICABLE** The proposed development does not require an access easement.	
PO17 Development ensures that corner lots to a public roadway provide a corner truncation to ensure safety, functioning and visibility at the intersection	**AO17.1** Development provides for a corner truncation, if not already provided, at each corner of a site to a public roadway.	**ALTERNATIVE SOLUTION** The subject site is a corner allotment without a corner truncation. It is considered that the development design is appropriate to ensure that the function of the intersection is not compromised with respect to safety, function and visibility. The development proposes the driveway approximately 19.5m from the intersection and the intersection has recently been upgraded by Council which included an extension of the footpath width (at the intersection), the addition of a raised intersection and pedestrian crossings over Ward Street and Boundary Street. Low level planting is provided adjacent to the intersection. It is considered that providing a truncation to the development would provide no additional benefit to the function of the existing intersection.	
	AO17.2 Land required to provide a corner truncation made by three equal chords of a 6m radius (8m where in an Industrial estate) on the corner of the site to a public roadway must be dedicated to Council as road reserve.		
	AO17.3 At roundabouts and intersections, the truncation must be enlarged to maintain verge widths and sight line requirements.		
	AO17.4 In brownfield areas, the truncation must not reduce the size of the existing verge area.		
	AO17.5 At the entry/exit to a laneway, the truncation is an area made by one chord of a 2m radius.		
PO18 Development that provides a new intersection is designed to ensure: (a) safety and does not compromise the efficiency, function, convenience of use or capacity of the road network; (b) verge areas that provide sufficient area for safe pedestrian and cycling movement; and (c) sufficient area to provide essential services and infrastructure, including traffic	**AO18.1** Development that creates a new intersection within a public roadway ensures that the intersection is designed and constructed in accordance with *Austroads* and **SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards**.	**NOT APPLICABLE** The subject site does not propose a new intersection.	
	AO18.2 In brownfield areas, verge areas are not to be reduced but may be widened to accommodate		

management.	essential services and infrastructure, including bicycle and pedestrian pathways and public transport infrastructure.		
Ingress and egress			
PO19 Development ensures that all vehicles ingress and egress the site in a forward gear.	**AO19** Development is designed so that all vehicle classes enter and exit the site in a forward gear, unless otherwise stated in **Table 9.4.13-8: Service vehicle requirements**. **Note: This AO does not apply to the following uses:** • **Dwelling house;** • **Secondary dwelling;** • **Dual occupancy; or Multiple dwelling (where there are 3 dwellings or less).**	**ALTERNATIVE OUTCOME** The proposed development has been designed to ensure that all vehicles can enter and exit the site in forward gear with the exception of the MRV which will need to reverse into the site. The site servicing arrangements are discussed in detail in Section 6 of the Traffic Engineering Report (refer **Section 5 – Specialist Reports**); and swept paths are also provided. The arrangements are considered to comply with the intent of the City Plan.	
Integrated transport and land use			
PO20 Development is: (a) appropriately located to reduce the need to travel by car and is accessible by public transport, walking and cycling; and (b) designed to reduce impacts on the amenity, safety and operation of the road network through appropriate measures to ensure that the function and capacity of the road network not compromised.	**AO20** A Traffic Impact Assessment is prepared and submitted to Council in the following instances: (a) when the development is identified as "any other use not listed in this table" or "any other undefined use" in **Part 5 – Tables of assessment**; (b) when the development is freight dependent; (c) when vehicle access will be required to a road identified on the Function road hierarchy map; (d) when vehicle access will be required to a service road as identified on the **Pacific motorway service road types overlay map**; (e) when vehicle access will be required within 100m of a signalised intersection; (f) when vehicle access will be required within 50m of a roundabout; or (g) when a new intersection is proposed.	**NOT APPLICABLE** The proposed development does not technically require the provision of a Traffic Impact Assessment; however, due to the specifics of the proposed development, a Traffic Engineering Report is provided in **Section 5 – Specialist Reports**.	
PO21 Development is not located in areas that compromise future transport corridors, including roads, public transport and active transport.	**AO21** Land shown on the **zone maps** for the purposes of existing or future road network infrastructure, is to be dedicated to Council as public road.	**NOT APPLICABLE** The subject site is not mapped as having existing or future road network infrastructure.	

PO22 Staged development is planned, designed and constructed to ensure that: (a) the construction of active and public transport infrastructure occurs in initial stages of development; and (b) adequate car parking is provided for each stag to support the function of the development.	**AO22** No acceptable outcome provided.	**NOT APPLICABLE** The proposed development is not to be 'staged'.	
PO23 Development within the Coomera Town Centre area provides an integrated network of predominantly public streets to ensure efficient movement of pedestrians, cyclists, vehicles and strong public transport connections. **Note: Indicative access and mobility outcomes for th Coomera Town Centre area are identified on Figure 9.4.13-2.**	**AO23** No acceptable outcome provided.	**NOT APPLICABLE** The subject site is not located within the Coomera Town Centre area.	
General			
PO24 New development ensures continuous circulation aisles are provided linking all driveways and intersections to access car parking modules and service areas, and avoids the use of the road network when accessing areas within the development.	**AO24.1** All car parking modules and service areas are accessed by circulation aisles.	**COMPLIES WITH PO24** The proposed development includes a dedicated driveway and circulation aisle within the basement that provides access to all car parks. Vehicles are able to enter and exit the site in forward gear without any reverse manoeuvers to the public road; in accordance with the intent of PO24.	
	AO24.2 Circulation aisles are not disconnected by car parking modules or service areas.		
	AO24.3 All access driveways are linked by circulation aisles free from parking manoeuvres.		
	AO24.4 All vehicles can circulate throughout the new development in a forward gear without performing reverse manoeuvres.		
PO25 Off street car parking areas are designed to: (a) provide a legible and efficient internal layout; (b) ensure the safety and security of users; (c) clearly distinguishable from pedestrian paths and entry points; (d) be easily negotiated by vehicles and pedestrians including persons with a disability; (e) ensure that there is no disruptions to or	**AO25.1** Off street car parking is designed, constructed, line marked and maintained in accordance with *AS 2890.1:2004 – Parking facilities – Part 1: Off-street car parking, AS 2890.2–2002 Parking facilities – Part 2: Off-street commercial vehicle facilities, AS/NZS 2890.6:2009 Parking facilities Part 6: Off-street parking for people with disabilities and AS 1428.1–2009: Design for access and mobility Part 1: General requirements for access – New building*	**WILL COMPLY WITH AO25.1** TTM consulting have reviewed the proposed car parking arrangements for the development (refer **Section 5 – Specialist Reports**) and advise that the proposed car parking is compliant and suitable for the proposed development. Car parking will be constructed, line marked and maintained in accordance with the relevant standards and the requirements of AO24.1.	

queues onto the public road network; (f) provide sight distances from driveways to ensure visibility between vehicles on the driveway and pedestrians on the verge; and (g) be marked and maintained to the current relevant standard.	*work.*		
	AO25.2 The entry/exit to a driveway, internal to the property boundary of the development, is separated by a central island containing an intercom or similar electronic access device. The intercom (or similar device) is to be setback 4m from the property boundary. OR The intercom: (a) is positioned on the right hand side of the access driveway against a wall; and (b) setback 4m from the property boundary, internal to the development. **Note: The intercom system is only required where visitor car parking is provided behind a security gate.**	**NOT APPLICABLE** The development does not propose to include an intercom system on the driveway. It is noted that the development provides the required number of on-site visitor carparks with a turning bay provided adjacent to the last visitor car park.	
	AO25.3 Development does not provide pavement humps or raised platforms in queuing areas.	**COMPLIES WITH AO25.3** The proposed development does not provide pavement humps or raised platforms in queuing areas.	
	AO25.4 Development is designed so that vehicles do not reverse across marked pedestrian crossings.	**COMPLIES WITH AO25.4** All vehicles are able to exit the site in forward gear.	
PO26 Car parking spaces do not restrict any other space unless it is in a tandem arrangement where no inconvenience arises from its use.	**AO26.1** Tandem car parking (2 car spaces parked nose to tail) are counted as 1 space, except in the following cases: (a) the spaces are designated and signed for residential purposes of the same dwelling; or (b) the spaces are designed and signed for the occupants of the site, in a single tenancy; or (c) the off-street car parking is to be operated as a privately operated public car park with on-site management whereby the off-street tandem car parking spaces may be counted as no greater than 1.5 spaces.	**NOT APPLICABLE** Tandem car parking is not proposed.	
	AO26.2 The minimum length of a tandem car space is 10.4m.		
	AO26.3 The minimum length of a tandem garage is 11m.		

PO27 Development ensures that where provision is made for a porte cochere, it is designed to enable vertical clearance, manoeuvring, access and queuing of vehicles. The capacity of the porte cochere must accommodate vehicles entirely within the site, including the queuing of vehicles.	**AO27** The porte cochere is to be a minimum of 4.5m in height.	**NOT APPLICABLE** The proposal does not include a porte cochere.	

Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area

This table sets out the minimum number of car parking spaces required according to the use applied for. Where the calculated number of car spaces is not a whole number, the number of car parking spaces required must be the next higher whole number.

Land use	Minimum number of off-street car parking spaces
Multiple dwelling	(a) 1 per 1 bedroom unit or dwelling (b) 1.25 per 2 bedroom unit or dwelling (c) 1.5 per 3 bedroom unit or dwelling (d) 2 per 4 bedroom unit or dwelling (e) *2 plus 1 per 10 units or dwellings for visitors **Note: At least 50% of visitor parking to be provided in a single location**

Table 9.4.13-8: Service vehicle requirements

Site area (m^2)	Service vehicle requirements
Less than 1,000m^2	Demonstrate that the development can accommodate the design service vehicle – in accordance with **Table 9.4.13-9: Minimum class of service vehicle** – but a separate service bay and associated manoeuvring area are not required. Where it can be demonstrated that loading and unloading of goods and services can take place within the road reserve, in accordance with the Department of Transport and Main Roads Manual of Uniform Traffic Control Devices, without impact on the safe and efficient operation of traffic – including pedestrian and cyclists – and with no detrimental impact on surrounding amenity consistent with the community's reasonable expectations, Council may determine that heavy rigid vehicle (HRV) and articulated vehicle (AV) access in not required.

Editorial note – Restricted manoeuvring is designed as a single point reverse manoeuvre from the public roadway into the site to access a servicing area. This manoeuvre may be performed from the kerbside lane where it is clearly demonstrated that the design vehicle can achieve the manoeuvre to access the service area.

Table 9.4.13-9: Minimum class of service vehicle

Where waste collection is required to be provided for on-site, and the stated service vehicle in the table below is less than a Council refuse collection vehicle, then the development must be designed to cater for a waste collection vehicle in accordance with SC6.15 City Plan policy – Solid waste management (or as amended) and SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards (or as amended) as required.

Land use	Minimum class of service vehicle
Multiple dwelling	Not applicable
Multiple dwelling if: (a) **there are 3 dwellings or less**	Not applicable
Multiple dwelling if: (a) **an internal (private) circulation road way is proposed** (b) **a vertical built form (tower) is proposed**	Standing area for an MRV on-site
Editorial note – A VAN is a 99.8th percentile vehicle equivalent to the AS2890.1-2004 B99 vehicle or large car.	

Table 9.4.13-10: Bicycle Parking Rates

Land use	Long and medium term off-street bicycle parking (staff – Class 2)	Short term off-street bicycle parking (visitors – Class 3)	Additional end-of-trip facilities required (refer to Table 9.4.13-11)
Multiple dwelling	1 per dwelling	1 per 3 dwellings	No

Note: User Class as referred to and defined in *Austroads*

Figure 9.4.13-1: Transport hub area

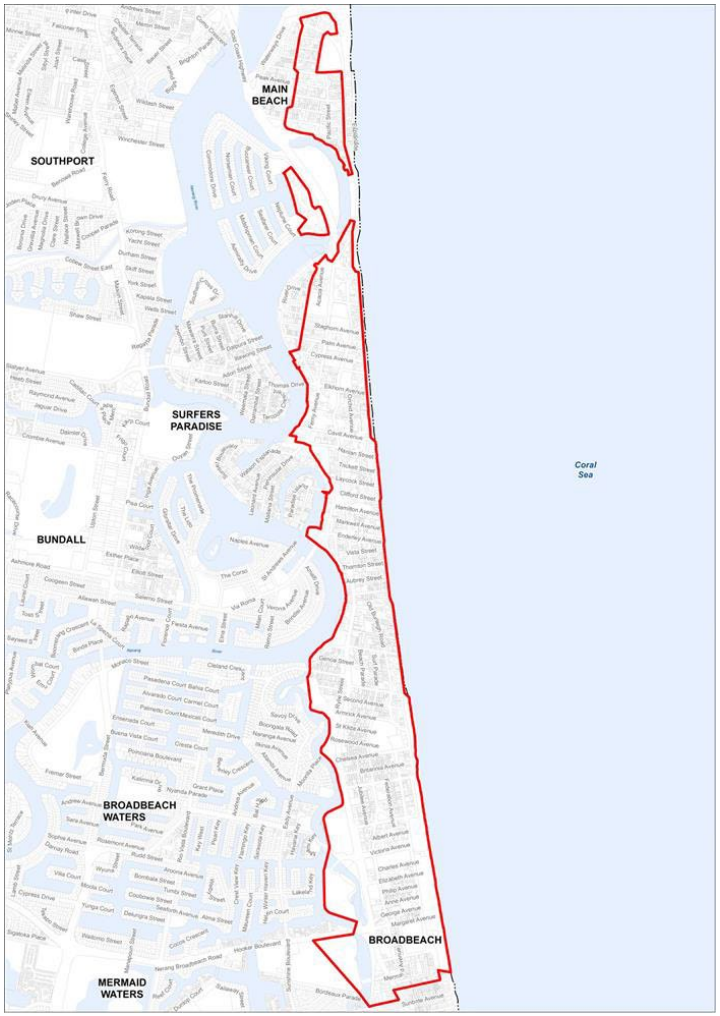
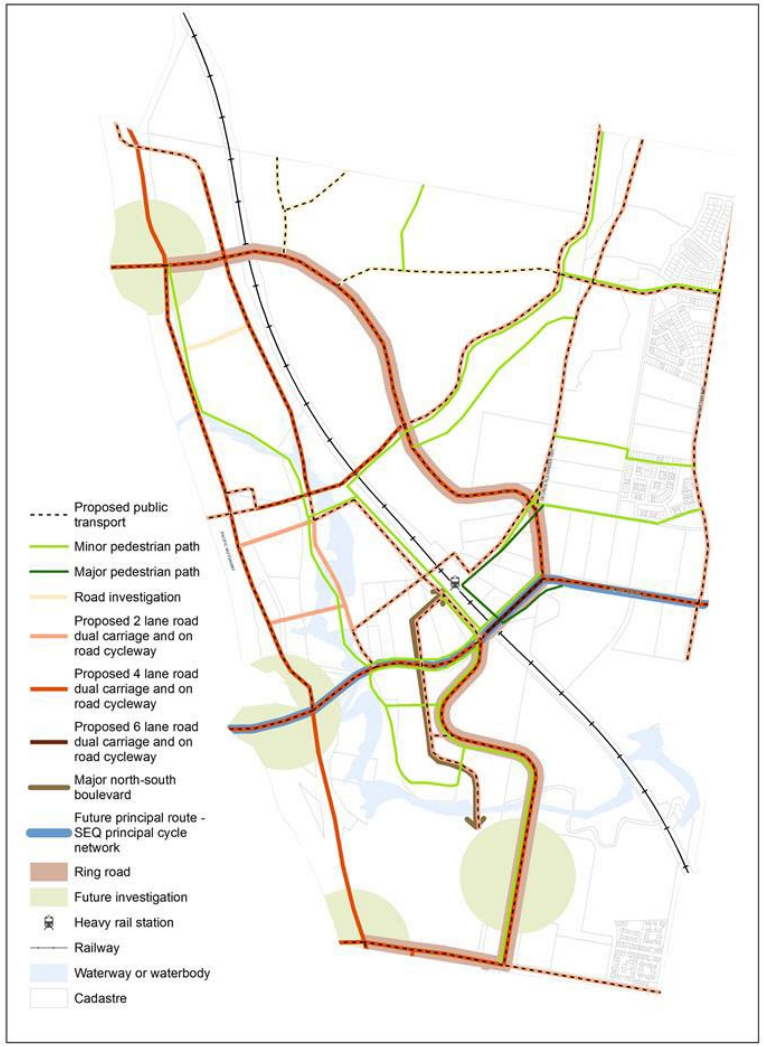


Figure 9.4.13-2: Coomera Town Centre indicative access and mobility



City Plan code template

8.2.2 Airport environs overlay code

Photograph 8.2.2-1
Photograph of Gold Coast Airport located at Coolangatta. Photograph courtesy of Gold Coast Airport.

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**.

8.2.2.3 Specific benchmarks for assessment

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Heights of buildings and other structures			
PO1 Building height and structure height does not affect the current or future operational efficiency of Gold Coast Airport or create a hazard to the safe navigation of aircraft using the airport's prescribed airspace. **Note: The requirements associated with the heights of buildings are also applicable to temporary intrusions into prescribed airspace, such as cranes utilised during building construction.** **Editor's note – A development proposal involving a building, structure, crane or other construction equipment which exceeds 110m is required to be notified to CASA. Furthermore, any building, structure, crane or other construction equipment which exceeds 150m above ground level must be regarded as an obstacle unless assessed otherwise by CASA. Council is required to refer such development proposals to the airport manager for assessment, who will then refer the proposal to CASA. Refer to the SPP guidelines for more information regarding the Australian Government's role and assessment processes for intrusions into operational airspace of strategic airports.**	**AO1** Building height and structure height does not exceed the current maximum allowable height applicable to the subject site, as identified on **Airport environs – Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces overlay map** and **Airport environs – Obstacle Limitation Surface (OLS) overlay map**. **Editor's note – A development proposal involving a building, structure, crane or other construction equipment which encroaches into the operational airspace of a Leased Federal or other strategic airport must be referred by Council to the airport manager for assessment, who will on refer the proposal to the Australian Government if required.**	**COMPLIES WITH AO1** The proposed development is mapped on the PANS-OPS Contour within a Horizontal Plane area of 141.648. The site is also within the OLS 15m outer horizontal surface and within the Inner Horizontal Surface Height of 49.5m. The proposed building has a height less than that afforded by the City Plan (including the 50% uplift provision); is located at the bottom of a hill and proposes a height less than other existing development in the immediate vicinity. It is considered that the proposed development meets the requirements of AO1.	

Acoustic treatment to buildings to lessen the impact of aircraft noise (on land within the Airport environs – Airport Noise Exposure Forecast (ANEF) contour overlay map)			
PO2 Development, other than an extension to an existing Dwelling house, on land within the 20 ANEF contour or greater as shown on the latest approved ANEF plan for Gold Coast Airport, is designed and constructed to prevent adverse impacts from aircraft noise. **Note: The current ANEF mapping for Gold Coast Airport as at the date of adoption of the planning scheme is shown in Airport environs – Australian Noise Exposure Forecast (ANEF) contour overlay map.**	**AO2** Development within the 20 ANEF contour or greater, as identified on **Airport environs – Australian Noise Exposure Forecast (ANEF) contour overlay map** is acoustically insulated to the applicable standard required by *AS 2021:2015 Acoustics – Aircraft noise intrusion – Building siting and construction*.	**NOT APPLICABLE** The subject site is not mapped within an ANEF contour	
Reflective roof materials, advertising devices and artificial light sources (on land within the Gold Coast Airport lighting zone)			
PO3 Development involving reflective roof materials, illuminated advertising devices or other artificial light sources, including street lighting and coloured lights, do not create a visual hazard for aircraft operation on approach to, or take off from, the Gold Coast Airport. **Note: For advice on how to meet aviation safety requirements refer to *Civil Aviation Safety Authority (CASA) guidelines: Lighting in the Vicinity of Aerodromes – Advice to Lighting Designers*.** **Note: Use of a reflective roof surface in the Lighting Zone of Gold Coast Airport constitutes a 'controlled activity', and requires approval from the operator of Gold Coast Airport. (Roof materials having solar absorbency greater than 0.35 are deemed to be pre-approved).**	**AO3.1** The illuminated advertising device or artificial light source does not exceed the maximum intensity of illumination within the respective light intensity zone, as identified on **Airport environs – lighting area buffer zones overlay map**.	**NOT APPLICABLE** The proposal is not on land within the Gold Coast Airport Lighting Zone.	
	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**.		
	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**.		
	AO3.4 The roof of any building located on land identified on **Airport environs – lighting area buffer zones overlay map** has a solar absorbency greater than		

	0.35.		
Development within public safety areas			
PO4 Development within the Public Safety Area for Gold Coast Airport as identified on **Airport environs – public safety area overlay map** does not increase the amount of people living and using the area or increase the risk to airport operations.	**AO4** Development within the Public Safety Area for the Gold Coast Airport as identified on the **Airport environs – public safety area overlay map** does not: (a) Increase the number of people living in the area, and proposes no greater density than a Dwelling house. (b) Introduce or intensify community, commercial, industrial or any other uses. (c) Involve the manufacturing or bulk storage of hazardous (explosive or noxious) or flammable materials.	**NOT APPLICABLE** The subject site is not located within the Public Safety Area for the Gold Coast Airport.	
Aviation facilities			
PO5 Development in the area, around Airservices Australia Aviation Facilities identified on Airport environs – **Airservices Australia aviation facilities overlay map**, does not adversely impact on the functioning of these facilities. **Note: If development has the potential to adversely affect the functioning of Airservices Australia Aviation Facilities, approval is required from the Manager, Operational Requirements and Services (Airservices Australia).**	**AO5.1** Development that involves electrical or electromagnetic fields (e.g. arc welding) or that creates a permanent or temporary physical line of sight obstruction between transmitting and receiving devices, is not located within the VHF 500m buffer overlay for the Springbrook VHF facility (as identified on the **Airport environs – Airservices Australia aviation facilities overlay map**).	**NOT APPLICABLE** The development does not involve electrical or electromagnetic fields and will not create a permanent or temporary obstruction between transmitting and receiving devices.	
	AO5.2 Development that involves any of the following, is not included within the VOR 1000m buffer overlay for the Jacobs Well VOR facility (as identified on **Airport environs – Airservices Australia aviation facilities overlay map**): (a) creating a permanent or temporary physical line of sight obstruction; (b) overhead lines exceeding 5m in height; (c) metallic structures exceeding 8m in height; (d) trees and open lattice towers exceeding 10m in height; (e) wooden structures exceeding 13m in height.	**NOT APPLICABLE** The subject site is not located within the VOR 1000m.	

	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; metallic structure exceeding 8m in height.	**NOT APPLICABLE** The subject site is not located within the building restricted area for the Mt Sommerville PSR and SSR facilities.	
	AO5.4 Development that involves any of the following, is not located within the building restricted area for the Coolangatta DVOR, DME and NDB facilities (as identified on the **Airport environs - Airservices Australia aviation facilities overlay map**). (a) creating a permanent or temporary physical line of sight obstruction; (b) overhead lines exceeding 5m in height; (c) metallic structures exceeding 8m in height.	**NOT APPLICABLE** The subject site is not located within the building restricted area for the Coolangatta DVOR, DME and NDB facilities.	
Potential bird or bat strike on aircraft (on land within the Gold Coast Airport wildlife hazard buffer zones)			
PO6 Development in the bird/bat strike zones of Gold Coast Airport, as identified on **Airport environs – wildlife hazard buffer zones overlay map**, does not exacerbate the potential for bird or bat strike on aircraft.	**AO6.1** In locations within 3km of the Gold Coast Airport, as identified on **Airport environs – wildlife hazard buffer zones overlay map**>, where planting as part of a development could result in increased attraction of birds or bats, with the possibility of creating a hazard for aircraft operations, plant species will be selected which are not subject to heavy flowering or fruiting. **Editors Note: The operator of Gold Coast Airport maintains a preferred plant species list that is available for the assistance of development proponents, if required.**	**NOT APPLICABLE** The site is located more than 3km from the Gold Coast Airport.	
	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	**NOT APPLICABLE** The site is located more than 3km from the Gold Coast Airport.	

	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.		
	AO6.3 The following land uses are not located within 3km of the airport runway, as identified on **Airport environs – wildlife hazard buffer zones overlay map**: (a) Cropping (turf farm or fruit tree farm) (b) Intensive animal industry (piggery) (c) Aquaculture (fish processing/packing plant) (d) Conservation state (e.g. wetland) (e) Major sport, recreation and entertainment facility (showground) (f) Low impact industry, Medium impact industry, high impact industry (food processing plant) (g) Food/organic waste facility: and (h) Putrescible waste facility (e.g. landfill, transfer station)	**NOT APPLICABLE** The site is located more than 3km from the Gold Coast Airport.	
	AO6.4 Where the uses listed in AO6.3 are located between 3km and 13km from the airport runway, as identified on the **Airport environs – wildlife hazard buffer zones overlay map**>, measures that prevent wildlife attraction are undertaken (e.g. covering of potential food/waste sources and other wildlife deterrence methods). **Note: Where exceptional circumstances justify approval of development within 3km – 13km of the airport runway, rigorous wildlife management measures to avoid attracting wildlife should be incorporated in the development proposal.**	**NOT APPLICABLE** The proposal is not for a use listed in AO6.3.	
	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:**	**NOT APPLICABLE** The proposal is residential in nature and is not likely to attract wildlife.	

	(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) Sewerage/wastewater treatment facility		
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.	**COMPLIES WITH AO7.1.** The proposed residential development will not emit smoke, steam, dust or other particulate matter; in accordance with AO7.1.	
	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.	**COMPLIES WITH AO7.2** The proposed residential development will not emit a gaseous plume.	
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 Services – Aircraft Operational (PANS-OPS) surfaces overlay map and Airport environs – Obstacle Limitation Surface (OLS) overlay map.**	**AO8** Activities involving transient intrusions such as parachuting, hot air ballooning or hang gliding are not located within the airspace of the Gold Coast Airport.	**NOT APPLICABLE** The proposed residential use is not a transient intrusion.	

City Plan code template

8.2.4 Coastal erosion hazard overlay code

Photograph 8.2.4-1
View from Burleigh Heads. Photo by City of Gold Coast.

8.2.4.1 Application

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

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

8.2.4.3 Specific benchmarks for assessment

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Setbacks			
PO1 Buildings and structures are setback from the ocean beach to: (a) ensure the protection and maintenance of the foreshore seawall (boulder wall); (b) protect the landscape character of the foreshore environment; (c) protect beachfront properties from erosion and other coastal hazards; (d) ensure the protection and maintenance of the active dunal areas; and (e) ensure unimpeded access through to neighbouring properties for seawall maintenance.	**AO1** Buildings and structures are setback at least 8.1m from the foreshore seawall line shown on the **Coastal erosion hazard overlay map**. **Note: Contact Council for information on the distance of the foreshore seawall line from the property boundary.**	**COMPLIES WITH AO1** The subject site is not a seawall site and as such is setback more than 8.1m from the Foreshore Seawall Line.	
Erosion protection			
PO2 All buildings and structures (including any refurbishment works to existing buildings or structures) on land near the open coast have adequate footings, designed and certified by a Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering, and	**AO2.1** Erosion prevention devices, including building footings, are certified by a Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering with a suitable specialty.	**WILL COMPLY WITH AO2.1** The proposed development will be certified by a RPEQ specialising in civil/structural engineering; to ensure compliance with AO2.1.	
	AO2.2 Buildings with a height up to 25m that are wholly	**NOT APPLICABLE** The development has a proposed height that exceeds	

constructed to ensure that they are erosion resistant to safe standards.	or partly located within land identified on the **Coastal erosion hazard overlay map** as an 'area from seawall to 40m west requiring special building footings' are located and designed, constructed and certified for scour to at least at RL 0.0 metres AHD.	25m.	
	AO2.3 Buildings with a height up to 25m that are wholly or partly located within land identified on the **Coastal erosion hazard overlay map** as an 'area from 40m west of seawall to 75m west of seawall requiring special building footings' are located and designed, constructed and certified for scour to at least at RL +1.0 metres AHD.	**NOT APPLICABLE** The development has a proposed height that exceeds 25m.	
	AO2.4 Buildings with a height exceeding 25m that are wholly or partly located within land identified on the **Coastal erosion hazard overlay map** as an 'area from seawall to 40m west requiring special building footings' are located and designed, constructed and certified for scour to at least at RL –3.0 metres AHD.	**NOT APPLICABLE** The development is not within 40m of the seawall.	
	AO2.5 Buildings with a height exceeding 25m that are wholly or partly located within land identified on **Coastal erosion hazard overlay map** as an 'area from 40m west of seawall to 75m west of seawall requiring special building footings' are located and designed, constructed and certified for scour to at least at RL 0.0 metres AHD.	**NOT APPLICABLE** The development is not within 75m of the seawall.	
	AO2.6 Buildings that are wholly or partly located within 75m of the foreshore seawall line shown on the **Coastal erosion hazard overlay map** are located and designed, constructed and certified for resisting wave attack to at least at RL +6.0 metres AHD.	**NOT APPLICABLE** The development is not within 75m of the seawall.	
PO3 For development on land identified as a 'Foreshore Seawall site' on the **Coastal erosion hazard overlay map** a foreshore seawall (boulder wall)	**AO3.1** Development on land identified as a 'Foreshore Seawall site' on **Coastal erosion hazard overlay map** :	**NOT APPLICABLE** The site is not mapped as a 'foreshore seawall site'.	

certified by Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering is in place to protect persons and property from erosion and other coastal hazards.	(a) a foreshore seawall (boulder wall) is constructed, for the full width of the property, on the foreshore seawall line shown on the **Coastal erosion hazard overlay map**; and (b) a Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering has certified that the foreshore seawall (boulder wall) is in accordance with SC6.11 City Plan policy – Land development guidelines – standard drawings (**standard drawing 04-001** and **04-002**).		
	AO3.2 Prior to the commencement of the construction or reconstruction of a foreshore seawall (boulder wall), sufficient security is provided to Council to ensure that: (a) it is constructed in accordance with Council requirements; (b) appropriate dune restoration will be undertaken in accordance with **SC6.4 City Plan policy – Coastal dune management**	**NOT APPLICABLE** The site is not mapped as a 'foreshore seawall site'.	
Restoration and replenishment of beach sand			
PO4 Development on land near the open coast contributes to the maintenance of the beach zone through replenishment of excavated sand.	**AO4.1** The development is on a site wholly or partly identified on the **Coastal erosion hazard overlay map** as '0 to 500m west of seawall' requires sand excavated in this area to be dumped on beach as directed. Excess sand that is excavated in the course of development is: (a) cleaned using a 20mm sieve to remove all material other than clean sand; and (b) delivered and deposited to a beach as directed by Council; and (c) if the sand excavated on the site exceeds 1,500 cubic metres, a supervisor appointed by Council shall be employed for the duration of the sand excavation and deposition at the expense of the applicant.	**WILL COMPLY WITH AO4.1** The subject site is located wholly within the area '0-500m west of the seawall' and is able to have excavated sand dumped on the beach as directed; in accordance with AO4.1.	
	AO4.2 Prior to the commencement of sand extraction and deposition, sufficient security is provided to	**WILL COMPLY WITH AO4.2** The subject site is located wholly within the area '0-500m	

	Council to ensure that: (a) it is sieved and placed on an ocean beach in accordance with Council requirements; and **(b)** appropriate beach protection and/or restoration measures are used.	west of the seawall' and is able to have excavated sand dumped on the beach as directed. Sufficient security is able to be provided to Council; in accordance with AO4.2.	
Protection of the coastal environment			
PO5 Coastal dunes are protected and managed to minimise human impacts on existing dune vegetation and facilitate restoration and protection of dune systems.	**AO5.1** A rear dune fence is constructed on the foreshore seawall line shown on the **Coastal erosion hazard overlay map** and: (a) there is no fence or structure linking the rear dune fence with any fence on the site; and (b) the fencing is in accordance with **SC6.11 City Plan policy – Land development guidelines (Section 9.8 Foreshore seawalls and dune fencing and standard drawing 04-003)** and **SC6.4 City Plan policy – Coastal dune management**.	**NOT APPLICABLE** The site is not mapped as a 'foreshore seawall site' and therefore does not require a dune fence.	
	AO5.2 Dune fencing does not impede public access to, and along, the beach.	**NOT APPLICABLE** The site is not mapped as a 'foreshore seawall site' and therefore does not require a dune fence.	
PO6 The proposed development responds to the adjoining dune environments by: (a) ensuring the retention and planting of appropriate vegetation to assist in dune stabilisation and habitat protection; (b) reinforcing the visual amenity of the city's beaches by using appropriate vegetation and landscaping; (c) facilitating safe public access through public land; (d) ensuring water quality is not diminished; and (e) considering the visual amenity and privacy requirements of beachfront residents. **Note: Compliance with SC6.4 City Plan policy – Coastal dune management is Council's preferred method of demonstrating compliance with this performance outcome.**	**AO6** No acceptable outcome provided.	**NOT APPLICABLE** The site is not mapped as a 'foreshore seawall site' and does not have an adjoining dune environment.	

Scenic amenity			
PO7 Development does not adversely affect the scenic amenity of the foreshore having regard to: (a) views from adjoining open space; (b) shadowing of public space; and (c) scale of adjoining development.	**AO7** No acceptable outcome provided.	**COMPLIES WITH PO7** The proposed development is situated approximately 120m from the foreshore and has been designed with a style and using materials reflecting of the existing and emerging coastal architecture within Coolangatta. The building is of a height established and expected within the locality. The proposal plans (refer **Section 4 – Plans**) include a building height assessment which demonstrates that the development is of a scale consistent with outer developments in the locality, and will not detrimentally impact views from public open space. In addition shadow diagrams demonstrate that the proposal will not detrimentally overshadow public space.	
Public access			
PO8 Any area of the site seaward of the foreshore seawall line as shown on the **Coastal erosion hazard overlay map** is transferred to Council ensure public access and beach protection.	**AO8** For reconfiguring a lot applications, land seaward of the foreshore seawall line is to be transferred to Council to ensure public access and beach protection. For material change of use, operational works or building works, land seaward of the foreshore seawall line should remain free from development or where this is not possible ensure that structures are temporary, can be easily removed during erosion events or sacrificial in nature.	**NOT APPLICABLE** The proposal is not a 'foreshore seawall site' and does not contain land seaward of the foreshore seawall line.	

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Setbacks			
PO9 Buildings and structures are setback from waterways to: (a) maintain the long term integrity of the foreshore stability structure and public access areas; (b) ensure the hydraulic performance of the waterway is not compromised; (c) provide for the undertaking of future maintenance of the foreshore stability structure and public access areas; and (d) ensure unimpeded access through to neighbouring properties for revetment wall maintenance.	**AO9.1** Buildings and structures are not located beyond the waterway regulation line. **Note: For guidance applicants should refer to SC6.11 City Plan policy – Land development guidelines – standard drawings (standard drawing 04-004).** **Note: The applicant will be required to contact Council to determine the location of the waterway regulation line.** **AO9.2** For properties identified on the **Coastal erosion hazard overlay map** as 'Area Affected by Waterway Building Setback (Nominated)', buildings and structures are set back from waterways in accordance with the waterway building setback line. **Note: Applicants are advised to contact Council for the location of the waterway building setback line for their property. Refer to SC6.11 City Plan policy – Land development guidelines – standard drawings (standard drawing 04-004) to determine the relationship of the waterway building setback line to waterways**. OR For properties identified on the **Coastal erosion hazard overlay map** as 'Area Affected by Waterway Building Setback (To be Advised)' or 'Refer to CGC for Waterway Building Setback' where no waterway building setback line is nominated or determined as part of the condition/s of a development permit, buildings and structures are setback from waterways in accordance with the setback line determined by Council following submission of a report prepared in accordance	**NOT APPLICABLE** The subject site is not located adjacent to a canal or waterway.	

<table>
<tr>
<td></td>
<td>with SC6.11 City Plan policy – Land development guidelines (Section 8.3.3 Waterways report (canals, lakes, tidal waters, creeks, rivers and other waterways)).

The following buildings and structures may intrude into the setback area as follows:
<table>
<tr><th>Structure</th><th>Maximum acceptable intrusion into setback area</th></tr>
<tr><td>Eaves overhang</td><td>1m</td></tr>
<tr><td>Cantilevered balcony</td><td>2m</td></tr>
<tr><td>Attached pergola comprising open sides and a roof without impervious sheeting</td><td>2.5m</td></tr>
<tr><td>Cantilevered not more than 1.2m in height above the natural ground surface</td><td>Unlimited</td></tr>
<tr><td>Swimming pool not more than 1m above the natural ground surface</td><td>Unlimited where it demonstrated there exists structural independence between the revetment wall and swimming pool and sufficient access is provided for maintenance.</td></tr>
</table>
</td>
<td></td>
<td></td>
</tr>
<tr>
<td colspan="2">Erosion protection</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PO10
Foreshore stability solutions for canals and waterways must:
(a) demonstrate on going sustainability of the waterbody;</td>
<td>AO10.1
Where structures in, on and over the water are proposed, a report is prepared by a Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering with a suitable</td>
<td></td>
<td></td>
</tr>
</table>

(b) protect persons and property from erosion and other coastal hazards; and (c) be certified by a Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering.	speciality, detailing the most appropriate foreshore stability solution. **Note: The report is to be prepared in accordance with SC9.11 City Plan policy – Land development guidelines (Sections 8.3.3 Report submission – waterways (canals, lakes, tidal waters, creeks, rivers and other waterways)).** OR Where a report for a foreshore stability solution is not deemed necessary, prior to the development commencing on site, an inspection of the condition of the existing revetment wall or erosion prevention/bank stability measure is undertaken. The inspection must report on the existing condition of the structure and make any recommendations as to any repairs or maintenance work necessary. If repairs or maintenance works are needed, they are to be completed and certification from a Registered Professional Engineer of Queensland (RPEQ) is required. **Note: Certifications and reports are required to be submitted to Council, for Council's records.**		
	AO10.2 Proposed foreshore stability solutions are in accordance with the condition/s of a development permit.		
	AO10.3 Where revetment walls are to be utilised, construction is to occur in accordance with SC6.11 City Plan policy – Land development guidelines – standard drawings (**standard drawing 04-004**) on the waterway regulation line. The wall is to be certified by a Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering with a suitable speciality.		
Protection of the coastal environment			
PO11 Development on land adjoining a waterway	**AO11** No acceptable outcome provided.		

maintains the environmental values of the waterway, including ensuring no adverse impacts on riparian vegetation. **Note: Where the waterbody contains a natural bank, setbacks to the waterway should be consistent with those articulated in the Environmental significance overlay code.**			
PO12 Development on land adjoining a waterway ensures the water quality and quantity of the adjoining waterway is maintained having regard to: (a) current or intended uses of the waterway; and (b) water quality of adjacent waterways.	**AO12** For development on land adjoining a waterway, a water quality management plan is prepared by a suitably qualified person and demonstrates that: (a) the proposed use will not adversely impact the water quality and quantity of the waterway; (b) the proposed non-residential development will comply with *Water Quality Standards for Specific Waterbodies* or the *AWQ Guidelines*; and (c) overland flow does not impact on the structural integrity of the foreshore stability structure.		
Scenic amenity			
PO13 Development on land adjoining a waterway does not adversely affect the scenic amenity of the foreshore or waterway environs.	**AO13** Development layout and building setbacks maintain the existing view line of neighbouring properties.		
Public access			
PO14 All areas of a site below high water mark adjoining a canal or tidal waterway are maintained for public purposes as permanently inundated land.	**AO14** The area below high water mark is to be transferred to Council as public open space.		

City Plan code template

8.2.8 Flood overlay code

8.2.8.1 Application

This code applies to assessing operational work, material change of use or reconfiguration of a lot for development subject to the Flood overlay and identified in **Part 5.10 Categories of development and assessment – Overlays**

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

8.2.8.1 Specific benchmarks for assessment

Table 8.2.8-2: Flood overlay code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets either the performance outcome or overall outcome**	Internal use
Flood storage			
PO1 All development activity conducted on land below the designated flood level must not detrimentally affect the flood storage capacity of the catchment and the drainage regime.	**AO1** The flood storage volume on the site is maintained up to the Designated Flood Level. **Note: The Designated Flood Level must be obtained from Council's Flood Search.**	**COMPLIES WITH AO1** Friends Engineering have calculated the existing flood storage volume using 12D Model Software, to be 45.6m^3. Basement 3 of the proposed development will be allowed to flood up to a depth of 400mm, providing a post-developed flood storage volume of 45.7m^3, and ensuring no loss in flood plain storage. Alternatively, the development may construct a flood storage tank of 45m^3 volume to ensure no loss in flood plain storage. The proposed development will therefore not result in any reduction in flood storage volume.	
Building floor levels			
PO2 Development that is located on flood prone land shall not be inundated by floodwaters during a designated flood and allowance must be made for elements that could result in an elevated	**AO2.1** Building floor levels of habitable rooms must be at or above the height of the combined designated flood level and minimum freeboard derived from **Table 8.2.8-6 – table to acceptable outcome**	**COMPLIES WITH AO2.1** The Designated Flood Level for the site is 2.28m AHD, and Table 8.2.8-6 requires all habitable floor levels to be a minimum of 300mm above the DFL (i.e. 2.58m AHD). The proposal plans demonstrate that the Ground Floor	

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
flood, including: (a) the hydraulic gradient above the main floodway (b) The impact of events such as wind and wave action on the flood surface; and (c) Uncertainty associated with the designated flood level.	**AO2.1**	of the development is located at RL3m; in accordance with the City Plan requirements.	
	AO2.2 Where a proposed land use does not reasonably apply to any land use listed in the **Table 8.2.8-6: Table to acceptable outcome AO2.1**, the applicant is to submit: (a) the proposed minimum flood AEP for building floor levels; (b) the proposed design freeboard above the specified flood level; and (c) a flood hazard and flood risk assessment for the proposed development, assessing the effects on costs, safety, access and potential losses.	**NOT APPLICABLE**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
PO3 Building floor levels of garages and non-habitable rooms must be constructed at a height that reflects an acceptable flood risk for their purpose. **Note: PO3 does not apply to:** • **extensions to existing buildings;** • **structures detached from a dwelling, for which the use is ancillary to that of a dwelling, provided that use is not listed in column 1 of Table 8.2.8-3: Table to performance outcome PO7.**	**AO3.1** Building floor levels of garages and non-habitable rooms, constructed at approximately the same level as, and attached to, the main dwelling, are constructed at a height above the Designated Flood Level, except where the dwelling has a suspended floor, constructed one metre or more above ground, or where the building is to be constructed within a Rural zone. **AO3.2** Garages and car parks detached from the building are not inundated to cause more than a medium hazard, as identified within **Table 8.2.8-5 Table to acceptable outcome AO11, for the designated flood**.	**COMPLIES WITH PO3** Friends Engineering's Flood Code Response Report **(Section 5 – Specialist Reports)** advises that Proposed Basement 3 will be allowed to flood to a maximum depth of 400mm, as shown on Friends Plan DA06-FE22103. The proposed basement is constructed in a manner that reflects an acceptable flood risk for its purpose.	
Overland flow			
PO4 Development must not obstruct free open surface flow of stormwater through a site.	**AO4** Overland flowing stormwater is allowed free open surface flow between the street and any waterway at the rear of the property, in accordance with the provisions of the *Building Code of Australia*.	**NOT APPLICABLE** The site is not affected by any overland flow. Flooding on the site is controlled by riverine and storm tide.	
Flooding risk			
PO5 Development in flood affected areas must not cause, or have the cumulative potential to cause, damage, must not increase the level of risk to life, or be to the detriment of flood evacuation procedures.	**AO5** Development does not: (a) increase the number of people calculated to be at risk from flooding; (b) increase the number of people likely to need evacuation;	**COMPLIES WITH AO5** Section 6 of Friends Engineering's Flood Code Response Report **(Section 5 – Specialist Reports)** provides Shelter in Place provisions to ensure that the development does not: (a) Increase the number of people at risk from flooding; (b) Increase the number of people likely to need	

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) shorten flood warning times; (d) impact on the ability of traffic to use evacuation routes, or unreasonably increase traffic volumes on evacuation routes, or as identified within Council's Counter Disaster Plan (flooding); (e) place additional burdens on Council's resources or emergency services; (f) increase the duration of flooding, unless that increase is part of a Council approved flood mitigation strategy.	evacuation; (c) Shorten flood warning times; (d) Have impacts on the ability of traffic to use evacuation routes etc. (e) Place additional burdens on Council's resources or emergency services; and (f) Increase the duration of flooding.	
Flood storage and conveyance			
PO6 Development with plans for earthworks in a floodplain on or over a water body or within a flood affected area below the Designated Flood Level must allow for the maintenance of flood storage, and flood conveyance of flood and drainage channels and overland flow paths.	**AO6.1** Provide flood storage calculations that demonstrate that flood storage volume, over the site below the Designated Flood Level, is maintained or increased.	**COMPLIES WITH AO6.1** Section 5 of Friends Engineering's Flood Code Response Report **(Section 5 – Specialist Reports)** provides Flood Storage Balance Calculations which demonstrate that the site has an existing flood storage volume of 45.6m^3, and the post-development flood storage volume will be 45.7m^3 ensuring no loss in flood plain storage. Please also refer to Friends Engineering drawing DA06-FE22103.	
	AO6.2 A certified hydraulic study (and, if necessary, a hydrologic study) is prepared by a suitably qualified and experienced engineer to investigate the hydraulic characteristics of both the undeveloped and developed site and make comparisons between them. Proposed developments in, on or over a water body, or within a flood affected area, must be tested for: (a) the 50%, 20%, 10%, 5%, 2% and 1% Annual Exceedance Probability	**NOT APPLICABLE**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	(AEP) for local flood events; (b) the 5%, 2%, and 1% AEP floods. For the Nerang River Catchment Hinze Dam stage 2 condition must be used. (as specified in **Table 8.2.8-3: Table to performance outcome PO7**); and (c) any resultant afflux or increase in flood velocities sufficient to cause real damage to premises. The Assessment Manager may also require the development to be assessed against rarer floods.		
Development for certain purposes			
PO7 Development is constructed at or above the Designated Flood Level, shown in **Table 8.2.8-3: Table to performance outcome PO7**. **Note: The designated flood level for the Nerang River is based on Hinze Dam Stage 2 condition.**	**AO7** No acceptable outcome provided.	**NOT APPLICABLE** The development does not propose any of the uses listed in Table 8.2.8-3.	
PO8 Development must consider hydrologic and hydraulic impacts of development in flood affected areas with regard to future climate change.	**AO8** No acceptable outcome provided. **Note: As part of a hydrologic and hydraulic impact assessment, investigation has been undertaken to determine the impacts of future climate change. The findings of the investigation may be used to modify modelling parameters and boundary conditions used in modelling the hydrologic and hydraulic impacts of development in flood affected areas.**	**COMPLIES WITH PO8** The development has been designed with consideration to the Designated Flood Level (DFL) provided by the City of Gold Coast Council which makes allowances for Climate Change.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Hazard considerations for development			
PO9 Development listed in the **Table 8.2.8-4: Table to acceptable outcome AO9** below must be designed and constructed to avoid causing exposure to undue flood hazard.	**AO9** Development is to be designed and constructed so that users are not exposed to a greater degree of hazard than shown in **Table 8.2.8-4: Table to acceptable outcome AO9** for the range of flows specified in **Table 8.2.8-5: Table to acceptable outcome AO11**.	**NOT APPLICABLE** The proposed development is not listed in Table 8.2.8-4.	
Storage of hazardous chemicals (exceeding a threshold) in a flood hazard area			
PO10 Storage, handling or manufacturing areas that are identified on the Flood overlay map and contain hazardous chemicals in quantities greater than 2500L or 2500kg must be located and designed to minimise the likelihood of: • inundation by flood waters from creeks, rivers, lakes or estuaries and • the possibility of spills to flood waters	**AO10.1** The base of any tank with a capacity >2500L or >2500kg is higher than the designated flood level identified in **Table 8.2.8-3: Table to performance outcome PO7** (where the designated flood level is not specified a minimum flood level of 1% AEP must be applied).	**NOT APPLICABLE** The development does not propose the storage of any hazardous chemicals.	
	AO10.2 Bulk tanks with a capacity >2500L or >2500kg: (a) are anchored so they remain stable and cannot float or topple if submerged or inundated by water, and (b) tank openings not provided with a liquid tight seal, i.e. an atmospheric vent, are extended above the designated flood level identified in **Table 8.2.8-3: Table to performance outcome PO7** (where the designated flood level is not specified a minimum flood level	**NOT APPLICALE** The development does not propose the storage of any hazardous chemicals.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	of 1 in 100 must be applied).		
	AO10.3 The lowest point of any storage area for packages >2500L or >2500kg within an area identified on the Flood overlay map must be higher than the designated flood level identified in **Table 8.2.8-3: Table to performance outcome PO7** (where the designated flood level is not specified a minimum flood level of 1% AEP must be applied). OR Package stores, for packages >2500L or >2500kg, are provided with impervious bund walls or racking systems higher than the designated flood level identified in **Table 8.2.8-3: Table to performance outcome PO7** (where the designated flood level is not specified a minimum flood level of 1% AEP must be applied).	**NOT APPLICABLE** The development does not propose the storage of any hazardous chemicals.	
Access with respect to hazard			
PO11 All proposed development must demonstrate that sufficient access or egress will be available to enable evacuation during a range of floods, up to and including the designated flood.	**AO11** Development, not including underground car parks, must ensure that evacuation opportunities exist in accordance with the minimum levels of exposure outlined in **Table 8.2.8-5: Table to acceptable outcome AO11**, where means of access or egress may be: (a) an access route that is below the level of the designated flood, provided that route is classed as a low hazard, as defined in **Table 8.2.8-5: Table to acceptable**	**ALTERNATIVE SOLUTION** Section 6 of Friends Engineering's Flood Code Response Report **(Section 5 – Specialist Reports)** discusses the proposals ability to provide adequate shelter in place provisions for all residents of the development ensuring that access and egress from the development will not be required. It is noted that all units have access to rooftop Communal Open Space and the ground level of the development and Boundary Street are not subject to flood, and as such residents will be able to egress the building from the rooftop or to higher ground via Boundary Street should evacuation be required.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	outcome AO11; or (b) an access route that is not the main access route. However, it must remain effective for the duration of a range of flood events, up to and including the designated flood; or (c) a temporary access arrangement, provided that access can be gained without significant preparation time being required. The access or egress must: (a) in the event of a designated flood: (i) not expose users to undue risk; (ii) not cause, or have the cumulative potential to cause, real damage to land and/or premises; (iii) not interrupt or materially change the surface water drainage from or onto adjoining land; (b) not create, in the event of a flood, a sudden change in flow distributions, flood level or velocity that could result in: (i) the breaking of a levee; or (ii) the establishment of blockage of a breakout; or (iii) excessive scour; or (iv) sedimentation; or (v) increased flood hazard.		
Filling, excavation and contouring			
PO12 Any change to ground level, by way of filling, excavation or contouring, must not result in damage, flood hazard or	**AO12** Changes to ground level, by way of filling, excavating or contouring, comply with a hydraulic master plan approved	**COMPLIES WITH AO12** Please refer to Section 5 of Friends Engineering Flood code Response Report **(Section 5 – Specialist**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
impediment to any Counter Disaster Plan, measure or create unreasonable change in the exposure to flood hazard.	by Council. OR A flood study is prepared in accordance with the requirements set out in **AO6.1** and **AO6.2**, is approved by Council, and it is established that the development complies with, or does not impede, any Counter Disaster Plan measure.	**Reports)**.	
PO13 Filling, excavation or contouring must not cause sedimentation, erosion or adverse impact on the City's drainage network.	**AO13** No acceptable outcome provided. For guidance, please refer to the **Healthy waters code**.	**NOT APPLICABLE** Friends Engineering have advised that the development does not trigger the need for a sediment and erosion control plan. The works will not cause sedimentation, erosion or adverse impact on the City's drainage network.	
Landscaping			
PO14 Landscaping must not impede a natural waterway, a flood channel, flood storage or an overland flow path.	**AO14** Landscaping complies with a hydraulics master plan approved by Council. OR A flood study, allowing for the landscaping, is prepared in accordance with the requirements of **AO6.1 and AO6.2**, and is approved by the Assessment Manager.	**NOT APPLICABLE** Friends Engineering have advised that the proposed landscaping is 'minor' and will not impede a natural waterway, a flood channel, flood storage or an overland flow path.	
Environmental values			
PO15 Works to mitigate flood risks avoid adverse impact on other environmental values.	**AO15** No acceptable outcome is provided.	**COMPLIES WITH PO15** The proposed development will not result in adverse impact on any other environmental values.	

Table 8.2.8-3: Table to performance outcome PO7

Land use	Designated flood[1]
Disaster management facilities	0.2% AEP
Hospitals	0.2% AEP
Major electrical switchyards, power stations, water treatment plants	0.2% AEP
Fire/police stations	0.5% AEP
Places of refuge	0.5% AEP
Electricity substations	0.5% AEP
Sewage treatment plants	0.5% AEP
Home for the aged, hospice	0.5% AEP
Regional fuel storage	0.5% AEP
Food storage warehouses	0.5% AEP
Hotel residential	1.0% AEP
Education facilities	1.0% AEP
Residential buildings	1.0% AEP
Camping grounds, caravan parks and relocatable homes reclamation levels	1.0% AEP
Commercial	1.0% AEP
Light industrial/warehousing	1.0% AEP
Theme parks	Not specified, but users should not be subjected to any more than high hazard conditions in the designated flood, as specified in **AO11**
Clubs/non-habitable buildings associated with enjoyment of public open space	Not specified, but users should not be subjected to any more than high hazard conditions in the designated flood, as specified in **AO11**
Car parking below buildings	Not specified, but users should not be subjected to any more than medium hazard conditions in the designated flood, as specified in **AO11**
Open space	Not specified, but ancillary structures are subject to appropriate hazard conditions in the designated flood, as specified in **AO11**
Rural	Not specified

Notes for Table to acceptable outcome AO7:

(1) The designated flood level is the level that is associated with the minimum flood annual exceedence probability (AEP) for different land use types. For the Nerang River catchment the flood AEP must be calculated based on the Hinze Dam stage 2 condition. Where a modelled flood AEP is not available, historic information must be used. The designated flood level for each site must be obtained from the Council's flood search database.

Table 8.2.8-4: Table to acceptable outcome AO9

Land use	Appropriate degree of hazard				
	Nil	Low	Medium	High	Extreme
Places of refuge	√				
Public open space/recreation	√	√	√	√	
Theme parks	√	√	√	√	
Clubs/non-habitable buildings associated with enjoyment of public open space	√	√	√	√	
Commercial/industrial	√	√	√		
Residential	√	√	√		
Public institutions	√	√	√	√	
Car parking below buildings/at basement	√	√	√		
Caravan parks	√	√	√		
Council offices	√	√			
Educational facility (classrooms/office building	√				
Educational facility (sporting fields)	√	√	√		
Homes for the elderly	√	√			
Child Care Centre	√				
Hospitals	√	√			
Disaster management facility	√	√			
Police/fire stations	√	√			
Museums/libraries/archives/infrastructure plans repositories	√				
Telephone exchanges	√				

Note: √ Indicates an appropriate land use.

The above table examines the appropriateness of land use decisions from the aspect of flood hazard only. As such, it does not confer any land use rights or provide any indication that Council will reject or favourably consider various uses in particular areas. Such consideration will be dealt with appropriately, in the context of the City Plan, and based upon full consideration of all relevant issues.

Table 8.2.8-5: Table to acceptable outcome AO11

Criteria	Degree of flood hazard			
	Low	**Medium**	**High**	**Extreme**
Wading ability	If necessary children and the elderly could wade. (Generally, safe wading velocity depth product is less than 0.25.)	Fit adults can wade. (Generally, safe wading velocity depth product is less than 0.4.)	Fit adults would have difficulty wading. (Generally, where wading velocity depth product is less than 0.6.)	Wading is not an option.
Evacuation distances	<200metres	200-400metres	400-600metres	>600metres
Maximum flood depths	<0.3metres	<0.6metres	<1.2metres	>1.2metres
Maximum flood velocity	<0.4 metres per second	<0.8metres per second	<1.5metres per second	>1.5metres per second
Typical means of egress	Sedan	Sedan early, but 4WD or trucks later	4WD or trucks only in early stages, boats or helicopters	Large trucks. Boats or helicopters
Timing **Note:** **This category cannot be implemented until evacuation times have been established in the Counter Disaster Plan (flooding).**	Ample for flood forecasting. Warning and evacuation routes remain passable for twice as long as evacuation time.	Evacuation routes remain trafficable for 1.5 times as long as the evacuation time.	Evacuation routes remain trafficable for only up to minimum evacuation time.	There is insufficient evacuation time.

Note: The evacuation times for various facilities or areas would (but not necessarily) be included in the Counter Disaster Plan (flooding).
Generally, safe wading conditions assume even walking surfaces with no obstructions, steps, soft underfoot, etc.

Table 8.2.8-6: Table to acceptable outcome AO2.1

Land use	Designated flood level[1] plus minimum freeboard
Disaster management facilities	0.2% AEP + 500mm freeboard
Hospitals	0.2% AEP + 500mm freeboard
Major electrical switchyards, Power stations, Water treatment plants[2]	0.2% AEP + 500mm freeboard
Fire and Police stations[3]	0.5% AEP + 400mm freeboard
Places of refuge	0.5% AEP + 400mm freeboard
Electricity Substations[2]	0.5% AEP + 400mm freeboard
Sewage Treatment Plants[4]	0.5% AEP + 400mm freeboard
Homes for the aged, Hospice[5]	0.5% AEP + 400mm freeboard
Regional fuel storage	0.5% AEP + 400mm freeboard
Food storage warehouses	0.5% AEP + 400mm freeboard
Hotel residential	1.0% AEP + freeboard[8]
Educational facilities[6]	1.0% AEP + freeboard[8]
Residential buildings	1.0% AEP + freeboard[8]
Camping grounds, Caravan parks and Relocatable homes reclamation levels	1.0% AEP + freeboard[8]
Commercial[7]	1.0% AEP
Light industrial/Warehousing[7]	1.0% AEP
Theme parks	Not specified, but ancillary structures are subject to medium hazard considerations at the designated flood.
Clubs/Non-habitable buildings associated with enjoyment of public open space	Not specified, but ancillary structures are subject to medium hazard considerations at the designated flood.
Car parking below buildings/at basement or detached	Not specified, but ancillary structures are subject to medium hazard considerations at the designated flood.
Open space	Not specified, but ancillary structures are subject to appropriate hazard considerations at the designated flood.
Rural	Not specified

Notes for Table to acceptable outcome AO2.1:

(1) **The designated flood level is the level that is associated with the minimum flood annual exceedence probability (AEP) for different land use types. For the Nerang River catchment the flood AEP must be calculated based on the Hinze Dam stage 2 condition. Where a modelled flood AEP is not available, historic information must be used. The designated flood level for each site must be obtained from the Council's flood search database.**

(2) **Applies to switchyard components necessary for the operation of the facility during a flood emergency. This shall be determined by Powerlink.**

(3) **Excludes 'shop front' facilities and those not likely to be utilised during a flood emergency.**

(4) **Specifically, bunds, electrical and mechanical equipment necessary for the continued operation of a sewage treatment plant shall not be at risk of inundation during a flood emergency.**

(5) **The flood immunity specified is to meet the objective of not adding to the burden of flood emergency services.**

(6) **It is not necessary that all rooms within an education facility be above the 1% AEP level. However, there should be sufficient space to accommodate the whole of the school population during a flood event.**

(7) **Freeboard is not specified, as it is considered that commercial risk provisions should apply. If such land is developed to a flood immunity less than 1% AEP (as may be permitted by any local planning instrument), Council may endorse rates notices accordingly.**

(8) **for these uses the height of 300mm freeboard is as per the *Building Regulation 2006*.**