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Local Growth Management Strategy



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Gold Coast City Council

About this document

The *Draft Local Growth Management Strategy for Gold Coast* has been developed as a statutory requirement to identify how the Gold Coast will develop over the next 20 years in a manner which achieves the dwelling targets and other key urban development policies in the *South East Queensland Regional Plan 2005-2026 (SEQ Regional Plan)*.

This document should be read and interpreted in conjunction with the *Local Growth Management Strategy Planning Report* and the *SEQ Regional Plan*.

Important Note: Local Government Boundary Change

The Gold Coast Local Growth Management Strategy has been prepared for the area currently included in the City of Gold Coast. From 15 March 2008, the north-western part of Gold Coast will be included in the new boundary of the City of Logan. This affects the suburbs north of the Albert River including Beenleigh, Eagleby, Eden's Landing, Bethania, Waterford, Holmview, Bahrs Scrub, Belivah, Bannockburn, Wolffdene, Windaroo and Mt Warren Park. Residents of these suburbs are encouraged to, along with residents for the rest of the city, review the LGMS documents and make submissions during the consultation period.

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1.0 Introduction and purpose of the Local Growth Management Strategy

1.1 Purpose of the Local Growth Management Strategy

The purpose of the Local Growth Management Strategy (LGMS) is to provide detailed guidance on the preferred nature and timing of development within the Gold Coast Urban Footprint and to identify enhancements to the city's planning scheme and other key policy documents to ensure appropriate integration at the local level of the South East Queensland (SEQ) Regional Plan. The LGMS has regard to Gold Coast's regional context (refer to Figure 1.1).

The LGMS sets out strategies for managing growth and development in the city to 2026 which:

- further defines how development will occur within the city's Urban Footprint (37.5 per cent of the total city area) identifying serviceable lands to cater for growth to 2026
- identify the city's growth areas to accommodate 148,726 new dwellings from 2004 to 2026, being
 - 73,993 new dwellings through redevelopment/infill of existing urban areas
 - 74,733 new dwellings through development of greenfield areas within the urban footprint
- coordinate the timely development of essential infrastructure to achieve sustainable urban development within the city
- provide for approximately 130,000 new jobs predominantly through the network of centres
- provide for an average of 80,000 visitors per day, growing at 7% per annum
- provide for an increase in international and domestic visitors to the city (there are currently over 10 million visitors per year)
- promote a settlement pattern that provides for efficient and cost-effective urban services
- support a highly accessible city underpinned by an efficient, safe and environmentally friendly road network, quality public transport services, and a network of cycle and pedestrian paths
- build strong communities that are inclusive, connected, safe and have the capacity to plan and direct their future
- promote best practice development principles to achieve a sustainable and liveable city
- elevate the importance of Gold Coast beaches, foreshores and waterways as key elements of regional sport and recreation infrastructure
- reinforce the significance of the urban open space network throughout the Urban Footprint and good connection of corridors between the urban coastal areas and the Gold Coast hinterland
- protect and manage ecological assets and areas of landscape significance strategic view corridors and areas of high scenic amenity within the Urban Footprint to ensure development recognises these values and responds appropriately
- value, maintain and protect the landscape character and significant heritage landscape in the place making, planning and designing of new and changing urban areas

- provide for an accessible and interconnected high quality environment in all existing and new developed areas through new and revitalised existing open space and well designed civic places
- establish a framework to respond to the emerging challenges of growth management in the face of climate change impacts

The LGMS is based on the strategic policy direction and commitments contained in various planning documents, including:

- the SEQ Regional Plan
- State Government infrastructure planning, funding and service delivery programs in particular the South East Queensland Infrastructure Plan and Program 2007-2026 (SEQIPP)
- the planning, funding and delivery of Government provided infrastructure including key services identified in the Gold Coast Priority Infrastructure Plan (PIP)
- the Gold Coast Planning Scheme
- Directional strategies, plans and policies including Council's corporate and operational plans

The LGMS provides the strategic framework to undertake planning activities in the Gold Coast including:

- the integration of State Government and Council budget and capital works programming for infrastructure planning, funding and project delivery
- collaboration with adjoining local governments to secure integrated land use and infrastructure outcomes
- the preparation of structure plans for the designated Major Development Areas of Bahrs Scrub, Coomera Town Centre and Worongary
- the preparation of a structure plan for a proposed Major Development Area at Yatala
- the prioritisation of master planning and local area planning activities
- the review of the Gold Coast Planning Scheme
- the review of the SEQ Regional Plan

1.2 Summary of preferred land use pattern

The preferred urban growth pattern has been prepared drawing on the policy direction contained in the above mentioned documents (refer to Figure 1.2). The key features of the future urban growth pattern for Gold Coast City include:

- adequate land and capacity to accommodate an additional 148,726 (2004-2026) dwellings by 2026
- strategies which support provision of a broad range of housing stock from higher density and mixed-use development within Regional Activity Centres and along major transport corridors, together with areas of lower density housing, including detached housing, particularly in greenfield areas
- provisions which encourage quality urban design outcomes that contribute to a more compact urban form and sense of place. This encompasses place making elements in new urban areas and redevelopment of existing urban areas including sub-tropical design, application of Water Sensitive Urban Design (WSUD) and safer-by-design principles, landscape treatment and maintenance and enhancement of the essential landscape and cultural heritage character of local areas

- a clearly defined network of activity centres and employment areas to accommodate 129,092 (2004-2026) new jobs. A focus on opportunities for learning, innovation, collaboration and creativity will build upon the city's strength in tourism and development, marine, education, health, film and environmental management
- enhancements to the city's transport network including the construction of a rapid transit system along the high-density coastal spine and potential future extensions to this network, the extension of the passenger rail line south from Robina to Gold Coast Airport, enhanced local and feeder bus services integrated with other transport modes, an expanded and upgraded arterial road network, a possible water-based transport system of ferries, and purpose built pedestrian and cycle paths within activity centres linking to the urban open space network
- key biodiversity corridors protected within the Urban Footprint which form part of the city's urban open space network
- provisions for appropriate social and community infrastructure to promote long-term well-being in communities, through the effective coordination and integration of social and community infrastructure provision in a timely manner
- high quality design of buildings, transport infrastructure, public places, open space and recreational amenities will underpin decisions which impact on the image of the city

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2.0 Local Growth Management Strategy Core Matters

The following core matters will be addressed in the LGMS:

- assessment of housing needs and diversity
- infill and redevelopment
- greenfield development
- Regional Activity Centres
- Transit Oriented Communities
- economic activity and employment
- infrastructure
- urban open space

A number of investigations and studies have been undertaken to inform the LGMS. Each of the core matters generally align with the LGMS strategies including:

- Residential Development Strategy – assessment of housing need and diversity, infill and redevelopment, Transit Oriented Communities and greenfield development
- Employment and Economic Development Strategy – Regional Activity Centres and economic activity and employment
- Infrastructure Strategy – infrastructure
- Urban Open Space Strategy – urban open space
- Sequencing Strategy – infrastructure and greenfield development

2.1 Assessment of housing needs and diversity

In 2004, the estimated housing stock for Gold Coast was 148,726 dwellings. The SEQ Regional Plan sets a target for new dwellings (2004-2026) of 136,500 dwellings, of which 65,000 dwellings are to be provided by infill and redevelopment. The LGMS sets out strategies whereby these targets can be achieved.

An assessment of existing housing stock identifies an undersupply of small dwellings (1 and 2 bedroom) and a comparative oversupply of larger dwellings (3+ bedrooms). With lone person households forecast to increase as a proportion of total households, and housing affordability to remain a significant issue, an appropriate mix of housing to meet the community's demographic needs is required.

2.2 Infill and redevelopment

Around half the growth of new dwellings to 2026 will be achieved through infill and redevelopment of existing developed areas. Consolidation of urban areas improves the efficient use of land allocated for urban development and utilisation of infrastructure.

The SEQ Regional Plan sets an infill and redevelopment target for Gold Coast of 65,000 dwellings by 2026. Some 73,993 new dwellings can be provided in defined infill/redevelopment

areas. This development will be focused in the Regional Activity Centres of Beenleigh, Southport, Robina, Coomera, Nerang, Bundall, Surfers Paradise, Broadbeach and Coolangatta, and around centres on major transportation corridors which will develop as Transit Oriented Communities.

Analysis of the Urban Footprint has identified sufficient capacity to accommodate the city's projected infill dwellings to 2026 under the domain provisions of the Planning Scheme with capacity for further infill development after 2026.

2.3 Greenfield development

The SEQ Regional Plan recognises that land available for urban development is a finite resource. Development in greenfield areas requires careful planning to ensure this resource is used efficiently. The Gold Coast has identified 74,733 dwellings will be provided in greenfield areas between 2004-2026.

In addition to greenfield areas identified for residential development, the Gold Coast contains Major Development Areas (MDAs) designated under the SEQ Regional Plan at Bahrs Scrub, Worongary and Coomera Town Centre. The dwelling potential within the MDAs will be investigated through the structure planning process.

2.4 Regional Activity Centres

The SEQ Regional Plan identifies a regional activity centres network which describes the intended role and function of Principal and Major Activity Centres.

The Gold Coast supports principal activity centres at Southport, Robina and Beenleigh and major activity centres at Broadbeach, Coolangatta, Bundall, Coomera, Surfers Paradise and Nerang supported by a network of district and lower order centres.

The LGMS confirms the role and function of each activity centre within the context of the regional activity centres network.

2.5 Transit Oriented Communities

The SEQ Regional Plan seeks to achieve better integration between transport and land use through the application of transit oriented development principles. These principles support the establishment of Transit Oriented Communities (TOCs) characterised by higher residential densities and a mix of land uses around high capacity public transport stations. The LGMS supports a more compact pattern of urban development, with self-containment of travel in sub-regions supported.

Within the Gold Coast a number of regional activity centres as well as lower order centres in proximity to public transport nodes and corridors, in particular the rapid transit corridor have been identified as suitable for investigation of TOCs. The development of new public transport systems, and increases in the existing frequency of public transport modes, will generate the opportunity to further develop TOCs. The intensification of land use in key centres and

proposed TOCs has been linked to the delivery of key items of transport infrastructure, and the LGMS aims to improve the walkability and connectivity of centres and neighbourhoods through a network of cycle and pedestrian paths.

2.6 Economic activity and employment

The Gold Coast Economic Development Strategy 2010 aligns closely with regional planning policy, identifying ten key industry sectors of economic advantage and ten geographical industry and employment clusters. Strategies building on the city's traditional economic strengths and emerging industry sectors have been developed to plan for approximately 130,000 new jobs. This strategy identifies the land requirements and infrastructure necessary to support the city's employment requirements to 2026 and to address emerging shortages of land and capacity constraints for key infrastructure categories.

2.7 Infrastructure

The SEQ Regional Plan identifies the delivery of infrastructure as a means to shape and lead patterns of urban settlement consistent with an agreed pattern and sequence of development and responding to the emerging risks posed through climate change.

A key implementation mechanism of the SEQ Regional Plan is the on-going development and delivery of the SEQIPP and the PIP. Commitment by the Queensland Government, Gold Coast City Council and other public and private infrastructure providers to delivering these programs will ensure the timely delivery of targeted coordinated infrastructure to meet future demand. This commitment includes development of a social infrastructure plan to provide a more detailed analysis of existing service provision and strategies to address critical gaps.

2.8 Urban open space

The identification of urban open space is integral to planning for the community's future needs, particularly in high growth greenfield areas and areas where increased residential density for urban development is proposed. In addition, the impacts of growing visitor numbers on the city's parks, beaches, foreshores and waterways needs to be addressed. The LGMS outlines how the future open space needs of the city will be met while encouraging continued improvement in the consistency and effectiveness of open space planning across the region.

The Gold Coast urban open space network:

- identifies areas to be retained for the protection of biodiversity, landscape significance and visual amenity
- provides opportunities for sport and recreational activities
- acknowledges the regionally significant recreational and tourism value of Gold Coast beaches, waterways and foreshores
- contributes to the identity and character of existing and new communities
- connects recreational infrastructure with local communities
- spatially connects centres and neighbourhoods through civic and green spaces along transport corridors

- enables view corridors to provide identity of built form and natural landmarks, giving emphasis to city image
- connects a hierarchy of open spaces from the Urban Footprint to open spaces within the Regional Landscape Rural Protection Area
- contributes to the integrated management of water catchments, particularly through stormwater quality management and flood mitigation

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3.0 Relationship of the Gold Coast Planning Scheme to the Local Growth Management Strategy Core Matters

The role of the LGMS is to interpret the policies, targets and spatial directions, which are key elements of the SEQ Regional Plan having regard to local issues and planning considerations. The LGMS will be implemented at the local level through detailed Planning Scheme measures as well as a range of non-scheme measures.

The current Gold Coast Planning Scheme commenced in August 2003. The Planning Scheme was developed during the review of the previous *SEQ 2001: South East Queensland Regional Framework for Growth Management (1995)*. The review of regional issues during this period, which pre-dated the preparation and approval by the State Government of the *South East Queensland Regional Plan 2005-2026* in June 2005, informed the strategic policy direction of the Gold Coast Planning Scheme.

An assessment of the relationship of the Planning Scheme with LGMS core matters identifies a high level of consistency between the documents. A review of the Gold Coast Planning Scheme is programmed to commence in 2008. The LGMS will provide strategic policy direction to the review, noting development intents for identified growth areas as a key focus.

3.1 Matters to be considered in Gold Coast Planning Scheme Review

Policy areas which warrant further review in the Planning Scheme include:

- the role and function of Regional Activity Centres – master planning activities for the principal and major activity centres is required to further refine the form and urban design requirements for expansion and redevelopment activities in these centres
- the location, design consideration and function of TOCs. Integrated land use and transport planning is required to determine the specific location of public transport infrastructure and major stations and the development capacity of the land surrounding those area to accommodate future urban growth
- structure planning of the Major Development Areas of Bahrs Scrub, Worongary and Coomera Town Centre to determine the development potential for these areas
- master planning of regional activity centres
- relationship between transportation, land use, and density
- planning for provision of urban open space
- timely delivery of infrastructure in conjunction with coordination of sustainable development policies
- opportunities for inclusion of integrated water cycle management initiatives within development

- additional master planning and urban design specifications to guide infill development in other centres particularly those which provide opportunity for strengthening TOCs along major public transport corridors
- sustainable development
- the impacts of climate change
- a review of the assumptions in the PIP to ensure consistency with the LGMS
- planning scheme codes

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4.0 Strategies for achieving the Local Growth Management Strategy Core Matters

4.1 Strategic approach

This section of the LGMS provides an integrated overview of the overall approach for the LGMS described in detail in following sections. This interrelated set of strategies:

- addresses core matters which are of significance to the Gold Coast in managing the forecast population growth
- articulates a strategic framework for the city which can guide growth and development to 2026
- provides a framework for later sections of the LGMS which sets out development intents for identified growth areas

Strategies for achieving the LGMS cover five key areas:

Residential Development Strategy

The residential development strategy sets out how the SEQ Regional Plan population and dwelling targets will be achieved in greenfield and infill/redevelopment areas, and how the city proposes to align housing supply with needs with a changing demographic profile. The strategy incorporates urban design principles, integrated water cycle initiatives, water sensitive design, adaptation to climate change, and design that recognises the city's sub-tropical climate.

Employment and Economic Development Strategy

The LGMS identifies measures by which Gold Coast plans for approximately 130,000 new jobs by 2026 with increased self-containment of employment. This growth will occur primarily in the Regional Activity Centres and in Economic Activity Centres (employment nodes) at, developed as highly accessible, technologically connected industry clusters at Yatala Enterprise area, Griffith University/Gold Coast Hospital node, Bond University and Gold Coast Airport. Regional Activity Centres and employment nodes will be supported by proximity to residential areas or readily accessible by an integrated public transport and freight network.

Infrastructure Strategy

The infrastructure required for the projected growth in population, employment and visitor numbers. The infrastructure strategy integrates how the additional significant water and waste water, transport, social and open space infrastructure, including the city's beaches which are a key regional infrastructure asset, will be delivered by infrastructure providers. Integration of sustainable water management initiatives with urban development approvals will reduce overall per capita demand on reticulated water.

Urban Open Space Strategy

The LGMS identifies the integrated open space network and hierarchy, including corridors linking urban growth areas, and the spatial connectivity generally at street level throughout the

urban built form. The strategy addresses areas for outdoor recreation and sport and recreation facilities, with a particular focus on planning for public and civic spaces, nature conservation, landscape values and waterways management. The significant contribution of beaches, foreshores and private recreational opportunities to urban open space and the important linkages between the urban open space network and major biodiversity corridors and regional landscape areas outside the Urban Footprint is addressed. The strategy seeks to plan and design new and changing urban areas to maximise liveability, pedestrian connectivity and reinforce the landscape character of the city image while being underpinned by equity of access and safety through principles of good urban design.

Sequencing Strategy

The LGMS outlines the preferred sequence of development to ensure the timely and efficient provision of services to identified future growth areas and the spatial connectivity. The sequencing strategy recognises that the location and timing of infrastructure delivery can shape the settlement pattern and drive economic development activities and the distribution of employment opportunities. The upgrade and augmentation of infrastructure services will facilitate development of greenfield and infill areas, regional activity centres and transit oriented communities. The sequencing strategy outlines the key developmental phases for the city to 2026.

Collectively, these strategies articulate how Gold Coast will reinforce its distinctive, globally recognised identity, providing strategic direction in sustainable growth management.

The following sections set out the residential, employment and economic development, infrastructure, urban open space and sequencing strategies to guide growth and development of the Gold Coast to 2026.

4.2 Residential Development Strategy

The Gold Coast is projected to grow by 267,381 persons between 2004 and 2026. Higher density mixed-use development will be focused in Regional Activity Centres and along public transport corridors and nodes to improve accessibility to facilities, services and employment opportunities. The liveability of the city will be reflected in an increased focus on urban design and environmentally sustainable development principles, to achieve an attractive built form, community safety, equitable access, and social interaction to create sustainable communities. Mixed-use development should not compromise the residential amenity of the area.

The dwelling targets set by the SEQ Regional Plan for the Gold Coast can be achieved within the existing Planning Scheme provisions, supported by infrastructure network planning under Council's PIP. Hence, the residential strategy does not propose any amendments to the Planning Scheme to achieve the dwelling targets nominated in the development intents for identified growth areas. For certain Regional Activity Centres, opportunities have been identified to review residential densities and land uses to achieve a more desirable built form with enhanced transit supportive opportunities. Any future review would take place as part of a comprehensive planning process to ensure the broader community is engaged and the infrastructure implications and potential land use and built form outcomes are fully considered.

Table 4.2 sets out the dwelling targets for the Gold Coast contained in the SEQ Regional Plan. The table also identifies the projected dwellings for the Gold Coast (2004-2026) under the LGMS.

Table 4.2 – Dwellings Gold Coast (2004-2026)

Existing Dwellings	2004 - 2016		2016 - 2026		2004 - 2026	
	Total new dwellings	Infill dwellings	Total new dwellings	Infill dwellings	Total new dwellings	Infill dwellings
SEQ Regional Plan 2005-2026	74,000	35,000	62,500	30,000	136,500	65,000
Gold Coast LGMS	81,252	33,313	67,474	40,681	148,726	73,993

Strategies to achieve these dwelling targets have regard to core matters and are integrated with strategies for employment and economic development, urban open space, infrastructure and sequencing.

As the Gold Coast Planning Scheme aligns with the dwelling targets set by the SEQ Regional Plan, no major shifts in where development occurs is needed (refer to Figure 4.2). Consequently, the Residential Strategy focuses on key outcomes for new residential dwellings including:

- prioritising where this growth will occur
- enhancing the form and structure of the city by targeting new infill dwellings in areas with good access to infrastructure, services capacity and high amenity
- ensuring the framework for growth for greenfield areas guides master planning for integrated, mixed density settlements focused around regional activity centres, commercial and community centres
- managing residential growth to better align with the SEQ Regional Plan direction for more sustainable (energy efficient and climatically responsive) housing
- addressing broader social outcomes in residential communities such as safe, accessible communities and providing for a range of housing types including affordable housing
- promoting residential development which expresses desirable character, climatic responsiveness and sense of place recognising the character of the city's discrete communities

Key Residential Development Strategies	Implementation notes
4.2.1 Achieve SEQ Regional Plan dwelling targets	
<p>a The dwelling targets for 2026 for Gold Coast under the SEQ Regional Plan are met through infill and greenfield development by locating dwellings in:</p> <ul style="list-style-type: none"> ■ Regional Activity Centres and TOCs ■ infill/redevelopment areas ■ greenfield areas 	<p>i Residential development will be concentrated in Regional Activity Centres and along major public transportation corridors achieving more than 50 per cent of all development through infill and redevelopment of existing urban areas.</p> <p>ii Development in greenfield areas will provide around 50 per cent of all dwelling stock with a focus on efficient utilisation of land and infrastructure to consolidate future development.</p> <p>iii Planning Scheme provisions will be reviewed to secure particular strategy outcomes and to implement the outcomes</p>

Key Residential Development Strategies	Implementation notes
	<p>of master planning activities. Infill dwelling targets can be achieved under current Planning Scheme provisions.</p> <p>iv Development should achieve maximum densities under the planning scheme to ensure both infill and total dwelling targets are met.</p>
4.2.2 Concentrate increased densities in regional activity centres	
<p>a Higher density and mixed-use development together with employment and community services is focussed in a network of vibrant, accessible, and well-planned principal and major activity centres.</p>	<p>i Existing Principal and Major Activity centres provide opportunities for higher density residential development. Further master planning and local area plan reviews will investigate opportunities to reinforce residential and mixed-use development in these centres.</p> <p>ii Support opportunities to implement this strategy within the Rapid Transit Corridor.</p>
<p>b A mix of residential development (as an integrated part of commercial development sites or within stand-alone sites within commercial neighbourhoods) is encouraged without compromising the commercial function of those centres or residential amenity.</p>	<p>i Review the Planning Scheme to improve standards of access and amenity in mixed commercial and residential centres.</p> <p>ii Monitor levels of residential growth in centres to maintain commercial vitality and opportunity.</p> <p>iii Implement non-statutory measures to foster community cohesion and sense of place, such as streetscape works, parkland enhancements or community development initiatives.</p>
<p>c Regional Activity Centres incorporate high quality public spaces which provide safe, active, accessible spaces and contribute to a sense of place.</p>	<p>A range of formal and informal recreation spaces and public places, will be developed to provide outdoor recreation opportunities and urban amenity areas which support increased population densities.</p>
<p>d Public transport is integrated with higher density residential and mixed use development in regional activity centres and TOCs.</p>	<p>i Develop consolidation strategies with public transport network in activity centres and TOCs, employment and education nodes to support increased densities.</p> <p>ii Develop policy and planning mechanisms that encourage higher density residential and commercial development.</p>
4.2.3 Integrate residential planning with other planning in greenfield areas	
<p>a Development integrates the city's landscape character and biodiversity, so that "the green lies within the gold".</p>	<p>i Master planning of greenfield areas will identify areas to be set aside for urban open space including recreational open space, sports and recreation, watercourse management and nature conservation, reinforcing landscape character to secure "the green within the gold".</p>

Key Residential Development Strategies	Implementation notes
4.2.4 Monitor residential development strategies implementation and achievement	
<p>a Availability of land stocks and timing of infrastructure provision is ensured.</p>	<p>i Monitor population growth and distribution, household formation rates, dwelling types and unoccupied dwellings to inform review of the Planning Scheme and PIP urban development strategies for urban land availability.</p> <p>ii Monitor ecological sustainability performance of LGMS.</p>
4.2.5 Housing diversity	
<p>a Housing diversity is encouraged through a greater mix (density, dwelling types and affordability) of residential dwellings that is more responsive to the changing demographics of the city.</p>	<p>i Council's review of the Gold Coast Planning Scheme and local area planning activities will identify opportunities for a mix of housing types and densities in both greenfield and infill/redevelopment areas.</p> <p>ii Residential codes will be reviewed to encourage a mix of dwelling types in infill and redevelopment areas to cater for a range of household needs, including one and two bedroom dwellings.</p> <p>iii Develop strategies/code amendments to achieve adaptive housing in each part of the city that will enable residents to live in the same community regardless of changing mobility/capacity over time.</p>
4.2.6 Facilitate an increase in supply of affordable housing	
<p>a Mechanisms to increase the supply of affordable housing are developed in collaboration with other levels of government, the development sector and the community.</p>	<p>i Investigate support for amendments to the Gold Coast Planning Scheme for an Affordable Housing Code and/or policy.</p> <p>ii Promote affordable housing in the Planning Scheme in or adjacent to centres with high accessibility to transport and services.</p> <p>iii Investigate non statutory mechanisms to support affordable housing in the city.</p>
4.2.7 Residential development will strengthen the character, image and legibility of the city	
<p>a Gold Coast has clearly defined centres of activity (including a mix of uses at appropriate locations) within a structured urban form for both infill and greenfield development.</p>	<p>i Implementation of the LGMS strategies will deliver a compact urban form focused around principal and major activity centres and transportation corridors and mixed density settlements around commercial and community centres for greenfield areas and framed by the Inter-Urban Break, the Gold Coast hinterland and beaches which give visual definition to the urban areas of the city.</p>

Key Residential Development Strategies	Implementation notes
b A definitive sense of place is fostered for different communities within the city, based on their physical setting, role and function, and established character and identity.	i Council's local area plan preparation or reviews will include a focus on defining features, landmarks, character aspects and public spaces to enhance local character and sense of place. ii Non-statutory projects for open space and streetscape enhancements will address this strategy.
4.2.8 Residential development will protect and promote areas of heritage, landscape and cultural significance	
a Protection of places of indigenous, cultural and landscape significance continues to be supported.	i Provide support for protection of heritage, landscape and cultural significance through non-statutory conservation measures, education and appreciation. ii Continue to address heritage at a local level within Gold Coast City through current Planning Scheme provisions to complement the Queensland Heritage Register, the National Trust Register and the Register of the National Estate.
b Residential development of areas of high scenic amenity is regulated to protect the scenic amenity values which contribute significantly to the city's visual character and sense of place.	i Undertake further research to determine areas of landscape significance which may require amendments to the Planning Scheme to protect and manage their scenic amenity values.
c Retain and enhance public access and protect important views in transport corridors and key public viewpoints.	i Carry out further study and enlist community input for mapping of key view corridors to inform land use and infrastructure planning (both statutory and non-statutory). ii The design and siting of buildings and infrastructure must consider potential impacts on scenic amenity values. Review local area plans to identify amendments to incorporate scenic amenity outcomes.
4.2.9 Protect the character of rural villages	
a Springbrook's rural village character in new development is maintained.	i Springbrook is contained within the Urban Footprint. A local area plan will incorporate land use planning arrangements to support Springbrook as a rural village.
4.2.10 Residential development that promotes social well-being and a sense of community	
a Community and personal safety is enhanced through the design of residential areas including public spaces.	i. A 'Safer by Design' (Crime Prevention Through Environmental Design - CPTED) policy and code will be developed for application in the development assessment process and through non-scheme measures.

Key Residential Development Strategies	Implementation notes
b Residential areas are designed to promote social interaction and community development.	i Social infrastructure addresses community need and promotes engagement in civic activities.
c A mix of housing diversity (density, type and affordability) in residential neighbourhoods that recognises diversity in individual circumstances and choices over time is encouraged.	i The principles of adaptable design will be encouraged in residential areas and an affordable housing policy and code to be developed.
d Foster inclusive communities through the design of residential developments, including the integration of open space, commercial and community facilities.	i An access and equity policy will be developed to encompass mobility, cultural diversity and other limitations to full access. ii New centre development within residential areas allows equitable access and promotes community inclusiveness in the public domain.
4.2.11 Ensure the city is accessible for residents and visitors	
a Accessible services and facilities are provided to residents, and increases in density and mixed-use development are encouraged in regional activity centres to ensure a high level of urban amenity and service provision for all residents.	i Consider the inclusion of an access and equity policy and social impact assessment policy and code in the Planning Scheme. ii Review of the Gold Coast Planning Scheme and local area planning activities to incorporate allowances for community facilities consistent with the Priority Infrastructure Plan (PIP) levels of service. iii Engage with relevant authorities for the timely provision of community infrastructure to support new development. iv Investigate opportunities to extend pedestrian and cycle networks to increase accessibility and connectivity and improve community well-being. v Consider <i>The Gold Coast Regional Tourism Infrastructure and Development Plan</i> (scheduled to be finished by end 2007).
4.2.12 Improve sustainability of residential development	
a Encourage the recognition that water is a valuable and finite regional resource, as well as managing water on a local water cycle basis for a sustainable future.	i All urban development will incorporate WSUD, regional stormwater catchment management and integrated water cycle management principles. ii Best practice standards are used in planning, design and operation of sewage and wastewater collection, disposal and reuse, transport treatment, including opportunities for dual reticulation in greenfield areas.

Key Residential Development Strategies	Implementation notes
	iii All planning activities incorporates total water cycle management planning in infrastructure design and new development design.
b Ensure new development incorporates sub-tropical design principles, including siting, orientation, and climate responsive building design to reflect the Gold Coast's sub-tropical climate.	i Climatic responsible development will assist in reducing energy consumption and delivering a more liveable city. ii Land within the public domain will be enhanced through climatically responsive landscape treatment, which provides for shading of pedestrian areas, and contributes to the overall sub-tropical character of the city.
c Encourage energy efficient and water efficient buildings.	i Explore the integration of energy ratings and water efficiency ratings in the Planning Scheme to assist the assessment of proposed development. ii Implement recommendations of the investigation on green roof building design in the Planning Scheme.
d Integrate residential development within a network of urban open space, including amenity parks and areas for sport and recreation facilities, urban landscape areas and biodiversity areas and corridors.	i Residential liveability will be enhanced by provision of an integrated urban open space network within residential areas.
e Residential development supports appropriate measures in designated Urban Koala Areas which assist koala survival.	i Further investigation will be undertaken into measures which offset koala habitat loss and assist long-term population survival in built-up residential areas.
4.2.13 Climate Change	
a The potential impacts of climate change are factored into developing land use strategies and the review of the Planning Scheme.	i Develop policy and planning mechanisms to monitor and respond to the impact of climate change on land use and development. ii Develop a strategy to monitor Environmentally Sustainable Design (ESD) performance as a means to reduce potential environmental risks and other constraints associated with climate change.
4.2.14 Emergency Planning	
a Residential areas are safe from hazards and foster community safety.	i Consider incorporation of new CPTED code and policy in Planning Scheme. ii Review mapping and operation of codes for buffering and reducing adverse impacts of flood, bushfire and landslip. iii Promote non-Planning Scheme actions in residential communities that improve community safety and wellbeing.

Key Residential Development Strategies	Implementation notes
4.2.14 Emergency Planning (continued)	
	<ul style="list-style-type: none"> iv Review Council response to climate change issues. v Review Council's natural emergency management planning.

4.3 Employment and Economic Development Strategy

The Gold Coast's Employment and Economic Development Strategy focuses on diversifying and broadening the economic base of the city through the growth of employment opportunities in nine key targeted industries including education, sport, marine, tourism, ICT, health, creative industries, food and environment. The Council's Pacific Innovation Corridor (PIC) is a long-term economic development program comprising ten geographical areas (identified as PIC precincts in the Planning Scheme) of substantial economic activity through industry and business clustering. The PIC precincts include Principal and Major Activity Centres as well as key areas of industry clustering and economic growth. Although Burleigh and Oxenford are not identified by the Regional Plan, these are referenced in this strategy as they are identified as PIC precincts due to their significance in terms of leisure, tourism and mixed business and industry functions - Oxenford incorporates several large theme parks and forms the centre for film and interactive media, and Burleigh incorporates a number of surfing, fashion, youth and light industrial activities (Refer to Figure 4.3).

The accessibility of Regional Activity Centres, Economic Activity Centres and Pacific Innovation Corridor to the community is being progressively improved through the delivery of an interconnected public transport network and through appropriate centre design. The Regional Activity Centres, Economic Activity Centres and Pacific Innovation Corridor are supported by globally linked and enabled telecommunications infrastructure. The Gold Coast will maintain and strengthen its capabilities as an innovative and internationally competitive destination for business and industry investment and enhance its capacity to respond to emerging opportunities for international interaction.

The availability of future industrial land within the Gold Coast is essential to the continuing growth and prosperity of the city and the South East Queensland region. A review of industrial land supply was undertaken to determine land availability to 2026. This review confirmed an emerging shortage of supply across a number of industry sectors in the next three to 15 years. The LGMS has identified measures which seek to ensure a continued supply of appropriately located and serviced land for the targeted industry sectors. These measures relate to the identification and provision of suitable land, the timely provision of infrastructure, appropriate land use requirements within the network of regional activity centres, economic activity centres and Pacific Innovation Corridor, and the protection of existing industrial land resources. Table 4.3 and Figure 4.3 provide an overview of the network.

Availability of land for tourism development, particularly large scale development such as theme parks, resorts and other attractions, is important for the continued growth and prosperity of the tourism industry on the Gold Coast. An analysis of suitable sites for future large-scale tourism

developments will be undertaken as part of the Gold Coast Regional Tourism Infrastructure and Investment Plan. The outcomes of this analysis will inform the planning requirements to ensure that the tourism industry remains a sustainable industry in the city.

Key Employment and Economic Development Strategies	Implementation Notes
4.3.1 Economic development and growth	
a The Gold Coast continues to generate a strong and diversified economy to meet the changing needs of the city as it transforms into an innovative and internationally competitive destination for business and industry.	i Continue to implement the <i>Gold Coast Economic Development Strategy 2010</i> , regularly reviewing and refining strategy elements to ensure its policies are responsive to economic and social change and proactive in securing new opportunities.
b Gold Coast supports the continued growth of key industries that are crucial to the vitality and diversity, competitiveness and strength of the Gold Coast economy and future prosperity of the city. The growth of these industries increase the global competitiveness and overall performance and profile of the city.	i Continue to implement the Gold Coast 2010 Economic Development Strategy, regularly reviewing and refining strategy elements to ensure its policies are responsive to economic and social change and proactive in securing new opportunities.
c A range of key industries including creative industries, education, environment, food, health, information and communications technology, marine, sport, and tourism, located across the city's network of Regional Activity Centres, Economic Activity Centres and Pacific Innovation Corridor provide a diverse range of employment opportunities and increase the diversity of employment opportunities provided at the Gold Coast. d The key high value-added, knowledge-based industries experience continued growth. Businesses are clustered in close proximity to nodes of research and development at regional activity centres, economic centres and Pacific Innovation Corridor precincts.	i The Pacific Innovation Corridor program is a key initiative to facilitate the development of knowledge based industries in the Gold Coast and is to be achieved through the clustering of related businesses within specified geographical locations. The PIC precincts are intended to develop a critical mass of business based on a specialised industry type. The Pacific Motorway forms the major transport and communication spine within the corridor.
e The Gold Coast's national competitive advantage as an established market for the development of theme parks (tourism key industry) is maintained. f The potential to expand nature-based tourism experiences in the Gold Coast Hinterland is recognised. g The redevelopment of existing accommodation and the establishment of new accommodation is recognised as a key driver to tourism growth in the city.	i Development of appropriate visitor management strategies will be investigated to ensure the expansion and sustainability of tourism.

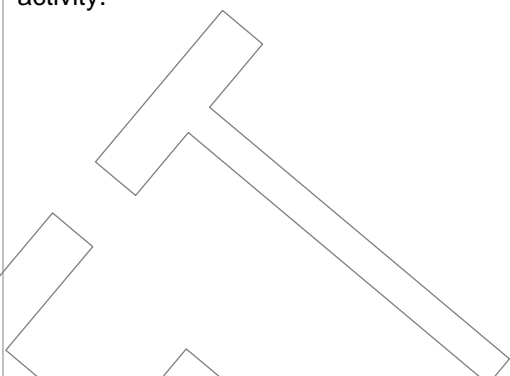
Key Employment and Economic Development Strategies	Implementation Notes
4.3.2 A network of integrated centres	
<p>a Major employment and community services are focused on a network of well-planned, vibrant and accessible integrated centres (Refer to Table 4.3) which are major components of the Pacific Innovation Corridor.</p> <p>b The network of integrated centres is strengthened through co-locating business activities with residential development, transport infrastructure, entertainment, community and government services without comprising functionalities and amenity for specific uses.</p> <p>c The network of integrated centres is supported through the clustering of related targeted industry sectors in industry enterprise hub within the Pacific Innovation Corridor.</p>	<p>i The Gold Coast network of integrated centres outlined in Table 4.3 provide for strong economic growth. The Regional Activity Centres are areas of community activity.</p> 

Table 4.3 – Network of Regional Activity Centres, Economic Activity Centres and Pacific Innovation Corridor

Area	Description/Existing or future economic activity
Regional Activity Centres (also known as Pacific Innovation Corridor Area - PIC)	
Beenleigh	Defined as Principal Activity Centre in SEQ Regional Plan. Representing mixed industry and business services economic growth. PIC Area.
Southport	Defined as Principal Activity Centre in SEQ Regional Plan. Medical, education, technology and business and government centre. PIC Area.
Robina	Defined as Principal Activity Centre in SEQ Regional Plan. Medical, education, technology, medical, ICT and business centre. PIC Area.
Coomera	Defined as Major Activity Centre in SEQ Regional Plan. Representing marine industry and leisure economic growth. PIC Area.
Nerang	Defined as Major Activity Centre in SEQ Regional Plan. Representing world class environment focus, ecotourism and government services. PIC Area.
Surfers Paradise	Defined as Major Activity Centre in SEQ Regional Plan. Representing international tourism and business growth. PIC Area.
Bundall	Defined as Major Activity Centre in SEQ Regional Plan. (<u>Not</u> PIC Area).
Broadbeach	Defined as Major Activity Centre in SEQ Regional Plan. Representing international tourism and business growth. PIC Area.
Coolangatta/Tweed	Defined as Major Activity Centre in SEQ Regional Plan. Medical, tourism and transport hub. PIC Area.

Area	Description/Existing or future economic activity
Economic activity centres (refers to all regional activity centres and also includes the following centres)	
Steiglitz	Investigation Area (Industrial). Potential to develop as a marine industry area.
Griffith University	Knowledge Hub. Cluster of science, innovation, research, health and development.
Bond University	Knowledge Hub. Cluster of science, innovation and research and development.
Gold Coast Airport	Specialist Activity Centre. Primary focus for specialised economic activity, employment rather than retail function. High levels of trip generation.
Yatala	Industrial. Advanced design, manufacturing and distribution.
Pacific Innovation Corridor (PIC) Areas (refers to all Regional Activity Centres (excluding Bundall), and also includes the following PIC precincts)	
Oxenford	Film and interactive media. PIC Area.
Burleigh	Leisure, tourism and light industry manufacturing. PIC Area.

Key Employment and Economic Development Strategies	Implementation Notes
4.3.3 Land supply	
<p>a An adequate supply of industrial and tourism development land is identified to accommodate projected employment requirements to 2026. This land supply can cater for future expansion of existing businesses and industries as well as new and emerging industry sectors.</p>	<p>i Yatala Enterprise Area is proposed to be designated as a Major Development Area under the SEQ Regional Plan. Detailed Structure Planning is proposed to ensure this regionally significant business and industry area is adequately serviced by efficient transport, water and sewerage infrastructure to achieve a highly functional and accessible enterprise area which is positioned to attract targeted industry sectors.</p> <p>ii Investigate the ability of Yatala Enterprise Area to expand to cater for expected industry growth.</p> <p>Management.</p> <p>iii Further investigation of the potential future enterprise hub will be undertaken to:</p> <ul style="list-style-type: none"> ■ assess the suitability of the land to meet the long-term growth potential for existing and new businesses and industries on the Gold Coast ■ confirm future land and infrastructure requirements ■ to ensure areas of high biodiversity value are identified and minimisation strategies are considered

Key Employment and Economic Development Strategies	Implementation Notes
	<p>iv Detailed master planning will be undertaken for the economic activity centres (Knowledge Hub) at Griffith University/Gold Coast Hospital hub, and Gold Coast University; Gold Coast Airport; and Steiglitz Investigation Area (Industrial) to ensure these economic activity centres develop as functional enterprise hubs supported by a program for delivery of key infrastructure.</p> <p>v Planning Scheme provisions for existing industry domains will be reviewed to ensure these areas can satisfy current and future demand for industrial land having particular regard to:</p> <ul style="list-style-type: none"> ■ location sensitive and/or infrastructure specific activities ■ needs of businesses within targeted industry sectors ■ demand for out-of-centre siting of bulky goods retailing <p>vi Key resource areas and associated haulage routes will be protected to ensure a regional supply of building material and aggregate is available to support industry and infrastructure construction needs.</p> <p>vii Sites for future large-scale tourism development need to be further identified.</p>
4.3.4 Employment self containment	
<p>a The economy of the Gold Coast supports additional jobs across key sectors increasing self-containment of employment most of which will be located in Regional Activity Centres, Economic Activity Centres and Pacific Innovation Corridor centres.</p>	<p>i Key sectors include the areas within <i>The Economic Development Strategy 2010</i> including: education, sport, marine, tourism, ICT, health, creative industries, food and environment.</p> <p>ii The LGMS is planning for an additional 130,000 new jobs in Gold Coast over the next 20 years. Forty Six per cent of these jobs will be in regional activity centres. Up to fifteen per cent of employment in the Gold Coast is home-based and this small business economic activity will continue to contribute to the city's economy and strengthen employment self-containment.</p> <p>iii Higher density residential development within Regional Activity Centres can reduce journey-to-work trip lengths and maximise opportunities for</p>

Key Employment and Economic Development Strategies	Implementation Notes
	<p>local self-containment of employment within the regional activity centre network.</p> <p>iv Development in regional activity centres will range from mixed-use to medium and high density residential development consistent with the preferred urban form and character expressed in the development intent statements for each centre. Opportunities for provision of affordable housing will also be investigated and promoted in these centres.</p>
4.3.5 Training and research	
<p>a The economy of Gold Coast has access to a skilled workforce with highly developed technological capabilities fostered through a positive culture of innovation, training and research.</p>	<p>i Research and vocational training programs to support a diversified economy will be strengthened through ongoing collaboration with learning institutions and employment networks.</p>
4.3.6 Infrastructure	
<p>a Coordination and integration: Regional activity centres, economic activity centres and Pacific Innovation Corridor centres are supported through coordinated and integrated planning and delivery of infrastructure services.</p>	<p>i Gold Coast City Council will work closely with other infrastructure providers to coordinate and integrate planning and delivery of infrastructure networks. Structure, master and local area planning activities and reviews of the <i>Economic Development Strategy 2010</i> will more fully inform infrastructure planning and sequencing and land supply requirements over the planning period of the LGMS.</p>
<p>b Telecommunications capacity: Regional activity centres, economic activity centres and Pacific Innovation Corridor centres are serviced with globally linked and enabled telecommunications infrastructure, allowing the city to position itself to respond to emerging investment opportunities.</p>	<p>i A priority approach will be taken to securing affordable access and global showcase solutions to high speed broadband telecommunications.</p>
<p>c Transportation networks: c1 Transportation networks support the safe and efficient movement of freight and workers between key destinations.</p>	<p>i Regional Activity Centres, Economic Activity Centres and Pacific Innovation Corridor centres will be supported by public transport enhancements including:</p> <ul style="list-style-type: none"> ■ continued southern extension of the Brisbane-Gold Coast heavy rail to Gold Coast Airport and duplication and upgrade of existing tracks ■ completion of the Rapid Transit System from Helensvale to Coolangatta by 2016

Key Employment and Economic Development Strategies	Implementation Notes
	<ul style="list-style-type: none"> ■ provision of bus priority lanes, bus stations and improved cross-city connectivity of bus routes linking transit nodes and activity centres ■ investigation of opportunities for future extensions to the Rapid Transit Corridor to link with Regional Activity Centres outside the initial corridor ii investigation of opportunities to enhance the access to public transport for workers to industrial areas such as the Yatala Enterprise Area
<p>c2 Gold Coast is linked to intra-regional, national and international markets through an efficient freight network built around road corridors and access to air and seaports.</p>	<ul style="list-style-type: none"> i Gold Coast is reliant on an efficient regional and interstate freight network which keeps pace with forecast increases in freight movement. Investigation, planning and construction of the following freight transport links within the Gold Coast are essential to maintaining an efficient regional network: <ul style="list-style-type: none"> ■ M1 upgrade from Nerang to Tugun ■ investigation into connecting the northern end of the Intra Regional Transport Corridor (IRTC) with the SEQ Regional Transport Network ■ completion of investigation into the construction of the Southern Infrastructure Corridor (Yatala to Cunningham Highway) ii Protection and buffering of resource haul routes. iii The importance of Gold Coast Airport and the surrounding hub in driving tourism growth within the city is recognised, supporting the capacity for airport expansion and integration with the public transport network including heavy rail, rapid transit and bus services.
<p>d Water and Wastewater: Ensure the sequenced development of Regional Activity Centres and Economic Activity Centres in the Pacific Innovation Corridor are supported by the timely and efficient provision of water and wastewater services.</p>	<ul style="list-style-type: none"> i To support the timing and efficient provision of water and wastewater services, development must employ integrated water cycle management principles consistent with the provision of the Gold Coast Waterfuture Strategy

Key Employment and Economic Development Strategies	Implementation Notes
	<p>(GCWFS), such as means to reduce water consumption, and use of alternative water sources, to ensure sustainability of water supply to the city to meet water consumption targets. Further Planning Scheme reviews should investigate opportunities to support this through Planning Scheme provisions.</p> <p>ii Urgently review capacity of water supply and wastewater trunk infrastructure to service projected requirements for Yatala Enterprise Area and Beenleigh to ensure growth is not unintentionally constrained.</p> <p>iii Ensure all development incorporates demand management and source substitution initiatives in order to facilitate continued growth in all areas, particularly those constrained by infrastructure capacity.</p>
<p>e Reduced Water Consumption: Ensure development design is sustainable and supports reduced consumption of water to reduce pressure on current infrastructure and support ongoing growth.</p>	<p>i Certain areas of the city are constrained by water availability and wastewater treatment capacities. For this reason, it is important that development encourages reduced consumption of water to reduce pressure on infrastructure and support ongoing growth. New development must facilitate integrated water cycle management initiatives in design and industry processes to reduce consumption of reticulated water and support the proposed sequencing of infrastructure provision.</p> <p>ii To achieve these outcomes in development, a review of the Planning Scheme provisions to ensure development supports Gold Coast Waterfuture Strategy (GCWFS) initiatives is required.</p>

4.4 Infrastructure Strategy

The timely provision of new infrastructure and the maintenance and enhancement of existing assets is critical to supporting the preferred settlement pattern and form of urban development proposed in the LGMS and in responding to emerging risks such as those posed through climate change. Trunk infrastructure construction and upgrading will be programmed to support the timing of major greenfield and infill development, in accordance with the sequencing strategy.

Importantly, the coordination of infrastructure investigation, planning, funding and construction between agencies and levels of government will assist with the efficient delivery of infrastructure items and networks. The strategy identifies those infrastructure elements which are commitments under the SEQIPP as well as infrastructure which the LGMS identifies as essential to delivering SEQ Regional Plan outcomes, but which is not currently recognised in the SEQIPP.

The growth of the city is intrinsically tied into the provision of an integrated, high quality, safe and efficient transport system that serves both the need of the broader community and supports the proposed growth areas. This integrated system (Figure 4.4.1) combined with travel demand management initiatives will over time reduce the reliability of the city on private vehicle trips and will lead to increased mode share for public transport and active transport (such as cycling, walking) (Refer to Figure 4.4.2).

The management of water and energy in development will play a key role in supporting the timing and level of infrastructure upgrades and provision required. Development is to prioritise the sustainable management of water and energy supply through the use of sustainable building designs, reduced dependency on water sourced from dams through demand management initiatives, the use of alternative supplies including recycled and desalination water.

The city is embarking on a strategy to mitigate future impacts of climate change and to respond to the emerging challenges of growth management in the face of climate change impacts.

The roll-out of community infrastructure will ensure greenfield communities are supplied with a broad range of community facilities, programs and services. The growth of infill areas and activity centres will require an expansion of community infrastructure to meet projected needs over the next 20 years. All government agencies and community organisations will need to cooperate to enhance the well-being of the city.

The timely provision of new infrastructure and the maintenance and enhancement of existing assets under the Infrastructure Strategy is critical to supporting the preferred settlement pattern and form of urban development anticipated by the Residential Development, and Employment and Economic Development Strategies.

The comprehensive planning of new trunk infrastructure provision within the Gold Coast was most recently undertaken as part of the preparation of the PIP. The PIP planning provides a program of trunk infrastructure provision in accordance with the Planning Scheme. This

generally aligns with the Sequencing Strategy, except where opportunities brought about by SEQIPP projects need to be capitalized. Where growth assumptions in local areas alter as a result of the Residential Development, and Employment and Economic Development Strategies, a review of the PIP planning will be undertaken.

The design of infrastructure, in particular, road corridor treatments and public transport systems, will contribute to the visual experience of the city. It is important that infrastructure design is to exemplary standards and contributes positively to the visual and experiential qualities of the city.

The Infrastructure Strategy recognises the importance of cross-border collaboration in the planning and delivery of infrastructure both at the local and State Government levels. The Gold Coast City Council will continue to actively participate in regional forums and planning processes which support coordinated planning outcomes.

The Infrastructure Strategy takes into account the impact of visitors to the city. At present, the Gold Coast hosts over 10 million international and domestic visitors every year, including four million overnight visitors and six million day trip visitors. The Tourism Forecasting Council (TFC) forecasts that the average annual growth rate for international visitors to Australia will be 4.3 per cent between 2005 and 2015. The TFC also predict that the domestic visitor nights will grow by 0.5 per cent annually between 2005 and 2015.

Key Infrastructure Strategies	Implementation notes
4.4.1 Infrastructure Planning	
a Coordinated infrastructure planning continues to be undertaken on a collaborative basis with agencies and neighbouring local governments to ensure timely delivery of key regional infrastructure.	i Detailed planning for all major growth areas will have agencies involved early, to ensure integration of planning efforts.
b The community is engaged in infrastructure planning (and future land use planning) processes to a level relevant to the nature and scale of the proposed infrastructure item.	i Consultation and engagement strategies are adapted to address infrastructure specific issues.
c Infrastructure planning and delivery supports economic growth and community needs, in accordance with the specified delivery sequence, to ensure orderly and timely provision of infrastructure and achievement of a sustainable urban form focussed around key activity centres and high capacity transit corridors.	i The Gold Coast PIP will continue to plan and deliver trunk infrastructure, in collaboration with other government and non-governmental agencies. Infrastructure will be provided to service greenfield and infill residential development, employment areas and Activity Centres. The PIP planning will integrate with projects outlined in the SEQIPP.
d Infrastructure corridors and sites within growth areas are identified by respective agencies early in the planning process and are protected.	i All agencies have a responsibility to identify future needs for infrastructure during the detailed planning process, and in partnership with Council and landowners to protect identified corridors and sites.

Key Infrastructure Strategies	Implementation notes
4.4.2 Demand management initiatives	
a All residential and economic growth areas incorporate demand management initiatives to reduce waste production and the consumption of energy and water.	<p>i Sustainable urban and building designs incorporate demand management initiatives.</p> <p>ii Regulatory and education programs promote sustainable use of resources.</p>
4.4.3 Infrastructure funding	
a Trunk infrastructure is delivered to development across the city in an ordered manner and in accordance with scale, type and location of growth and the timings proposed in the Sequencing Strategy. Infrastructure is financed through infrastructure charges, local and state infrastructure agreements, public/private partnerships, state agencies and the Gold Coast City Council.	<p>i Priority infrastructure charges levied on new development, contribute to the provision of trunk water supply, sewerage, stormwater, recreational and community facilities, and transport (both Council and state).</p> <p>ii For larger developments, local and state infrastructure agreements are established, particularly where costs associated with the provision of infrastructure are outside the capacity of the PIP.</p> <p>iii Public/private partnerships will be considered where the funding of infrastructure is beyond the capacity of the Council or state to finance, and there are economical benefits.</p> <p>iv State-funded infrastructure, detailed in either SEQIPP or agency capital works programs, will provide the bulk of infrastructure for the city's development.</p> <p>v Council's capital works budget will provide additional engineering and social infrastructure and services to support the growth of the city. In addition to rates, Council collects a number of levies (e.g. parks, transport) to raise capital to acquire sites and to provide infrastructure.</p> <p>vi In collaboration with other government and non-government agencies, Council's Corporate Plan and directorate business plans will plan and deliver other infrastructure.</p>
4.4.4 Sustainable transport solutions	
a The integration of land use with major public transport and active transport infrastructure makes the city more accessible for residents and visitors and reduces the demand for private vehicle trips.	i The development of an integrated transport network focused around major line-haul public transport infrastructure will provide the city with sustainable transportation options.

Key Infrastructure Strategies	Implementation notes
	<p>ii The development of Transit Oriented Communities (TOC's) along the Rapid Transit Corridor (RTC) utilising Transit Oriented Development (TOD) principles, will ensure residential growth and employment focuses on key transport nodes/routes and encourages stronger patronage for public transport.</p>
<p>b The dependence on private motor vehicle trips across the city is reduced over time through targeted mode-share strategies which encourage less trips and greater use of public and active transport alternatives (Figure 4.4.1 and Figure 4.4.2).</p>	<p>i <i>The Gold Coast Transport Plan 1999-2030</i> will be reviewed to ensure the city focuses on maximising key transport initiatives such as the heavy rail extension to Varsity Lakes, the RTC and the priority east-west bus network.</p> <p>ii Identify gaps in the Gold Coast Bikeway Network and new opportunities for improvement of the Gold Coast Bikeway Network.</p> <p>iii Review the <i>Bikeway Network Operational Plan (2001)</i> and ongoing review for new opportunities for individual projects.</p> <p>iv Encourage cycle use for commuting by building appropriate end-of trip facilities for cyclists in new commercial and retail buildings and travel mode centres.</p> <p>vi Encourage bicycle use by upgrading and maintaining the Gold Coast Bike Network and South East Queensland Cycle Network.</p> <p>vi Existing multi-modal transport targets and the setting of new targets will be undertaken at the time of reviewing the Gold Coast Transport Plan and following the release of Queensland Transport's revised IRTP.</p> <p>vii Complete the Oceanway along the dune areas and upgrade existing sections of the Broadwaterway. Provide pedestrian 'green' bridges (green bridges) at strategic positions and complete the Surfers Riverwalk.</p> <p>viii Implement a route signage strategy. Ensure regular maintenance of existing facilities, lighting, signage and pavement markings for on and off-road bikeways.</p>

Key Infrastructure Strategies	Implementation notes
	<p>ix Car trips are reduced or eliminated through increased mixed-use activity centre development and more effective pedestrian and cycle pathways.</p> <p>x Car trips for seniors will continue to be actively reduced through Council transport programs such as the <i>Community Transport Scheme</i> for seniors.</p> <p>xi Private vehicle trips will be reduced through implementation of recommendations of the <i>Whole-of-City Car Parking Strategy</i>.</p> <p>xii Design of new buildings will be reviewed to incorporate end-of-trip bike facilities.</p> <p>xiii Investigate opportunities for other routes and modes of travel throughout the city long-term (Figure 4.4.2).</p>
<p>c Travel demand management measures influence the demand for transport services and make better use of the city's road network.</p>	<p>i Measures are introduced on key arterial roads to better use the existing road space. These include high occupancy vehicle lanes, bus priority measures, car-pooling, traffic incident management procedures, traffic signal coordination and extension of the city's active transport network.</p>
4.4.5 Quality public transport	
<p>d The Gold Coast Rail becomes a more significant provider of inter-regional trips to Brisbane, utilising best technology and safe, efficient, convenient travel.</p>	<p>i The capacity of the Gold Coast Rail line will be increased through:</p> <ul style="list-style-type: none"> ■ Track upgrades: <ul style="list-style-type: none"> - Ormeau to Coomera (SEQIPP 2006) - Coomera to Helensvale (SEQIPP 2026) - Helensvale to Robina (SEQIPP 2008) ■ Extension of rail: <ul style="list-style-type: none"> - Robina to Varsity Lakes (SEQIPP 2015) - Elanora to Gold Coast Airport (LGMS) - Potential extension into northern New South Wales (LGMS) ■ New passenger rollingstock (SEQIPP 2008)

Key Infrastructure Strategies	Implementation notes
<p>e The Rapid Transit System enhances the city's public transport network and provides a sustainable transport future for travel within the coastal corridor, and enhanced transit supportive residential and economic development along that corridor.</p>	<ul style="list-style-type: none"> ■ Bring forward of the timing of a new rail station with park and ride facilities at Ormeau North (LGMS). <p>i The provision of the quality Rapid Transit System includes:</p> <ul style="list-style-type: none"> ■ Stage 1 - Helensvale to Broadbeach (SEQIPP 2012) ■ Stage 2 - Broadbeach to Gold Coast Airport and Coolangatta (SEQIPP 2015) ■ The extension of Stage 1 to Burleigh Heads should be investigated as it could provide for greater attraction of patronage and opportunities for east-west bus connectivity with the rail station at Varsity Lakes. ■ The extension of the Rapid Transit System post 2015 also needs to be investigated.
<p>f Strong public transport linkages between Gold Coast Rail and the Rapid Transit System provide connectivity of the two major north-south corridors and integration of inter-regional and city services.</p>	<p>i East-west connectivity will be strengthened by priority bus corridors between:</p> <ul style="list-style-type: none"> ■ Southport and Nerang (SEQIPP 2015) ■ Broadbeach and Nerang (SEQIPP 2015) ■ Miami and Robina (SEQIPP 2015) ■ Burleigh Heads and Varsity Lakes (SEQIPP 2015)
<p>g The city's network of quality public transport services and facilities encourages increased patronage of services.</p>	<p>i Bus priority lanes will be provided along parts of the Gold Coast Highway (SEQIPP 2008) and Smith Street (SEQIPP 2007).</p> <p>ii Improvements to existing services in the form of more bus shelters, extended operating hours, more low-floor fully-accessible buses, expanded weekend services, new routing etc need to be identified.</p> <p>iii The introduction of possible ferry services on the Broadwater by the Gold Coast Public Passenger Ferry Service (2007) may provide an alternative transport system between Paradise Point and Broadbeach.</p>

Key Infrastructure Strategies	Implementation notes
<p>h The Gold Coast Airport develops into a major transport interchange linking the Gold Coast Rail, Rapid Transit System with air transport, enabling the airport to service a wide regional catchment of southern Brisbane, the Gold Coast and northern New South Wales.</p>	<p>i The convergence of the Rapid Transit System and the heavy rail at Gold Coast Airport will provide airline passengers with fast, reliable and economical land transport to destinations across the city.</p> <p>ii The potential of the Gold Coast Airport to be a major regional transport interchange needs to be investigated, particularly the integration of transport services between Queensland and New South Wales. Subject to arrangements between the Queensland and New South Wales Governments, an extension of the Rapid Transit System to service heavily populated areas and Key Activity Centres in Tweed Heads, should be investigated. Similarly, the Gold Coast Rail could be extended into northern New South Wales or alternatively, Gold Coast Airport could be the hub where a rail line from the Northern Rivers meets the Queensland rail system.</p> <p>iii The recent extension of the runway will see more international passengers disembarking at the airport for Gold Coast holidays.</p> <p>iv The establishment of a highly efficient public transport network will see public transport make inroads into the existing mode share of private vehicles being the dominant mode of transport to the airport.</p> <p>v Land use planning and development around the Gold Coast Airport is consistent with the provisions of the Queensland Government's State Planning Policy 1/02 – Development in the Vicinity of Certain Airports and Aviation Facilities.</p>
<p>i The future operation of the Gold Coast Airport is ensured.</p>	<p>i All development in and around the Gold Coast Airport ensures the on-going safe and efficient operation of this facility and restricts incompatible development.</p>
<p>j The planning of public transport network improvements is integrated with future land use development, to ensure a high quality integrated public transport network is established across the city and to Brisbane.</p>	<p>i In conjunction with the completion of the southern extension of the heavy rail corridor and planning for the Rapid Transit System, opportunities for TOCs around rail and rapid transit station hubs should be investigated. For example, a Transit Orientated Corridor should be investigated along the Rapid Transit System between Southport and Coolangatta.</p>

Key Infrastructure Strategies	Implementation notes
4.4.6 Effective Freight and Efficient Road Networks	
<p>a The Gold Coast state-controlled and local road networks are upgraded to meet projected increases in traffic volumes to 2026, by completion of major projects in accordance with agreed staging (Figure 4.4.1).</p>	<p>i The following road projects are planned to be delivered:</p> <p>SEQIPP projects:</p> <ul style="list-style-type: none"> ■ Tugun Bypass (SEQIPP 2008) ■ Pacific Motorway, Nerang to Stewart Road: additional traffic lanes and interchanges (SEQIPP 2015) ■ Nerang-Broadbeach Road: additional lanes from Allambe Gardens to Nielsens Road (SEQIPP 2007) ■ Gold Coast Highway: additional lanes from Robert Street to Stevens Street to Government Road (SEQIPP 2008) ■ Smith Street: additional lanes from Pacific MW to Olsen Avenue (SEQIPP 2015) ■ Hope Island Road: additional lanes from Pacific MW to Santa Barbara Road to Columbus Drive to Lae Drive (SEQIPP 2011) ■ Southport-Nerang Road: additional lanes from Minnie Street to Queen Street (SEQIPP 2015) ■ Burleigh Connection Road: additional lanes from Mattocks Road to Kortum Drive (SEQIPP 2015) ■ Southport-Burleigh Road: intersection upgrades (SEQIPP 2026) ■ The IRTC will be integrated with South East Queensland Transport Network <p>Non and new SEQIPP Projects include:</p> <ul style="list-style-type: none"> ■ Kreideman Road Bridge upgrade (GCCC) ■ Coomera North Interchange (Department of Main Roads) ■ Coomera South Interchange (Department of Main Roads) ■ Pacific Motorway overpass located between the future Coomera North Interchange and the existing Foxwell Road Interchange (Department of Main Roads) ■ Coomera Town Centre Ring Road (GCCC)

Key Infrastructure Strategies	Implementation notes
	<ul style="list-style-type: none"> ■ Beenleigh Inner Ring Road (GCCC) ■ Stanmore Road upgrade (GCCC).
b New freight and road corridors are identified and corridors preserved to provide efficient and low impact freight corridors to 2026 and beyond.	<ul style="list-style-type: none"> i The Intra Regional Transport Corridor in between Nerang and Stapylton (SEQIPP) will be preserved. ii Integration with Regional Road Network. iii The Southern Infrastructure Corridor between Yatala and Cunningham Highway (SEQIPP 2015) will be investigated.
4.4.7 Extensive active transport networks	
a Liveability within centres and neighbourhoods, and connectivity between centres and residential areas are improved through an expansion of integrated pedestrian and cycle networks (Figure 4.4.2).	<ul style="list-style-type: none"> i The existing active transport network throughout the city will be extended including: <ul style="list-style-type: none"> ■ Integrated Regional Cycle Network (LGMS Veloway) ■ Trunk, district and local cycle networks (GCCC) ■ Coastal Recreation Corridor (GCCC) ■ Hinterland touring and training routes (GCCC) ■ River walk (GCCC) ■ Ocean walk (GCCC) ■ Lamington to Springbrook Great Walk (SEQIPP 2007) ■ Trails (State Government) ii The master planning of activity centres and TOCs will make provision for enhanced pedestrian and cycle networks incorporating CPTED principles. iii It is proposed Council review the <i>Bikeway Network Strategy (1996)</i> and the <i>Bikeway Operational Plan (2001)</i> to incorporate any initiatives from the <i>Integrated Regional Cycle Network Plan (2007)</i>, and to ensure new growth areas are appropriately serviced.
4.4.8 Environmentally responsible transport system	
a Transport systems are designed to minimise environmental and community impacts.	<ul style="list-style-type: none"> i Planning for new transport systems ensures any environmental impacts are mitigated. ii Planning for new freight routes and roads minimises the width of road corridor and the disturbance to remnant vegetation, ensures the impacts of runoff from road surfaces are managed and incorporates eco-friendly initiatives in the design (eg fauna crossings).

Key Infrastructure Strategies	Implementation notes
	iii Sensitive residential areas are located, and urban design features incorporated into the design, to limit the impact of transport noise on the community.
b Opportunities for the provision of landscaped view corridors and open space connectivity are maximised.	<p>i State and local governments collaborate in planning the location of transport corridors and design of transport infrastructure, incorporating scenic and view corridor studies and analysis into the planning and design stages.</p> <p>ii The design of all infrastructure is to be to exemplary standards, both operationally and aesthetically, to ensure that all city assets and those provided by other infrastructure providers add value to the visual and experiential qualities of the city.</p>
c On-site parking is provided in appropriate locations in a manner which maintains high quality visual amenity and an environment of personal safety.	<p>i Off-street, above-ground car parking should be concealed from view by spaces which contain active uses and provide for casual surveillance of adjoining spaces.</p> <p>ii Review Car Parking Strategy to consider how this might be achieved in new developments.</p>
4.4.9 Social infrastructure	
a Community facilities, programs and services continue to be expanded across the city in a timely manner, to ensure new growth areas are provided with acceptable standards of social support.	i The development of growth areas is sequenced over the next 20 years to ensure agencies and community organisations have the capacity to provide the community infrastructure expected by emerging communities.
b Critical gaps in the provision of appropriate levels of community facilities, programs and services to cater for the city's growing population and to meet changing needs, are identified.	<p>i A social planning framework to support analysis of community infrastructure provision and needs, and to inform community and private sector providers, will be developed.</p> <p>ii Communities will be engaged to identify specific needs and to develop effective delivery strategies. A social infrastructure plan will inform the specific needs of particular growth communities in the city, identify appropriate timing of provision, and promote collaboration with other infrastructure providers. (e.g. <i>Northern Growth Corridor Social Infrastructure Plan 2007</i>).</p>

Key Infrastructure Strategies	Implementation notes
	<p>iii In developing the Youth Strategy and Seniors Strategy, the specific needs of these demographic groups, including those relating to infrastructure provision, will be identified.</p> <p>iv Design of public infrastructure will be underpinned by CPTED principles, equitable access principles and seamless connections.</p>
c The community facilities, programs and services contribute to a sense of well-being across the city and contribute to community development.	<p>i The city will continue to partner with indigenous communities, traditional owners and new migrants to ensure support services and programs enable those communities to feel an integral part of the broader Gold Coast community.</p> <p>ii The expanded transport networks across the city will provide greater accessibility to existing and proposed community infrastructure.</p>
d Land for appropriate community infrastructure to cater for the city's growing population and changing needs, are identified and acquired.	<p>i Opportunities to secure land for siting of community facilities will be investigated and suitable sites identified in the detailed planning.</p> <p>ii A strategy for securing land/facilities to meet future social infrastructure needs in activity centres is developed.</p>
e Major community infrastructure is provided to support the resident population and visitor growth (Figure 4.4.3).	<p>i The city's network of existing community facilities (including public and private hospitals, universities, Carrara Sports Stadium, cultural and arts, Convention and Exhibition Centre, showgrounds, libraries, community facilities etc.) will be expanded over the next 20 years. Major projects proposed for the city include:</p> <ul style="list-style-type: none"> ■ Gold Coast Hospital (SEQIPP 2015) ■ Robina Health Hub and hospital expansion (SEQIPP 2015) ■ Gold Coast TAFE Campus at Coomera (SEQIPP 2011) ■ Coomera Community Centre (GCCC) ■ 22 new schools in the Gold Coast region (SEQIPP) ■ Gold Coast Football Stadium (SEQIPP 2008)
4.4.10 Potable water, wastewater and recycled water	
a Additional water supplies are sourced to cater for the city's resident population and visitor growth (Figure 4.4.4).	i Specific programs/projects included in SEQIPP to ensure sufficient bulk water for growth include:

Key Infrastructure Strategies	Implementation notes
	<ul style="list-style-type: none"> ■ The Southern Regional Pipeline (SEQIPP 2008) ■ The raising of the Hinze Dam wall (SEQIPP 2011), and ■ The Gold Coast Desalination Facility (SEQIPP 2008).
<p>b Development employs integrated water cycle management principles and the provisions of the GCWF, to reduce per capita consumption through source substitution and demand management.</p>	<p>i Source Substitution The following strategies will be employed:</p> <ul style="list-style-type: none"> ■ use of recycled water ■ harvest rainwater in accordance with Queensland Development Code (Part 25 – Water Saving Targets) and Council's rainwater tank policy ■ use of harvested rainwater – Council has mandated all new houses in new developments install rainwater tanks for cold water washing machine taps in laundries, garden watering and toilet flushing ■ greywater re-use – guidelines and policies are being developed to encourage safe use wherever possible ■ groundwater – under investigation ■ indirect potable re-use – under investigation <p>ii Demand Reduction (through water conservation and demand management initiatives) The following strategies will be employed:</p> <ul style="list-style-type: none"> ■ rebate and replacement schemes ■ prevent water loss through water leakage and pressure reduction strategies ■ reduced consumption through: <ol style="list-style-type: none"> 1 mandatory water efficient appliances and fittings 2 education and awareness programs 3 enforcement 4 pricing mechanisms <p>Water supply is restricted to premises within the Gold Coast Water Supply Service Area.</p> <p>Proponents of new residential and non-residential development above a certain density (i.e. medium and high density</p>

Key Infrastructure Strategies	Implementation notes
	<p>residential developments or those developments above the planned densities in PIP and the Planning Scheme), are to submit with a Material Change of Use application an 'integrated water management plan'. This will protect total water use and the sources required to achieve the desired service level and meet water consumption targets (as defined in GCWF and SEQ Regional Plan).</p> <p>Future Planning Scheme reviews should investigate the densities which would require 'integrated water management plans' and opportunities to support this through Planning Scheme provisions.</p> <p>To facilitate successful integrated water cycle management, best practice standards are used in the planning, design and operation treatment, disposal, re-use including opportunities for dual reticulation in greenfield and infill/redevelopment areas.</p>
<p>c The Gold Coast Water Supply Network is upgraded to meet projected resident population and visitor growth to 2026, and proposed urban residential and economic development.</p>	<p>i The existing Water Supply Network of the city will be augmented by connection of the city to the SEQ Water Grid. This requires the delivery of the following trunk water mains:</p> <ul style="list-style-type: none"> ■ Southern Regional Pipeline (SEQIPP 2008) ■ Tugun to Molendinar Pipeline (GCCC 2008) ■ Gold Coast to Logan Alternative Supply (SEQIPP 2007) <p>ii Council is also expanding the local water supply network to cater for growth. Projects include new reservoirs at Robina (2008), Stapylton (2008) and upgrades of the Molendinar and Mudgeeraba Water Treatment Plants (on-going).</p>
<p>d The Gold Coast Wastewater Network is upgraded to meet the projected resident population and visitor growth to 2026 and proposed urban residential and economic development (Figure 4.4.5).</p>	<p>i The city's existing Wastewater Treatment Plants at Merrimac, Elanora, Coombabah and Beenleigh will be augmented with a new plant at Pimpama (Gold Coast City Council 2008). Class A+</p>

Key Infrastructure Strategies	Implementation notes
	<p>recycled water will be provided by the future Pimpama WWTP and used for toilet flushing and outdoor uses. The GCWF Strategy is based on recycled water being used in the northern greenfield areas. Dual reticulation schemes are already being provided to Pimpama/Coomera. Other areas being investigated include:</p> <ul style="list-style-type: none"> ■ Hope Island ■ Yatala/Stapylton ■ Beenleigh/Waterford <p>ii All existing plants will undergo refurbishment over coming years to improve the capacity of the system to provide recycled water to existing and future clients. Gold Coast Water currently recycles approximately fourteen per cent of the city's total wastewater with plans to increase (refer to Figure 4.4.6). The re-use target is one of the issues being considered by the GCWF Recycled Water Advisory Committee.</p> <p>iii The ultimate capacity and the staging of Stapylton WWTP by 2011 is the subject of on-going analysis, as it is dependent on the quantum and composition of trade waste from Yatala.</p>
4.4.11 Flooding and stormwater drainage	
<p>a Community risk and exposure to the adverse impacts of flooding and storm surge events is reduced through the raising of the Hinze Dam wall.</p>	<p>i The Hinze Dam wall will be raised by 2011 as a flood mitigation program to better protect the lower areas of the Nerang River from flood inundation. Once completed, Planning Scheme provisions and flood mapping to inform future land use planning and development assessment will need to be reviewed. Nevertheless, strategies will be developed to assist in reducing community risk from natural hazard events including flooding and storm surge. These disaster mitigation strategies will be reviewed on an on-going basis.</p>

Key Infrastructure Strategies	Implementation notes
<p>b Stormwater runoff and Wastewater: The impacts by new development on the natural environment will be minimised as a result of stormwater and wastewater initiatives.</p>	<p>i reduce the impacts of development on the environment, all urban design will incorporate WSUD principles. ii wastewater discharges from the city's wastewater treatment plants will continue to reduce through the identification and reticulation of major industries, residential communities and sporting clubs.</p>
<p>c The detailed planning of development areas prevents encroachment of water catchments, infrastructure corridors and future facility sites.</p>	<p>i The Planning Scheme will continue to restrict and limit urban development within declared water catchments for the Hinze Dam and Little Nerang Dam in line with provisions of the <i>Gold Coast Water Catchments Management Strategy</i>. It will also continue to protect the major trunk routes for water and wastewater, the future northern wastewater treatment plant site, desalination plant and ancillary infrastructure, and the Southern Regional Water Pipeline.</p>
4.4.12 Energy infrastructure	
<p>a Corridors for electricity easements and sites for sub-substations are identified and preserved early in the planning of new developments (Figure 4.4.7)</p>	<p>i Energex is proposing to build \$1646 million of infrastructure in Gold Coast City over the next 20 years. This includes 110kV underground and overhead feeders, 33 kV feeders, zone substations and bulk supply substations. Major projects include:</p> <ul style="list-style-type: none"> ■ Beenleigh to Cades County 110kV (SEQIPP) ■ Cedar Creek to Coomera 110kV (SEQIPP) ■ Molendinar to Bundall 110kV (SEQIPP) ■ Molendinar to Tugun 110kV (SEQIPP)
4.4.13 Telecommunications	
<p>a Industry hubs will be serviced with high speed globally linked and enabled information and telecommunications infrastructure, allowing the city to position itself to respond to emerging investment opportunities.</p>	<p>i A priority approach will be taken to securing affordable access and global showcase solutions to high speed broadband telecommunications.</p>
4.4.14 Waste management	
<p>a The city adopts a waste management approach that shifts from the perception of waste being an unwanted commodity to waste being a resource. b New developments apply demand reduction</p>	<p>i Gold Coast City's <i>2020 Vision on Waste</i> commits Council to managing solid waste in a more environmentally and economically responsible way. Strategies in the vision include residential and</p>

Key Infrastructure Strategies	Implementation notes
strategies to reduce the city's waste.	industry waste minimisation, increasing the demand for recycled materials and products, and world class management facilities and services.
4.4.15 Infrastructure for beaches and waterways	
a Both public and active transport networks provide greater access for city residents and visitors to beaches and waterways.	i The expanded transport networks across the city will provide greater accessibility to important destinations such as the surf beaches. Contiguous linear links, such as the Oceanwalk and the Coastal Recreation Corridor, will improve the connectivity between surfing beaches.
b Facilities are provided in appropriate locations at beaches and waterways for residents and visitors.	i Natural as well as built beach and waterway assets, including boat ramps, walkways, jetties, dune protection measures and visitor facilities will be maintained as key regional infrastructure servicing both and Gold Coast residents and visitors.
4.4.16 Climate change	
a The potential impact of climate change on land use and Council activities is managed to ensure a safe and sustainable community.	<p>i The implications of climate change mitigation and adaptation on the city's resources, infrastructure and systems will be monitored and communicated to increase awareness and engagement. These resources, infrastructure and systems include:</p> <ul style="list-style-type: none"> ■ water supply ■ energy consumption ■ wastewater infrastructure ■ waterway hydraulics ■ water quality ■ land use and stability ■ natural assets ■ biodiversity ■ social ■ economic <p>These matters will be factored into the review of the Planning Scheme and planning for major infrastructure, with Council actively contributing to the development of appropriate responses.</p>
b Community awareness of climate change impacts are raised and the community engaged in developing and implementing appropriate mitigation and adoption.	i The implications of climate change on city's water supply, wastewater and energy infrastructure systems, waterway hydraulics and land stability will be monitored.

4.5 Urban Open Space Strategy

Open space contributes a range of values to our living environment. The open space network reinforces the community's sense of place and contributes to the liveability of urban areas and the health and well-being of residents and visitors and helps achieve the protection of our biodiversity by recognising and conserving important ecological areas and built form places. The Gold Coast Urban Open Space Strategy develops a framework for the preferred future urban open space network (Figure 4.5.1) and urban landscape values set within the broader context of regional landscape values (Figure 4.5.2). In terms of natural values, it provides important opportunities to protect and provide linkages from the hinterland to the coast and to expand core habitat areas. In terms of built form, it provides important opportunities to ensure connectivity of spatial corridors, that provide the spatial framework and permeability through and around the urban built form.

Urban open space includes land within the Urban Footprint affected by natural hazards which also contribute to the open space network and captures the scenic amenity values of Gold Coast. These areas may be held in either public or private ownership.

The Urban Open Space Strategy:

- identifies a preferred open space network which reinforces the community's sense of place by enhancing natural and cultural heritage, scenic amenity and landscape character elements
- identifies transport corridors, view corridors, waterways and civic spaces
- addresses linkages and connectivity between the urban open space network that is delivered through the PIP contributions and other measures and provides a variety of recreational opportunities and functions
- includes strategies that plan for open space through good urban design to meet increasing community demands and environmental benefits generated by urban growth and change
- protects and enhances the city's biodiversity and natural values, by expanding the existing open space network to incorporate corridors from the hinterland to the coast, through wetland, waterway, ridgeline and coastal areas.

Key urban open space strategies	Implementation notes
4.5.1 Urban Open Space Network	
a Urban open space reinforces the community's sense of place and contributes to the liveability of the city's urban areas and the health and well-being of residents and visitors.	i Council has prepared a number of strategies to secure and sustain a viable urban open space network including urban landscape areas and strategic open space linkages which contribute to the quality of the city's urban environment. Strategies include Council's parks and recreation plan, <i>Our Natural Playground</i> and the <i>BiodiverCity Strategy</i> prepared as input to the LGMS under the <i>Gold Coast Nature Conservation Strategy</i> .

Key urban open space strategies	Implementation notes
	<p>ii Implementation of these strategies are supported through major projects which provide the communities of Gold Coast with quality urban open space opportunities. These include:</p> <ul style="list-style-type: none"> ▪ Southport Foreshore Redevelopment ▪ Green Heart Parkland Investigation ▪ Coomera River Parklands and Sports and Leisure Park ▪ Eagleby Wetlands and Parklands ▪ Hinterland Regional Park ▪ Eco Tourism Visitor Centre and interpretation facility ▪ Gold Coast Regional Botanic Gardens ▪ Runaway Bay Sports Park ▪ redevelopment of Pizzey Park ▪ Nerang River Parklands ▪ Palm/Beach Currumbin Creek parklands ▪ Oceanway ▪ Suntown Parklands ▪ Carrara parkland Development ▪ Surfers Riverwalk ▪ Narrownneck and Macintosh Island Foreshore Works linking with Federation Walk ▪ foreshore works at Biggera Waters ▪ Logan River Parklands ▪ rehabilitation and Open Space Works at the Spit ▪ Coombabah Lakelands Conservation Area
b Private open space continues to contribute to the range of recreational opportunities in the city and the scenic amenity of urban landscape areas.	i Support the provision of landscape values in private open space through the Planning Scheme.
c Key biodiversity corridors within the Urban Footprint are protected and form part of the city's urban open space network which includes recreational open space, waterways, beaches and foreshores.	i Design of greenfield and infill development areas will be sensitive to key biodiversity corridors and conservation values within the setting.
d The Gold Coast will continue to secure opportunities for recreational trails which extend from the Urban Footprint into Regional Landscape and Rural Production area.	i The Tamborine Tracks and Pathways Network extending from Gold Coast into Beaudesert Shire in the vicinity Tamborine Mountain will establish a trail and pathway network for recreation, learning, exercise

Key urban open space strategies	Implementation notes
	<p>and community development. Together with the South East Queensland Coastal Recreational Cycleway and Lamington to Springbrook trail, the Tamborine Tracks and Pathways Network is recognised as a priority regional trail under the SEQ Regional Trails Strategy.</p> <p>ii Significant view corridors of areas of high scenic amenity along trails will be mapped and retained.</p>
4.5.2 Sport and recreation	
<p>a Increased participation in sporting and recreation activities through the provision of high quality facilities are multi-purpose and responsive.</p>	<p>i Ensure that facilities are provided at a standard adequate for the sporting clubs. Major facilities include:</p> <ul style="list-style-type: none"> ■ Carrara Sports Stadium ■ Robina Stadium (Skill Park) ■ Nerang Velodrome ■ Gold Coast Turf Club ■ showgrounds – Beenleigh, Southport and Mudgeeraba ■ Indy circuit ■ network of Surf Lifesaving Clubs & Gold Coast surf beaches ■ major community sporting fields at: Mallowa Drive, Palm Beach; Hunt Park and Beenleigh
<p>b Investigate best practice models for sports club development, provide information and initiate appropriate programs which strengthen the capacity of clubs to accommodate and sustain increased participation levels.</p>	<p>i Through the Regional Sports Facilities and Development Plan and other supporting documents, the city will develop programs to increase and support future participation levels across all groups through sharing best practice information with clubs and providing support for securing improvements to infrastructure.</p>
<p>c Provide sufficient open space (within or outside the Urban Footprint) for sporting activities catering for the existing and emerging growth occurring within the city.</p>	<p>i Ensure that adequate open space is available to locate sporting and recreational activities so that competition for facilities does not impact on either existing or emerging activity participants.</p>
4.5.3 Recreation facilities	
<p>a Additional land for recreation facilities to meet changing community demands generated by urban population growth and change is identified and secured.</p>	<p>i The network of parks will be expanded through direct purchase of land or land contributions from developers of new residential areas identified through the PIP and future structure planning of major development areas.</p>

Key urban open space strategies	Implementation notes
	<p>ii Structure planning of Major Development Areas will identify land required for future outdoor recreation to service the needs of the planned community.</p> <p>iii Expansion and enhancement of foreshore parkland as key outdoor recreational infrastructure for Gold Coast residents, tourists and visitors from other parts of SEQ will maintain and improve the quality of the recreational experience and better protect foreshore areas from erosion caused by major cyclone, flooding and storm surge events.</p>
<p>b Recreation facilities will be accessible to all communities and incorporated in master planning for Regional Activity Centres and TOCs.</p>	<p>i Council's desired standard service for recreational facilities has been increased to meet the need for improved connectivity and linkages within communities to further optimise both transport outcomes and to respond to changes in physical activity trends.</p> <p>ii This is being reflected in the shape of new parks which are increasingly linear, linking conventional outdoor recreation nodes along the linear spine, responding to the importance of walking as the most popular form of exercise and connecting local communities to schools, shops, sporting or larger recreational areas and other attractions.</p> <p>iii A range of travel options including pedestrian and cycle paths will provide equitable access to and within open spaces areas while connectivity of open space for recreation will be promoted.</p> <p>iv The design of recreational open space infrastructure will incorporate equitable access principles.</p> <p>v Major outdoor recreation areas in the Gold Coast, such as the Southport Broadwater Parkland, Cascade Gardens at Broadbeach, Burleigh National Park and city beaches within the high-density coastal corridor, will be connected by the Rapid Transit Corridor with integrated public transport linkages to the Green Heart</p>

Key urban open space strategies	Implementation notes
	<p>parkland project at Robina/Merrimac and River Park at Beenleigh.</p> <p>vi Master planning of Regional Activity Centres and Transit Oriented Communities maximises access to a quality open space network, including amenity parks and public places, through a legible pattern of pedestrian movement, linking with transport opportunities and areas of development intensity.</p>
<p>c A network of pedestrian and cycle paths provides recreation opportunities within infill and redevelopment areas and areas of high urban landscape values.</p>	<p>i Council will continue to implement its Oceanway project, providing a defined pathway and restored dunal vegetation planting along the coastal foreshore and linking with beach access tracks.</p> <p>ii The Surfers Riverwalk project will create an integrated waterfront pedestrian/cycling corridor along the Surfers Paradise section of the Nerang River frontage. The walk will establish linkages with foreshore redevelopment at Narrowneck/Macintosh Island. Council will also investigate opportunities to improve walkability within Surfers Paradise and opportunities for enhanced pedestrian linkages with the Evandale cultural hub.</p>
<p>d Gold Coast is recognised as an attractively shaded city with improved levels of associated outdoor services.</p>	<p>i Urban open space and landscape assets will incorporate infrastructure design treatment and planting which increases shade and cooling and contributes to participant enjoyment and experience of a sense of local place and character.</p>
<p>e Community cohesion, participation and ownership of parks is built through more localised events and activities in parks.</p>	<p>i Council's program of minor events in parks has been developed. Catering for the diverse interests of the community will continue to be implemented.</p> <p>ii The parks management plan is aligned with Council's cultural development plan and policies and strategic partnerships and opportunities will continue to be fostered with the Gold Coast arts community.</p>
<p>f The important role the city's recreation areas play in attracting tourism and serving the local population is enhanced.</p>	<p>i The carrying capacity of highly utilised park areas will be increased through capital development and enhanced management to better cater for the needs of locals and visitors.</p>

Key urban open space strategies	Implementation notes
	<p>ii Upgrade and develop high quality infrastructure to enhance recreation values in prominent foreshore and regional parks.</p> <p>iii Enhance collaboration between Council and external research bodies for tourism and coastal management through integrated planning, consultation and research.</p>
g Proposed recreation facilities will be compatible with the ecological status of the site and surrounds	i Consultation will occur with Council's Natural Areas Management Unit occurs where recreation facilities are proposed in areas with high ecological values.
4.5.4 Nature conservation	
a Significant species are protected and specific areas and corridors of biodiversity value, including waterways and coastal resources form the biodiversity network.	<p>i A biodiversity network will consist of core habitat areas together with strategic linking corridors which connect the urban open space network to land within the Regional Landscape and Rural Production Area and will be secured through a program consisting of:</p> <ul style="list-style-type: none"> ▪ refined mapping ▪ implementation tools including acquisition, drafting of Planning Scheme domains and strengthened Planning Scheme codes, voluntary conservation agreements and land for wildlife programs <p>These will be considered through the review of the Gold Coast City Nature Conservation Strategy.</p>
4.5.5 Ecologically important areas	
<p>a The condition of ecologically important areas is to be maintained and improved so that where possible these areas:</p> <ul style="list-style-type: none"> ▪ remain intact and undeveloped ▪ experience no net loss in biodiversity values graduating to a net gain ▪ are separated from adjoining development ▪ are amenable to appropriate recreational uses that do not negatively impact on the function of the area <p>b Protection of ecologically important areas preserves the existing biodiversity of the Gold Coast by supporting remnant vegetation, wetlands and waterways, fauna habitat and water catchments.</p> <p>c Restoration programs identify management</p>	<p>i Ecologically important areas are depicted in Figure 4.5.2 and development within these areas is to be regulated through the Planning Scheme.</p> <p>ii Focus locations for rehabilitation are shown in Figure 4.5.2 and include locations at Coomera, Reedy Creek, Tallebudgera, Nerang, and Surfers Paradise.</p> <p>iii Restoration efforts should focus on enhancing coastal dunes, erosion prone areas, water catchments, wetlands, koala habitat and other degraded systems, and will be identified through further mapping and field work.</p> <p>iv Through a program of acquisition, restoration and management, urban corridors will allow opportunities for</p>

Key urban open space strategies	Implementation notes
<p>priorities to maintain and enhance the capacity to support biodiversity and capabilities of the ecologically important areas.</p> <p>d Native vegetation corridors located along waterways allow for improved water quality and waterway stability.</p> <p>e Opportunities exist to combine view corridors with recreational trails and linkages throughout the city.</p> <p>f Ecological corridors may be located through the Regional Landscape and Rural Production Area into neighbouring local government areas supporting movement patterns through Moreton Bay, coastal and hinterland areas.</p>	<p>connection from hinterland to the coast, linking core habitat areas.</p>
4.5.6 Inter-urban break	
<p>a Inter-urban breaks are maintained as important breaks between the urban areas of the Gold Coast and continue to contribute to the protection of regional landscape values, in the Regional Landscape and Rural Production Area.</p>	<p>i The Urban Open Space Strategy, shown on the Urban Landscape Map, identifies biodiversity corridors along the Pimpama River and Hotham Creek either side of the Inter-Urban Break.</p> <p>ii The Inter-Urban Break provides an open space link between the hinterland and Moreton Bay, and an opportunity to connect with regional landscape corridors.</p>
4.5.7 Koala management	
<p>a Areas identified as koala habitat are protected and enhanced.</p>	<p>i Mapping of koala habitat areas is being refined through further state and local mapping programs, and where appropriate, will be incorporated into the Planning Scheme through conservation, open space zonings, Planning Scheme codes, and other non-Planning Scheme mechanisms.</p> <p>ii Council is developing a Koala Management Strategy to address the impacts of urban development on koala populations including the consolidation of koala habitat areas through the use of environmental offsets, and establishment and revegetation of biodiversity corridors.</p> <p>iii Identified koala habitat areas shall be subject to appropriate management, planning and restoration to further re-establish koala habitat throughout the Gold Coast.</p> <p>iv Identified koala habitat areas will not be reduced, fragmented or degraded as a result of urban development or associated activities but protected and managed according to the measures described above.</p>

Key urban open space strategies	Implementation notes
4.5.8 Threatened species	
<p>a The identification and conservation of threatened flora and fauna species and communities through a research and management program.</p>	<p>i Threatened species will be identified through research projects that investigate preferred habitat, species details, dispersal patterns.</p> <p>Management plans are to be established that provide protection measures to aid in the recovery of identified species.</p> <p>Specific habitat areas to receive protection and restoration focus as part of a larger network of restoration areas throughout the city.</p>
4.5.9 Scenic amenity and landscape heritage areas	
<p>a Landscapes of the Gold Coast which contribute significantly to the image of the city. Its sense of place will continue to be retained and enhanced.</p> <p>b Landscape features of local and regional significance including significant view corridors linking the rural hinterland with the coastline and beaches and areas of high scenic amenity are essential city assets.</p>	<p>i The populated urban areas of Gold Coast, extending from Beenleigh to Coolangatta, are physically framed within the hinterland ranges to the west and the waterways and islands of Southern Moreton Bay and Pacific Ocean beaches to the east.</p> <p>ii Impacting actions to significant catchments and topographic features will be regulated in order to maintain areas of biodiversity and prominent visual features.</p> <p>iii Burleigh and Currumbin Hills, foothill ridgelines west of the M1, the riparian corridors of the Currumbin and Tallebudgera Creeks, and the Nerang, Coomera, Pimpama, Albert and Logan Rivers and tributaries, the surf beaches and rural landscapes of the canelands, hinterland valleys and Springbrook Plateau, will be more clearly identified through a program of refined mapping.</p> <p>iv The Gold Coast Planning Scheme will be reviewed to ensure landscape features and view corridors which contribute to the scenic amenity of the Gold Coast are appropriately recognised and regulated in development assessment.</p>
<p>c Vistas and views from Regional Activity Centres and major transport infrastructure routes to hinterland mountains and the coast are preserved and enhanced.</p>	<p>i Structure planning, Master Planning and local area planning activities of Regional Activity Centres will identify and seek to maintain critical view corridors which visually link the centres with their physical setting.</p>

Key urban open space strategies	Implementation notes
4.5.10 Water catchment, waterway and wetland management	
<p>a Urban development is planned and undertaken to protect, maintain and enhance the visual, ecological, landscape, cultural and economic values of waterways, wetlands, coastal and riparian areas.</p>	<p>i Development is undertaken in consideration of local waterways and their identified environmental values and water quality objectives. The Planning Scheme is reviewed to integrate adopted catchment management plans so that development effectively contributes to protection of receiving water quality and waterway processes.</p>
<p>b The hydraulic functions, ecological values, scenic and recreation values of floodplains and flood storage areas in the city are maintained and hazards to urban development identified and managed.</p>	<p>i Development within the floodplains and overland flow paths of the Nerang, Albert, Logan, Coomera and Pimpama River systems is managed to reduce flooding risk and maintain urban landscape areas within public and private ownership.</p> <p>ii The Merrimac/Carrara Floodplains form the basis of the city's Green Heart project, a regional open space connecting urban open space nodes and urban landscape areas with important biodiversity areas outside the Urban Footprint.</p> <p>iii Coastal creeks such as Currumbin Creek and Tallebudgera Creek have their hydraulic functions and hydrologic cycles protected. Greenfield development or redevelopment in these catchments should be undertaken utilising water sensitive design principles to minimise hydraulic and hydrologic impacts to the watercourses and associated floodplains.</p>
<p>c WSUD measures protect the water quality of the city's waterways, wetlands and groundwater reserves. These measures protect the aquatic and terrestrial ecological values of waterway and wetland environments.</p>	<p>i Planning for greenfield development and redevelopment in the Urban Footprint is required to incorporate WSUD measures to minimise negative impacts on the natural water cycle and integrate water into the landscape to enhance visual, social, cultural and ecological values.</p> <p>ii Development incorporates design measures to achieve protection and restoration of natural riparian and wetland area remnant vegetation.</p>

Key urban open space strategies	Implementation notes
d Development incorporates best practice design principles to protect waterways, wetlands and fish habitat areas, and to enhance ecological function, connectivity and hydraulic processes important to waterway health and stability. Riparian remnants, waterways and wetlands are protected and enhanced through ecological restoration and management.	i The Planning Scheme is reviewed having regard to adopted catchment management plans and the outcomes of the Nature Conservation Strategy Review to establish an effective process for determining development setbacks to waterways.
e Alternative water services maintain all open space areas wherever possible.	i Support planning of open space areas with the Gold Coast Waterfuture Strategy and Gold Coast Recycled Water Strategy policies.

4.6 Sequencing Strategy

This strategy sets out the sequencing for the planning and development of land for residential and employment growth in the Gold Coast between 2004 and 2026, based on the 2001 Statistical Local Area (SLA) boundaries (Figure 4.6). The information is presented in five-year time periods consistent with the projections contained in the Gold Coast City PIP, and is informed by the SEQ Regional Plan and SEQIPP. Table 4.6 identifies major infill and redevelopment and greenfield development areas including MDAs designated under the SEQ Regional Plan.

The sequencing strategy is consistent with the Gold Coast PIP which determines trunk infrastructure requirements for the various networks. Delivery of the employment and economic development strategy may necessitate a review of the PIP planning for infrastructure to support the future uptake of land within the Yatala Enterprise Area and the identification of additional land for industry. A structure planning process is recommended for this area. The PIP may also need to be reviewed to respond to opportunities identified in Regional Activity Centres and TOCs for increases in residential densities and commercial development.

Table 4.6 sets out the period of peak growth for those SLAs experiencing significant growth together with the planning approach and timing for these areas. The terms structure planning, master planning, local area planning and neighbourhood planning establish the detailed planning approach to SLAs with detailed planning being required to ensure the outcomes specified in the LGMS are achieved.

Structure Plans are required for MDAs. Structure Plans are defined in the SEQ Regional Plan and form an amendment to the SEQ Regional Plan.

Master planning is a process by which the overall development concept for a Regional Activity Centre or parts of an SLA is reviewed and may include an analysis of land use, detailed urban design and landscaping, built form, economic modelling, infrastructure and community service provision. In some cases the geographic coverage and scope of master planning is determined by the development intents for Regional Activity Centres established within the LGMS.

The LGMS also identifies the requirement for local area planning and neighbourhood planning to undertake detailed planning in greenfield and residential infill and redevelopment areas.

Neighbourhood planning may need to be undertaken for one or more land parcels within a particular area either by Council or a development proponent.

A program of monitoring will be developed to measure land uptake and review the LGMS Sequencing Strategy.

Key sequencing strategies	Implementation notes
Sequencing outcomes	
<p>a Development occurs in areas where there is capacity within existing services and facilities to meet the needs of new residents, or in areas where infrastructure can be efficiently and logically extended.</p> <p>b The sequencing strategy, together with other strategies focus development in proximity to transit corridors and stations, Regional Activity Centres, and other areas supported by services and infrastructure.</p> <p>c The development of land in the short, medium, and long term maximises the use of the existing infrastructure, thereby reducing the need for further capital works and ensuring development is contained to within the Urban Footprint.</p> <p>d State and local government coordinate the planning, and provision of infrastructure services and facilities in conjunction with the roll-out of trunk infrastructure as defined in the Priority Infrastructure Plan (PIP); and the South East Queensland Infrastructure Plan and Program 2006-2026 (SEQIPP). The sequencing strategy complements and informs the major infrastructure provision proposed by the PIP and SEQIPP</p> <p>e The sequencing strategy ensures scarce infrastructure resources are directed to pursue a number of policy objectives, including redevelopment and regeneration, urban form, urban quality economic development, environmental protection, good access to local shops, integration with transport systems. Infrastructure efficiency, social equity and social inclusion so that the LGMS aligns with the SEQ Regional plan.</p>	<p>i The sequence in which land will be developed is outlined in Table 4.6.</p> <p>ii Table 4.6 outlines development will be focused over the LGMS planning period in activity centres, TOCs, infill and redevelopment and greenfield areas.</p> <p>iii The PIP and SEQIPP emphasise the need to make optimal use of investment in infrastructure. The Gold Coast City will monitor growth which occurs through the policies of the LGMS and amend the PIP if required.</p> <p>iv The Rapid Transit Corridor will be a significant catalyst in the development of regional activity centres along the coastal spine, namely Southport, Surfers Paradise, Broadbeach, and Coolangatta. Therefore, these areas within Statistical Local Areas shown in Table 4.6 are identified within the sequencing strategy as a priority for future planning studies, and infill and redevelopment.</p> <p>v The LGMS Sequencing Strategy identifies indicative areas with potential for future urban development, subject to further investigations via Structure Plans or master planning. These areas are identified in Chapter 5 and are a priority for future planning studies, and a priority for future growth.</p>

Table 4.6 - Prioritisation of Planning Activity and Sequencing of Peak Growth 2004-2026

Sla No	Statistical local area	Planning approach	Planning priority	Total growth (dwellings) 2004 – 2026	Peak growth
3461	Beenleigh	Master planning	2006+	2,318	2016-2026
3463	Bethania/Waterford	Neighbourhood planning	2006+	2,356	2006-2016
3469	Gold Coast (c) Bal in BSD	Structure Planning for Gold Coast (c) Bal in BSD as set out below	2006-2011 as set out below	7,369 for total of Gold Coast Balance	2006-2026
	Yatala	Structure Planning of proposed MDA	2006+		2006
	Bahrs Scrub	Structure Planning of MDA	2006+		2016-2026
	Ormeau	Neighbourhood planning	2006+		2011
3507	Biggera Waters	Neighbourhood planning	2006+	2,285	2006-2026
3513	Broadbeach	Master planning	2006+	2,319	2011-2026
3515	Broadbeach Waters	Neighbourhood planning	2011+	2,075	2016-2026
3517	Bundall	Master planning	2006+	1,190	2011-2026
3521	Burleigh Heads	Local area planning	2011+	2,135	2011-2026
3525	Carrara/Merrimac	Neighbourhood planning	2006+	4,899	2006-2011
3527	Coolangatta	Master planning	2011+	1,940	2011-2026
3532	Coomera/Cedar Creek	Structure planning for Coomera Town Centre	2006+	32,065	2006-2016
3543	Helensvale	Neighbourhood planning	2006+	2,182	2006-2026
3547	Hope Island	Local area planning	2006+	2,411	2006-2011
3553	Labrador	Neighbourhood planning	2006+	2,786	2006-2026
3557	Mermaid Beach	Neighbourhood planning	2006+	2,902	2011-2021
3562	Mermaid Waters/Clear Island Waters	Neighbourhood planning	2006+	3,289	2011-2016
3567	Nerang	Master planning	2006+	3,120	2006-2011+ 2016-2026
3573	Palm Beach	Local area planning	2006+	5,567	2011-2026
3582	Robina	Master planning	2006+	4,680	2006-2026
3585	Southport	Master planning	2006+	11,140	2006-2026
3587	Surfers Paradise	Master planning	2006+	6,668	2016-2026
3591	Tugun	Master planning	2011+	2,553	2011-2026
-	All Other Areas	Neighbourhood planning		40,477	
	Total new dwellings			148,726	

5.0 Development intents for identified Growth Areas

This section provides statements of development intent and desired outcomes for identified growth areas. The development intent and desired outcome statements translate the strategies contained in Part 4 to the local area level and broadly describe the preferred dominant land use structure and functions and desired urban form and character for Principal Activity Centres, Major Activity Centres, Specialist and Economic Activity Centres. Development intent statements have also been developed for TOCs, major greenfield and infill development areas and major development areas.

The LGMS presents information on forecast population and dwelling growth to 2026 the data was derived from the PIP, which uses 2001 SLA boundaries. Major greenfield and infill/redevelopment areas are referred to by the SLA name and SLAs may contain more than one suburb. Dwellings outside the Urban Footprint and tourist accommodation are excluded from the dwelling forecasts.

Regional Activity Centre boundaries are generally contained within a larger SLA. Consequently, population, dwelling and employment totals for Activity Centres, in the year 2026, are less than for the entire SLA. Mapping of principal and major activity centres generally follow existing local area plan boundaries. Specialist Activity Centres are cadastrally mapped. Major development area boundaries are cadastrally mapped and designated by the SEQ Regional Plan.

5.1 Development intents for Principal and Major Activity Centres

The following development intents summarise the development outcomes envisaged for each of the regional activity centres.

5.1.1 Southport Principal Activity Centre

A Development intent

Southport is a Principal Activity Centre as defined under the SEQ Regional Plan. Southport will be a key employment hub, comprising a vibrant mix of retail, commercial/financial, service, medical and research facilities, tertiary and vocational education institutions, and will be strengthened as Gold Coast's Central Business District and dominant activity centre.

Built around a Rapid Transit Corridor which links with the heavy rail service from Brisbane, the Southport Activity Centre will be investigated for its potential to achieve increased residential densities adjacent to the rapid transit stations. The increase in residential population will strengthen the centre's economic expansion through mixed-use retail, commercial and residential development which will continue to activate Southport outside core business hours.

Quality urban design outcomes, which promote community interaction, safety, social equity and access to the range of activity centre functions while retaining Southport's unique heritage character elements, will be achieved in Southport.

Southport Broadwater Parklands will be significantly redeveloped as a recreation focal point for the city and a venue for hosting major cultural and community events. Proximity to the parklands and to other community and leisure facilities will further increase the desirability of Southport for both residential and commercial/retailing activities.

B Desired outcomes

Core functions	Desired outcomes
Retail activity	<p>Southport will have a significant retail role, although growth in retailing is not likely to form a major component of centre growth in the short to medium term.</p> <p>Retail will be consolidated and integrated with more active street fronts. Increased convenience and food catering provision to serve growth in the resident, worker and tourist markets.</p>
Commercial/Employment	<p>Employment target: 33,850 jobs.</p> <p>Southport is to become the pre-eminent principal activity centre in the Gold Coast and develop further as a primary commercial and administrative centre, with concentration of highly specialised and skilled employment.</p> <p>An office hub to be investigated within the centre to direct and encourage growth, with multi-level office buildings to be developed to accommodate additional projected commercial floor space of 30,000m² + by 2026.</p>
Residential	<p>Total dwelling target: 19,549 dwellings.</p> <p>Residential and mixed-use development within Southport will be strengthened through a more compact, high-density urban development form focused around transit stations and corridors.</p> <p>Subject to detailed master planning and site evaluation, densities may be reviewed upwards to support Southport's role as a principal activity centre.</p> <p>Design features will incorporate safer-by-design principles, equitable access, 'ageing in place' principles, and address potential amenity conflicts in mixed-use areas.</p>
Community	<p>The Griffith University Medicine and Health Campus, and the Southport medical hub will continue to function as a key medical and health hub for the Gold Coast.</p> <p>A comprehensive range of tertiary and vocational education and training will be offered within the centre to develop a strong community with diverse range of professional skills.</p> <p>Appropriate strategies to address growth in demand for community infrastructure that enhance welfare and community cohesion will be developed.</p>

Core functions	Desired outcomes
Entertainment and tourism	<p>Entertainment role will be of a lower order and serve the local market including residents, employees and visitors.</p> <p>Southport will perform a secondary function to the primary entertainment/tourist centres at Broadbeach and Surfers Paradise.</p>
Desired urban form and character	
<ul style="list-style-type: none"> i ii iii iv v vi vii viii ix x xi 	<p>A more dense urban form of the centre will be developed with the central commercial areas having a more contained urban streetscape at ground floor level and around proposed transit stations. Outside these areas the general character of tall slim buildings within landscaped grounds may be more appropriate depending on the use of buildings and the need to define a street edge.</p> <p>Heritage places and streetscapes will be considered carefully within the overall urban form to ensure that special characteristics are retained and enhanced.</p> <p>Through the application of urban design principles and the provision of a range of community services/facilities including open space and recreational opportunities, Southport will be a safe and accessible centre, which encourages community interaction, participation and engagement.</p> <p>Development shall be promoted to achieve the maximum density provision as determined through detailed master planning while retaining strong built form character without compromising amenity.</p> <p>Master planning will investigate opportunities to increase residential densities within Southport.</p> <p>Redevelopment of the Broadwater foreshore parkland with capacity to host major cultural and recreational events.</p> <p>Managed affordable housing and one and two bedroom dwellings will be promoted within walking distance of the railway station and other transport nodes.</p> <p>Development fronting the Broadwater will incorporate high quality urban design outcomes with the tall buildings providing a visual backdrop and views of the hinterland.</p> <p>Transit node catchments will be attractive to the development of a supply of affordable housing and one and two bedroom dwellings will be encouraged within transit node catchments to address housing need and promote diversity.</p> <p>Development of the foreshore parkland along the Broadwater is to provide high quality urban design outcomes with the tall buildings of the Southport Central Business District and the views of the hinterland providing a visual back drop.</p> <p>Provision for retirement residential accommodation and affordable housing to create an inclusive community which addresses demographic needs.</p>
Transport and accessibility	
<ul style="list-style-type: none"> i ii 	<p>Southport will be a major multi-modal public transport hub reinforcing and supporting its Principal Activity Centre status.</p> <p>Development in Southport will be integrated with planned improvements to public transport including the Rapid Transit Corridor, bus priority improvements and potential ferry services.</p>

iii	A network of well-designed pedestrian and cycle paths will be provided, integrated with the public transport network and linking key land uses within the centre.
iv	High standard pedestrian linkages will be provided to the foreshore and the Broadwater, supported and emphasised by prominent design and visual linkages.
v	Quality pedestrian and cycle access across the Sundale Bridge will be provided.
Strategic planning priority	
i	Southport is a short-term priority for master planning and preparation of an urban design strategy.
Major implementation activities	
i	<p>Detailed master planning is required to assist in planning for the redevelopment of Southport to detail the use, form and urban design of the Principal Activity Centre. Planning activities will include:</p> <ul style="list-style-type: none"> economic study to ascertain key strategies required to strengthen the growth of its economic sectors integrated land use, transportation and employment planning which maximises the efficient use of land within proximity to the Rapid Transit Corridor and provides for enhanced amenity outcomes comprehensive long-term infrastructure planning including transport, telecommunication, water and sewerage to facilitate projected growth the principle of integrated water cycle management and Gold Coast Waterfuture Strategy will be incorporated the Master Plan efficient and responsible water usage, reuse and storage initiatives will be implemented in all development community social needs study to determine vital social services and community facilities required by the expanding local population to ensure continuity in provision of, and access to, services
ii	Opportunities for place making and timing and density outcomes for residential, commercial and mixed-use development for Southport shall be investigated and identified during the master planning process having regard to location of key transport infrastructure.

5.1.2 Beenleigh Principal Activity Centre

A Development intent

Beenleigh will continue its transition from a traditional town centre into a modern commercial urban centre servicing the northern Gold Coast growth corridor, with a comprehensive range of public services and administrative functions. The centre's strategic location on the Pacific Motorway (M1) and the heavy rail corridor, and its service catchment which includes the northern growth corridor, will continue to reinforce Beenleigh's role as a Principal Activity Centre. Beenleigh is the major commercial centre for the regionally significant enterprise hub at Yatala, and an extensive primary industry sector for quarrying, cane production and aquaculture to the south and east. Over time, Beenleigh will service emerging communities at Bahrs Scrub and Yarrabilba.

Beenleigh will be transformed through an urban revitalisation program to a more compact and functional urban centre, maintaining its strong traditional township character and incorporating

sub-tropical design features. Beenleigh's potential to support increased residential densities and mixed-use development concentrated in and around the centre with high quality public transport networks will be further investigated with a focus on providing housing diversity to meet community needs. Beenleigh will be serviced by high frequency train and bus services to ensure efficient movement of people during extended hours, especially during peak hours.

B Desired outcomes

Core functions	Desired outcomes
Retail activity	Retail growth and consolidation to occur to support population growth in the Beenleigh catchment.
Commercial/Employment	Employment target: 7,574 jobs. The projected growth is lower than other principal activity centres in Gold Coast City at an additional 7,000m ² + by 2026.
Residential	Dwelling target: 3,026 dwellings. Potential to establish Beenleigh as TOC based around access to the Beenleigh Rail Station and bus interchange. Residential densities within the activity centre to be investigated for Beenleigh's potential to achieve higher densities including mixed-use development which supports Beenleigh's role as a Principal Activity Centre. Design features will incorporate safer-by-design principles, equitable access, 'ageing in place' principles, and address potential amenity conflicts in mixed-use areas.
Community	Satisfy demand for an increased range of community services to meet the needs of the growing population. Educational uses will be incorporated into the town centre, activating it and providing employment opportunities.
Entertainment and tourism	Entertainment role will be of a lower order and facilities will be at a level to support the local population.
Desired urban form and character	
i	Increased integration between retail hub through improved design of public spaces and through generous and safe linkages.
ii	Redevelopment within the Beenleigh Town Centre will capitalise on convenience of access to the rail and bus interchange for a range of trip functions.
iii	Planning for commercial floorspace within Beenleigh will be reviewed to support a projected further 7000m ² anticipated to be required by 2026.
iv	Low height podium design and activated street level land uses, including dining and retail premises, shall be promoted to reinforce the pedestrian focused 'main street' character of the centre.
v	Urban open space around the Beenleigh Town Centre will be highly functional in terms of its sports and recreational values, as well as hosting major community and cultural festive events. Large areas of open space and parklands, including the entrances into Beenleigh and adjacent to the Pacific Motorway, will be maintained and enhanced as a regionally significant green gateway to both Beenleigh and the Gold Coast.

- vi Substantial civic spaces shall be designed both around the existing community facilities and the centre of town and shall be linked with generous shaded promenades.
- vii Individual places and streetscapes of local heritage significance and state heritage significance will be protected through statutory provisions to ensure that new and adjoining redevelopment respects, preserves and enhances the local character.
- viii New residential development will promote quality sub-tropical urban design with potential for high density mixed-use development in the town centre core surrounded by medium density development.
- ix Managed affordable housing and one and two bedroom dwellings will be promoted within walking distance of the railway station and other transport nodes.
- x Provisions will be developed for Beenleigh to address the need for specialist retirement residential accommodation and affordable housing which support an inclusive community and are responsive to demographic trends.

Transport and accessibility

- i Beenleigh Town Centre will further develop as a multi-modal transport hub integrated with the retail centre. Beenleigh connects the northern Gold Coast with Logan and Brisbane and caters for reliable intra-city movement through an efficient, heavy rail and bus service network.
- ii Redevelopment of Beenleigh Town Centre will incorporate provision of pedestrian and cycle movement networks which are integrated with public transport services to reduce car traffic and congestion within the centre.

Strategic planning priority

- i Beenleigh is a short-term priority for revitalisation and master planning and a short-medium-term priority for redevelopment.

Major implementation activities

- i Revitalise economic and community development opportunities through Beenleigh Life and Revitalise Beenleigh initiative. Council to support business and community initiatives.
- ii Undertake a Centre Improvement Program in the town centre.
- iii Master planning is required for the Beenleigh Town Centre to guide and facilitate future redevelopment, having regard to:
 - the redevelopment of older land use stock for a range of commercial and residential uses which best capitalise on Beenleigh's highly accessible multi-modal transport hub
 - ensuring Beenleigh continues to function as a traditional town centre serving a broad urban catchment
 - comprehensive long-term infrastructure planning including transport, telecommunication, water and sewerage to facilitate projected growth
 - social needs and infrastructure requirements to inform planning and provision of community services and facilities in the centre through Council's Social Infrastructure Planning Framework
 - revitalisation of existing community facilities and public places including community centres
- iv Timing and density outcomes for residential, commercial and mixed-use development in Beenleigh shall be investigated and identified during the master planning process, having regard to location of key transport infrastructure.

5.1.3 Robina Principal Activity Centre

A Development intent

Robina will continue to consolidate as an international business centre underpinned by advanced information technology infrastructure. A premier Gold Coast location for professional firms, and medical and educational services, and part of the Pacific Innovation Corridor, Robina will confirm its role as the principal retail centre and entertainment and medical hub for the southern Gold Coast.

Robina will be highly accessible by heavy rail from the Brisbane to Coolangatta line, linked with coastal suburbs by bus services. The hub around the Robina Rail Station will develop as a TOC incorporating high density residential development with a range of commercial, retail, dining and service activities. The centre is located in proximity to Bond University and proposed health hub, and is the site of a new regional sporting stadium, all of which contribute to the role the centre performs within the city.

A 'main street' will be progressively developed to connect the Robina Railway Station and Robina Town Centre providing high quality pedestrian experience and supporting public transport access to the centre and businesses located along or adjacent to the street.

B Desired outcomes

Core functions	Desired outcomes
Retail activity	Retail activity will be a core function of Robina.
Commercial/Employment	Employment target: 16,806 jobs. Employment opportunities to be strengthened in retail and commercial development to 2026 to ensure the centre continues to fulfil its primary employment function.
	Development of a new commercial office and mixed-use hub to be facilitated and established around the railway station. Robina is projected to accommodate projected additional commercial floorspace of approximately 30,000m ² + by 2026. Robina will mature and establish itself as an international business centre characterised by advanced and reliable information communication and technology infrastructure and specialised commercial/financial services.
Residential	Dwelling target: 1660 dwellings. Opportunity to develop a TOC including mixed-use development based around Robina Rail Station. Design features will incorporate safer-by-design principles, equitable access, 'ageing in place' principles, and address potential amenity conflicts in mixed-use areas.
Community	Development of Robina Health Hub and scheduled expansion of the Robina Hospital Campus, will reinforce Robina's status as a major health and medical area. Appropriate strategies to address demand for services to serve the growing population.

Core functions	Desired outcomes
Entertainment and tourism	<p>Will perform a secondary function to the primary entertainment/tourist centres at Broadbeach and Surfers Paradise.</p> <p>The football stadium will support Robina's profile as a regional hub for sporting activity focussed on the stadium and the 'Green Heart' urban open space to the north.</p>
Desired urban form and character	
<ul style="list-style-type: none"> i ii iii iv v vi vii viii 	<p>High quality urban design will ensure the effective integration between the railway station hub, retail core and residential development. This should aim to foster a cohesive centre identity and reinforce the established 'garden and boulevard' character of the hub.</p> <p>New mixed-use development will be located within the railway station area with appropriate uses and densities to facilitate a TOC. Buildings and roads will not form barriers to pedestrian permeability around the train station and will reinforce the station as a major point of arrival to the town centre.</p> <p>A central area of mid-rise buildings will be promoted to reinforce the visual prominence and citywide status of the town centre.</p> <p>The local road network will reinforce connectivity and provide for functional public transport outcomes, pedestrian and cycling outcomes.</p> <p>Medium density, in-centre and peripheral residential development will be integrated with bus and rail facilities to support the centre.</p> <p>Managed affordable housing and one and two bedroom dwellings will be promoted within walking distance of the railway station and other transport nodes.</p> <p>The growing resident population will be supported by appropriate community services, facilities and open space, and high quality urban design to enhance safety and encourage community interaction, participation and engagement.</p> <p>All transport infrastructure shall be designed to high visual standards to contribute to the high quality urban design and landscape character of the hub.</p>
Transport and accessibility	
<ul style="list-style-type: none"> i ii iii iv 	<p>Robina will be a major public transport hub, reinforcing and supporting its principal activity role.</p> <p>The rail station provides opportunity for a TOC integrating with the retail centre.</p> <p>Development in and around Robina Town Centre will support improved public transport links to the Rapid Transit Corridor along the coast and improvements to the east-west road corridors.</p> <p>High quality, safe pedestrian linkages will be provided and integrated with the public transport system.</p>
Strategic planning priority	
<ul style="list-style-type: none"> i 	<p>Short-term priority for master planning and urban design strategy focused on Robina Rail Station TOC and commercial area and integration with the retail centre</p>
Major implementation activities	
<ul style="list-style-type: none"> i ii iii iv 	<p>Master planning and urban design strategy for activity centre focused on the Robina Rail Station TOC and integration with the retail centre.</p> <p>An urban design strategy is required to ensure the effective integration between the railway station hub, retail core and residential development. This should aim to foster a cohesive centre identity without compromising residential amenity.</p> <p>Further investigations into infrastructure capacity and timing to be undertaken to confirm provision of water and wastewater at the detailed master planning stage.</p> <p>Detailed analysis of social infrastructure is required to inform the planning and provision of community services and facilities in Robina under the Gold Coast Social Infrastructure Planning Framework.</p>

5.1.4 Coomera Major Activity Centre

A Development intent

The Coomera Town Centre will become a key driver of the Gold Coast economy. The Coomera Town Centre will develop as an employment-based TOD that maximises highly accessible and diverse employment opportunities in proximity to the Coomera transport hub (Coomera Rail Station and bus interchange).

To support the Coomera Town Centre's economic role, development will include other important and complimentary uses including high density residential, entertainment, education, health, industry, leisure and tourist-related activities within a sustainable and attractive town centre environment.

Development at Coomera will contribute to a vibrant 24-hour centre, which balances key economic and community goals with environmental considerations, including the recognition of core ecological and scenic values.

B Desired outcomes

Core functions	Desired outcomes
Retail activity	The Coomera Town Centre will accommodate higher order retailing in the northern growth corridor of the Gold Coast. Retail development will occur in an orderly sequence, initially occurring in proximity to the Coomera transport hub.
Commercial/Employment	<p>Employment Target: 19,793 jobs</p> <p>Development promotes and contributes to the achievement of a vibrant, diverse and mixed-use Major Activity Centre.</p> <p>The town centre will be the preferred location for larger scale commercial/office development in the northern growth corridor of the Gold Coast.</p> <p>Development contributes towards the achievement of a TOC outcome and reinforces the Coomera transport hub as the major focal point of the town centre.</p>
Residential	<p>Dwelling Target: 10,569</p> <p>A range of residential dwelling types and residential densities are provided to encourage housing diversity and affordable housing choices.</p> <p>Coomera Town Centre will be strengthened through a more compact, high density urban development form focused around the Coomera transport hub.</p> <p>Residential development will include equitable access, 'ageing in place' principles and address potential amenity conflicts in mixed-use areas.</p>

Core functions	Desired outcomes
Community	<p>The town centre provides for an inclusive, healthy, and engaged community with a high level of access to community services and facilities.</p> <p>Community facilities address the needs of the expected population growth in the area, particularly the high proportion of young people and families. In developing those facilities consideration is given to the additional space needs of community-based welfare service providers coping with significant change related to rapid development.</p>
Entertainment and tourism	<p>Development in the Coomera Town Centre will encourage a range of tourism and recreation uses that complement the existing Dreamworld Theme Park and reinforce the area as a destination for recreational uses.</p> <p>Dreamworld theme park is recognised as a significant land use in the area, and encourages the development of high density tourism and recreation uses, including tourist accommodation, the expansion of theme park uses and other recreational facilities.</p>
Desired urban form and character	
<ul style="list-style-type: none"> i ii iii iv v vi 	<ul style="list-style-type: none"> Development addresses and activates the public realm to create an attractive, comfortable, and safe town centre. Development in the town centre provides a built form that is adaptable, innovative and sensitively designed, responsive to the subtropical climate, and reinforces local character. The environment is visually and physically integrated with the urban fabric of the town centre, and areas of ecological significance are conserved and enhanced as part of the open space network where practicable. Development contributes to the sustainable use of water resources through the implementation of integrated water cycle management principles. Public places and open spaces will provide opportunities for social interaction, recreation and a healthy lifestyle, with an emphasis on facilities for young people and families. All public spaces will be safe and accessible and will promote personal security. Public spaces are located and designed to maximise their use through incorporation of CPTED principles, equitable access features, co-location with other activities and multi-functional capabilities. These spaces are attractive to residents and promote local identity.
Transport and accessibility	
<ul style="list-style-type: none"> i ii iii iv v vi vii 	<ul style="list-style-type: none"> Provision of a transport hub serving the centre by 2026 and functioning as the major point of arrival for the town centre. A grid network of public streets is provided to maximise permeability throughout the town centre and provide functional public transport outcomes at grade with the street. Development provides a well connected pedestrian and cycle network linking the town centre core to adjacent destinations and surrounding residential areas. The road network maximises connectivity to the town centre, provides multiple connections to the town centre core and provides multiple access points to the Pacific Motorway. Major east/west linkages improve the centre's accessibility to its intended catchment via the local road network rather than the Pacific Motorway. Potential extension of the rapid transit system from Helensvale. Links between Dreamworld and other theme parks and the Coomera transport hub are strengthened.

Strategic planning priority	
i	Short-term priority for structure planning and Planning Scheme amendments.
Major implementation activities	
i	Adoption of the Coomera Town Centre Structure Plan which is a component of the SEQ Regional Plan and is to be used in implementing the regional policies of the SEQ Regional Plan. The Structure Plan applies to the Coomera Town Centre Major Development Area, designated in accordance with S2.5A.20(5) of the <i>Integrated Planning Act 1997</i> .
ii	Council amends the Planning Scheme (<i>Coomera Town Centre Local Area Plan</i> and all associated provisions) to align with the SEQ Regional Plan and the <i>Coomera Town Centre Structure Plan</i> .
iii	Finalisation and implementation of <i>The Northern Growth Corridor Social Infrastructure Plan</i> to support planning and delivery of social and community services and facilities in the Coomera Town Centre and across the northern growth corridor.
iv	Development proposals to incorporate a detailed Master Plan outlining how the development complies with the Coomera Town Centre Structure Plan.

5.1.5 Surfers Paradise Major Activity Centre

A Development intent

Surfers Paradise will maintain and strengthen its role as a domestic and international tourism hub. The centre will continue to be the main focus of tall building activity within the city, promoting quality design which maximises the responsiveness of new buildings and spaces to their sub-tropical coastal setting.

The strong visual image of Surfers Paradise Beach contrasting with a distinctive vertical urban form will be complemented by quality public places, sub-tropical landscaping and public artwork built around a visually distinctive rapid transit system. Cultural events will continue to showcase Surfers Paradise to Australia and internationally, with emphasis on creating a safe, walkable environment for visitors and residents.

Surfers Paradise will incorporate a wide range of retail facilities and services, hotels and tourist accommodation. Increases in residential density will be achieved with high quality urban design outcomes. The Gold Coast Rapid Transit Corridor will provide opportunities for transit-oriented outcomes, through redevelopment along the corridor and improved accessibility to other parts of the city.

B Desired outcomes

Core functions	Desired outcomes
Retail activity	A specialist entertainment/tourist centre, Surfers Paradise will continue to offer retail to complement this function, with a focus on convenience, food and beverage and tourist-oriented comparison goods.

Core functions	Desired outcomes
Commercial/Employment	<p>Employment target: 6838 jobs.</p> <p>Strengthen tourism role and associated commercial services. Mixed-use development is encouraged.</p>
Residential	<p>Dwelling target: 4540 dwellings.</p> <p>Opportunity to develop as a TOC including mixed-use development around proposed rapid transit stations and corridor.</p> <p>High density residential development forms a major component of development as a Major Activity Centre.</p> <p>Design features will incorporate safer by design principles, equitable access, 'ageing in place' principles, and address potential amenity conflicts in mixed-use areas.</p> <p>Encourage diversity of housing including supply of one to two-bedroom dwellings and short-term accommodation to accommodate the tourism sector workforce.</p>
Community	<p>Appropriate strategies to address the need for community facilities and services within Surfers Paradise for residents and visitors.</p>
Entertainment and tourism	<p>The Surfers Paradise entertainment hub is a specialist entertainment/tourist centre combining restaurants, licensed clubs, tourist entertainment facilities and retailing.</p> <p>Surfers Paradise will continue to have a core tourist/entertainment function in conjunction with targeted retail to serve the resident and tourist markets.</p> <p>Surfers Paradise will host some of Queensland's largest sporting and recreational events, which will attract international as well as domestic visitors. Surfers Paradise Beach remains a major drawcard for tourists and visitors to the Gold Coast and as a venue for special events.</p>
Desired urban form and character	
<p>i The dense urban form of the centre will be retained with the central areas and areas around transit stops displaying a more compact urban streetscape at ground floor level. Outside these areas, the general character of tall slim buildings within generously landscaped grounds will be retained.</p> <p>ii A high level of public realm will be maintained within the centre, with public space around buildings being a key feature, creating connectivity to natural assets of the beach and essential infrastructure while creating additional publicly accessible open space within the centre. Opportunities to develop a soft green space of substantial dimensions will be pursued to address the recreational needs of the increased resident and visitor population.</p>	

iii	Surfers Paradise will remain the core centre of tall building activity in the city.
iv	All development shall contribute to the outstanding and innovative built form and urban design and contribute to the visual quality of the streetscapes and public places, promoting the national and international image of the Gold Coast.
v	Public spaces will be well maintained and designed in accordance with CPTED principles to protect personal safety.
vi	The unique rainforest vegetation of Surfers Paradise be retained on public land and incentives investigated for retention and planting of rainforest species on private land and future landscaping of parks, streetscapes and public places.
vii	All transport systems including public transport, vehicle, vessel, pedestrian and cycle movements shall be designed to enhance the image and experience of the city.
viii	Connecting with the Riverwalk, a network of green bridges of exemplary design will add to the effective connection of neighbourhoods and the urban design quality of the city.
Transport and accessibility	
i	Public transport improvements including construction of the rapid transit system to be delivered in short-medium term.
ii	Surfers Paradise will be highly accessible via the Rapid Transit Corridor.
iii	New development will be integrated with planned public transport improvements including the re-developed transit centre to strengthen public transport as the principal transport mode.
iv	The layout of all new development will promote pedestrian movement around the core retail/commercial hub in Surfers Paradise and connecting with Surfers Paradise Beach and the Cultural and Arts Hub via green bridges.
Strategic planning priority	
i	Short-medium-term: consolidation, improvement and/or expansion not critical in the short-term.
Major implementation activities	
i	Review opportunities to revitalise public places and pedestrian movement systems within the centre, especially connectivity between Surfers Paradise Beach, the Nerang River and to Evandale through the opportunities created by the Rapid Transit Corridor and proposed stations.
ii	Further studies to assess the quality and gaps in current community facilities and services in the centre to be undertaken. Revitalisation and increased supply of facilities should be considered as an integral part of the wider upgrade and redevelopment activities in the area.
iii	Further investigations (infrastructure services, traffic, social issues and urban design) are required to determine the infrastructure and design requirements and timing to accommodate further high-density development and redevelopment.

5.1.6 Bundall Major Activity Centre

A Development intent

Defined as a Major Activity Centre under the SEQ Regional Plan, Bundall is a desirable location for commercial activity located adjacent to the Evandale administration centre.

The Gold Coast cultural hub is located east of Bundall Road and will be further developed as an arts focus area for the Gold Coast. Its strategic location and setting – the Surfers Paradise skyline, the Nerang River frontage, extensive landscaped open spaces, distinctive bridges and pedestrian paths – provides a visually distinctive setting.

West of Bundall Road, the dominant land uses will continue to include commercial development and bulky goods retailing. With direct north/south arterial road access connecting the centre with Principal Activity Centres at Southport, Broadbeach and Robina, east to Surfers Paradise and west to the M1 at Nerang, the hub will build on its strategic location to strengthen its role as one of the important commercial centres on the Gold Coast. Bundall will capture high-quality commercial development in the central area while continuing as a location for retailers of high-end bulky goods and a potential location for emerging creative enterprises supporting the cultural hub. This area has the potential to support quality mixed-use residential development in appropriate locations with future opportunities associated with the potential future relocation of the Gold Coast Turf Club. A key feature of this area is working from home, especially along the southern end of Bundall Road.

Bundall will be accessible to the Rapid Transit Corridor in Surfers Paradise via an enhanced system of pedestrian and cycle paths, including green bridges and an improved bus network.

B Desired outcomes

Core functions	Desired outcomes
Retail activity	<p>The retail function of the centre is to be grown to complement and support the strong employment base. The bulky goods retail function should also be supported.</p> <p>Retail offer will be focused upon convenience and food and beverage to support local residents and expanding employment base.</p>
Commercial/Employment	<p>Employment target: 11,951 jobs</p> <p>Bundall will continue to be a preferred location for larger scale commercial/office and employment growth.</p> <p>Bundall commercial and mixed-use area will strengthen as one of the most important employment clusters in the city, offering a distinctive office environment through high quality urban design in the form of premium office buildings and a wide range of the bulky goods retail function.</p>

Core functions	Desired outcomes
	The projected growth of commercial floorspace is estimated at 15,000m ² + by 2026 in predominantly medium rise development.
Residential	Dwelling target: 1,261 dwellings. In-centre residential growth is not expected to form a major component of the activity centre by 2026.
Community	Given Bundall's role as an expanding commercial centre, further community facilities and services should be investigated in consideration of the needs of workers in the area.
Entertainment and tourism	Bundall is a specialist employment focused centre that includes significant entertainment/cultural facilities at Gold Coast Arts Centre, Gold Coast Turf Club and major parklands at Evandale.
Desired urban form and character	
i	Urban form is to be upgraded and improved through new development and potential redevelopments, and active street frontages to be created where possible to balance against over dominance of 'big box' developments.
ii	Development in Bundall will have a new urban character promoting a high quality urban design and complementing the landmark presence of the Corporate Centre Tower with further opportunities for tall building activity.
iii	Bundall will be supported by appropriate community facilities and open space, as well as high quality urban design to enhance safety, encourage community interaction and address the needs of workers in the area.
iv	Where incorporated in mixed-use development arising from further investigation of development potential in the Upton Street area, there will be a strong emphasis on podium level retail/commercial business activities including cafes, boutique retail shops and banking services with residential development above.
v	Active urban streetscape and frontages will be promoted to create a vibrant and pedestrian-friendly environment.
vi	The green landscape associated with the turf club, the Evandale parklands, green bridges and waterways provide opportunity for a well connected pedestrian network and greening of the streetscapes.
vii	Local views from the Arts Centre and Turf Club will be preserved.
Transport and accessibility	
i	Public and private transport improvements are required to increase accessibility within the area and to other centres.
ii	The layout of all new development shall promote a high standard of pedestrian linkages integrated with the core retail/commercial heart of Surfers Paradise and the Bundall Cultural and Arts Hub.
iii	There is potential for Bundall to have improved pedestrian access to Surfers Paradise via a system of green bridges connecting across the Nerang River. These bridges would strengthen pedestrian connectivity with the Rapid Transit Corridor at Surfers Paradise.

iv	Bundall will have improved accessibility via efficient bus services to other key destinations in the city providing for more efficient movement of people, particularly during peak travel times.
v	Public transport investigation for Bundall road to identify infrastructure requirements is supported at this location and other main roads.
Strategic planning priority	
i	Short-term – consolidation, improvement and/or expansion not critical in the short-term. Master planning is required to best plan for employment growth and redevelopment opportunities.
Major implementation activities	
i	An investigation into future development of the Upton Street area and redevelopment opportunities arising through any future decision to relocate the Gold Coast Turf Club to consider the potential of this hub for higher density mixed-use commercial area and the associated infrastructure implications.
ii	Investigation of a comprehensive transportation strategy including a future waterways network is required to confirm the optimum land uses and development densities. The inclusion of an express bus/high occupancy vehicle lane on Bundall Road needs to be examined as part of this investigation.
iii	Further studies to assess the quality and potential gaps in the current community facilities and services should be undertaken. Where appropriate, revitalise social infrastructure as part of the wider upgrade and redevelopment activities in Bundall.
iv	Potential high-level land use conflicts need to be addressed if further investigations confirm opportunities for residential development in this area.
v	Implementation of the Bundall Local Area Plan.

5.1.7 Broadbeach Major Activity Centre

A Development intent

Broadbeach will continue to perform strongly in retailing, food and entertainment and cultural events. An important focus will be improvements to connectivity between major entertainment, open space and retailing focal points, creating safe, legible access corridors and movement systems. Broadbeach will be a major employment centre providing a diverse range of employment opportunities in the retail, tourism and entertainment sectors.

Distinctive built forms and landscape features will set Broadbeach apart from Surfers Paradise and other activity centres on the Gold Coast. Broadbeach will be characterised by a mix of uses interspersed with residential activity and an active townscape, emphasising strong urban design and distinctive streetscape elements. Tall building development will be elegant and purposefully designed structures, incorporating landscaping and mixed-use development at ground floor and podium levels. Cascade Gardens, Kurrawa Beach and Park and Little Tallegbudgera Creek provide a physically distinctive landscape setting for the centre and a high level of accessibility to recreational opportunities. Vistas to the hinterland from all parts of the centre contribute to its strong visual identity and sense of place.

The Rapid Transit Corridor will service the Broadbeach centre and offer good accessibility to tourist facilities, retail and commercial services and the beach. Pedestrian and cycle linkages to the shopping and dining hub will be provided as well as easy access to residential development and tourist accommodation. Opportunities to review the configuration of Gold Coast Highway lanes through Broadbeach as part of construction of the Rapid Transit Corridor will be investigated. The aim is to reduce the visual impact of the wide, hard-surfaced road corridor and transport infrastructure and seek an outcome which enhances views through the Broadbeach centre, creating a tree-lined boulevard effect within which safe, legible pedestrian movement is supported.

Additional community services as well as health facilities will be incorporated to support an increased residential and tourist population.

B Desired outcomes

Core functions	Desired outcomes
Retail activity	<p>As a specialist retail centre, Broadbeach will continue to function as a higher order regional shopping destination for the Gold Coast.</p> <p>The activity centre will continue to have a central role in providing retail and entertainment facilities for residents and visitors.</p>
Commercial/Employment	<p>Employment target: 11,282 jobs.</p> <p>Lower order, as the role of this centre is primarily specialist retail and entertainment.</p> <p>Projected additional 8,000m² + by 2026.</p>
Residential	<p>Dwelling target: 6,603 dwellings.</p> <p>Opportunity to develop as a TOC including mixed-use development around proposed rapid transit station and bus interchange.</p> <p>In-centre and peripheral residential accommodation (for residents and tourists) at high densities are supported.</p> <p>Design features will incorporate safer by design principles, equitable access, 'ageing in place' principles, and address potential amenity conflicts in mixed-use areas.</p>
Community	<p>Appropriate strategies to satisfy demand for community services to serve growing population, promote social interaction and inclusive communities.</p>
Entertainment and tourism	<p>Broadbeach is a specialist entertainment centre with significant entertainment facilities in the casino and convention centre and will continue its core entertainment function in conjunction with retail to serve the resident and tourist markets as a specialist retail and entertainment centre.</p>

Desired urban form and character	
i	Broadbeach will continue to reinforce its distinctive character through tall building activity within the centre and provides opportunities to deliver the density required to create an active and vital urban place.
ii	The central area will continue to comprise a series of two to three-storey podium structures containing mixed-use retail and commercial development uses with residential towers above. Beyond the central core is a mix of low-set residential buildings and tall towers set in landscaped grounds.
iii	Improved connectivity between key activity sites in Broadbeach, including urban open spaces, will be achieved through pedestrian integration with future public transport improvements including rapid transit stations.
iv	All development will achieve high quality built form and positively contribute to the visual quality of the streetscapes and public spaces including Broadbeach Mall. Mixed-use development will not detract from the residential amenity of the area.
v	The existing 'eat street' area to be reinforced and enhanced to foster a sense of place within Broadbeach, supporting retail, entertainment, tourism and coastal identity.
vi	Development of high density shall be integrated through appropriate and attractive pedestrian linkages to the Rapid Transit Corridor to strengthen public transport as the principal transport mode.
vii	Public spaces will be designed in accordance with CPTED/principles to promote personal and community safety.
viii	In conjunction with development of the rapid transit system, the Gold Coast Highway will be developed into a high quality tree-lined boulevard .
Transport and accessibility	
i	High-density development will support planned public transport improvements such as the proposed Gold Coast Rapid Transit Corridor.
ii	A major transport hub will be located on the Gold Coast Highway, south of Hooker Boulevard. This area provides opportunity for an integrated multi-modal transit hub with connections to pedestrian and trunk cycle routes.
iii	Pedestrian and cycle paths will provide connectivity between the core retail/commercial heart, entertainment uses and urban open spaces including Cascade Gardens and Broadbeach beach and foreshore.
Strategic planning priority	
i	Medium-term - other centres offer greater opportunities to accommodate growth and expansion and priority is to be given to those centres where focus is for revitalisation.
Major implementation activities	
i	Investigate improvements to connectivity within the centre between key land uses and upgrading the visual impact of the Gold Coast Highway through Broadbeach through opportunities created in the design and construction of the Rapid Transit Corridor.
ii	To determine whether Broadbeach can accommodate further high-density development, more detailed investigation into infrastructure requirements, especially water and wastewater, is required at an early stage. The investigation shall include an examination of integrated water cycle issues associated with major high-rise buildings in Broadbeach.
iii	Given the high growth area, there is a need to ensure that quality and quantity of community services and facilities keeps pace with needs of growing population. Where appropriate, facilities should be revitalised as an integral part of the wider upgrade and redevelopment activities in the hub.

5.1.8 Nerang Major Activity Centre

A Development intent

A Major Activity Centre under the SEQ Regional Plan, Nerang will increasingly emerge as the gateway to the Gold Coast Hinterland and world heritage listed rainforests of the hinterland ranges. Nerang functions as a significant service centre to the residents of Nerang and surrounding suburbs and starting point for exploration of hinterland destinations. Environmental tourism will be promoted through fostering the establishment of a hinterland/rainforest/environmental interpretive facility in a central location.

The Nerang River is a scenic open space asset and part of a continuous accessible public open space corridor extending from the Hinze Dam to Carrara. Additional recreational activities associated with the river and foreshore will be encouraged, and potential for ferry transportation to coastal centres will be further investigated.

Views of the hinterland from key public vantage points will be protected and where possible, surrounding ridgelines will remain uncleared and protected from development.

The fragmentation of Nerang created by the construction of the Pacific Motorway will be mitigated through consolidation of commercial and retail development into more clearly defined hub. The original town centre, west of the river will be further strengthened as the 'heart' of Nerang, and will incorporate medium to high-density mixed-use development, including a significant residential component that promotes diversity in housing choice and strengthens demand for retail, commercial and community services.

Regular bus services to and from the Nerang rail station and the core town centre and to other key activity centres and major coastal destinations is required to support the efficient movement of people and strengthen the residential desirability of Nerang.

B Desired outcomes

Core functions	Desired outcomes
Retail activity	Revitalisation, consolidation and expansion of retail function of Nerang, including higher order comparison retail goods.
Commercial/Employment	Employment target: 3,341 jobs Commercial development to be encouraged but not prioritised over the preferred centres (Southport, Bundall, Robina) with specialist industries such as alternate energy enterprises and information technology supported.
Residential	Dwelling target: 427 dwellings. Mixed-use and medium density residential to assist in centre revitalisation. Mixed-use development which will include a range of residential housing choice will be provided in proximity to the 'heart' of Nerang. It will be highly accessible by public transport, and have good access to community services and a range of retail/commercial activities. Design features will incorporate safer by design principles, equitable access, 'ageing in place' principles, and address potential amenity conflicts in mixed-use areas.

Core functions	Desired outcomes
Community	<p>Given the high growth area and levels of demand for increased community facilities, there is a need to ensure that quality and quantity of community services and facilities keeps pace with needs of growing population.</p> <p>An Early Years Centre, which will act as an early childhood hub for families with children aged 0-8 years will provide health, early childhood education and care and family support services.</p> <p>A range of community services will be encouraged to locate in the traditional town centre located west of the Nerang River.</p>
Entertainment and tourism	<p>Nerang will have a limited entertainment role to support the residential market, but will perform a secondary entertainment function to the primary entertainment/tourist centres at Broadbeach and Surfers Paradise.</p>
Desired urban form and character	
<ul style="list-style-type: none"> i ii iii iv v vi vii viii 	<p>The urban form, connectivity and integration of the constituent elements of the Nerang Activity Centre needs to be addressed as a priority, including linkages to the Nerang Rail Station. A detailed Master Plan and urban design framework is required.</p> <p>An appropriate town centre will be established where a 'sense of place' will be achieved. It will contain pedestrian and cycle links, be highly accessible and incorporate shade landscaping and streetscaping to enhance Nerang's main street township character.</p> <p>New development in proximity to the Nerang River will be encouraged to better utilise this natural asset.</p> <p>All buildings will be of high quality in terms of design and building treatment, incorporating subtropical and safer-by-design principles.</p> <p>A range of housing choices, including affordable housing will be encouraged and supported by a range of community services, social and entertainment facilities as well as be highly accessible to public transport.</p> <p>The natural attractiveness of the area will be protected and maintained through preservation of the view corridors to the hinterland and protection of surrounding ridgelines from development.</p> <p>Public places and open spaces in and around the core of the centre will provide opportunities for social interaction, recreation and a healthy lifestyle. All public spaces will be well-designed, safe and accessible to promote personal safety.</p> <p>Mid-rise mixed-use buildings, located near the heavy rail station, will offer a diversity of housing, commercial and retail spaces and will provide a landmark for that part of the township adjacent to the floodplain.</p>
Transport and accessibility	
<ul style="list-style-type: none"> i ii 	<p>Public transport improvements are required to make the centre more accessible and increase accessibility and connectivity within the centre.</p> <p>Given the current high dependency on the private motor vehicle in Nerang, improvements in public transport will be a priority. The centre and surrounding residential communities will be highly accessible via regular bus services connecting to the railway station, Nerang centre, the hinterland and to the rest of the city.</p>

iii	Bus stations and neighbourhood bus stops will be carefully designed, and will provide shade and be well lit. This will ensure efficient and safe movement of people during extended hours.
iv	The layout of all new development will promote a high standard of pedestrian linkages integrated with the core retail/commercial heart of Nerang and scenic routes along and across the Nerang River.
Strategic planning priority	
i	Consolidation, improvement, expansion critical to improve role as a Major Activity Centre and achieve a fully integrated and accessible centre.
Major implementation activities	
i	Review master planning to best determine how the functions of the centre can be consolidated and integrated, to appropriately direct redevelopment and to identify revitalisation opportunities. Central to this will be the need to consolidate and better integrate retailing, the Council administrative area and other centre development and to promote mixed-use and high quality and affordable residential development.
ii	Master planning will be undertaken around the Nerang Rail Station and will include medium density residential areas and a detailed analysis of the water and wastewater needs, as well as other major infrastructure requirements.
iii	Subsequent to the Master Plan, a detailed urban design framework is required to assist with the revitalisation of the centre and a review of the Local Area Plan undertaken.
iv	Further studies to assess the quality and gaps in the current community facilities and services on offer in the centre should be undertaken. Where appropriate facilities should be enhanced/ established as an integral part of the wider upgrade and redevelopment activities in the area.
v	Investigate opportunities for timing, site location and feasibility of a hinterland/rainforest/environmental interpretive facility.
vi	Improved public transport between Nerang and Broadbeach to be established.

5.1.9 Coolangatta/Tweed Major Activity Centre

A Development intent

Coolangatta/Tweed is a Major Activity Centre under the SEQ Regional Plan. The signature southern beachside destination on the Gold Coast, Coolangatta is a focus for leisure, community and cultural activities. Development in Coolangatta will respond to the natural assets of unique landform and sub-tropical micro-climate of the area, including these attributes as key considerations for design of new development.

Coolangatta/Tweed's contribution to tourist and commercial-related employment will increase significantly through improvements in transport infrastructure and accessibility. Completion of the Rapid Transit Corridor to Coolangatta, extension of the heavy rail to Gold Coast Airport, combined with the planned upgrade in facilities and increased capacity of Gold Coast Airport, will be further supported by cross-border planning activities. Combined, these initiatives will enhance opportunities to expand the centre's potential within the rapidly growing Gold Coast/Northern New South Wales growth corridor and to achieve a more legible urban form which integrates land use outcomes across the local government/state boundaries.

The character of visually prominent features including Greenmount Hill, Kirra Hill, Point Danger, the beaches and foreshores provide an opportunity to create a distinctive development pattern that respects the prominence of these features and provides a transition between the built environment and recreational spaces.

Building heights within the centre will be maintained with mixed-use development incorporating increased building heights and densities contemplated for redevelopment in conjunction with the Rapid Transit Corridor. Griffith Street will retain and enhance street-level pedestrian character through development which activates street frontages and improves the pedestrian experience.

The natural features of the area including the visual corridors to the north as well as important heritage character elements will be retained and enhanced through careful design and well-planned development.

B Desired outcomes

Core functions	Desired outcomes
Retail activity	Coolangatta is a Major Activity Centre with an entertainment/tourism focus. The retail offer should continue to support this primary function by offering convenience retail and food catering facilities that support the local resident market and appeal to the tourist market.
Commercial/Employment	<p>Employment target: 1728 jobs</p> <p>Commercial development to be encouraged but not prioritised over the preferred centres (Southport, Bundall, Robina).</p> <p>Collaborative centre planning is required between Gold Coast City Council and Tweed Shire Council to maximise integration of centres.</p>
Residential	<p>Dwelling target: 648 dwellings.</p> <p>Proposed public transport improvements support medium to high-density residential development within Coolangatta with opportunity for TOC development around a future rapid transit station.</p> <p>Design features will incorporate safer by design principles, equitable access, 'ageing in place' principles, and address potential amenity conflicts in mixed-use areas.</p>
Community	Develop strategies to address demand for community services to serve both resident and tourist population and promote social interaction.
Entertainment and tourism	Coolangatta is a specialist entertainment/tourist centre encompassing the key facilities designated for major centres to serve this role. Coolangatta has a primary function to serve the tourist and local markets as a specialist entertainment/tourist centre.

Desired urban form and character	
i	Coolangatta will retain its distinctive coastal character with a compact area of tall building activity predominantly for residential and tourism development.
ii	A more dense urban form and feeling of compactness will be developed within the core area, but the general character will be tall slim buildings within landscaped grounds.
iii	Improved integration of land use, built form outcomes and accessibility for Coolangatta and Tweed Heads to be achieved through collaborative centre planning. High standard of urban design and public realm to be achieved.
iv	Mixed-use development, including residential and tourist accommodation, will be promoted within appropriate locations to support the core functions of the centre (retail, employment and community facilities) and to ensure its vitality. This development will not detract from residential amenity.
v	Managed affordable housing and one and two bedroom dwellings will be promoted within walking distance of the Rapid Transit Corridor.
vi	All new development shall promote high quality sub-tropical urban design and contribute to the visual quality of the streetscape.
vii	Active urban streetscape and frontages will be promoted along Griffith Street and Marine Parade, to create a vibrant and pedestrian-friendly environment based on safer-by-design principles, with incorporation of shade structures and planting.
viii	Opportunities will be investigated to redevelop Chalk Street for transit-oriented mixed-use development in conjunction with completion of the Rapid Transit Corridor and station.
ix	An 'eat street' hub should be encouraged and enhanced to foster a sense of place within Coolangatta, and further support its retail, entertainment, tourism and coastal identity.
x	Prominent open space areas including Greenmount Hill, Kirra Hill, Point Danger, the beach and foreshore will be maintained and protected through appropriate building height and setback provisions.
Transport and accessibility	
i	Planned public transport improvements for the centre. Development growth to be fully integrated with public transport.
ii	Improvements are required for traffic and parking management within the centre to ensure a high level of convenience and accessibility.
iii	Coolangatta will be highly accessible via the Rapid Transit Corridor, heavy rail and bus services connecting to the rest of the city. This will ensure efficient movement of people during all hours and peak tourist seasons.
iv	The layout of all new development will promote a high standard of pedestrian linkages integrated with the core retail/commercial heart of Coolangatta, in particularly Griffith Street and Marine Parade.
Priority for strategic planning and network	
i	Short-medium term – consolidation.
ii	Improvement and/or expansion not critical in the short-term

Major implementation activities

- i Further investigations (traffic, urban design, social issues and infrastructure services) will need to be undertaken to confirm the centre's capacity and timing to accommodate higher residential densities associated with redevelopment activity for mixed-use development in conjunction with the rapid transit system.
- ii Collaboration will be pursued with Tweed Shire Council to achieve integrated land use and public transport outcomes for the combined Coolangatta/Tweed centre, having particular regard to the location of key land uses, vehicle and pedestrian movement systems, desired built form outcomes and opportunities to maximize public transport patronage.
- iii Detailed demand assessments including community consultation exercises will be undertaken to establish the need for additional community facilities and services.
- iv A study will be undertaken to investigate Coolangatta's role as a tourism hub, to consider the type and style of new facilities proposed and will include consultations with residents, local tourism organisations and visitors to establish their needs in terms of access to facilities.

5.2 Development Intents for Specialist Activity Centre

5.2.1 Gold Coast Airport

A Development intent

An area of regional economic significance for specialised economic activity, Gold Coast Airport is essential community infrastructure which provides for national and domestic passenger and freight movement. Operating under Commonwealth legislation, development at Gold Coast Airport is regulated under an approved *Gold Coast Airport Master Plan (2006)*.

Gold Coast Airport will play an increasingly dominant role as a multi-modal transport hub. The development of the site for a mix of uses, including accommodation and commercial activities, is designed to maximize the efficient use of land through high levels of access to public transportation. Integration of air, rail, rapid transit and road transport modes with key land use activities on the site fulfil the criteria as a potential site for Transit Orientated Communities.

Gold Coast Airport has the potential to become a major transport interchange to service the wide regional catchments of southern Brisbane, Gold Coast and Northern New South Wales.

Gold Coast Airport is a catalyst for significant export and business growth on the Gold Coast, with planned investments in runway and terminal facilities for international services. Development of the Gold Coast/Tweed Transport Aviation and Distribution area will assist in promoting export opportunities and consolidating Coolangatta and adjacent Tweed Heads as a major economic centre for Southern Gold Coast and northern New South Wales. A portion within the site will be developed for airport related activities including a broad range of industrial, retailing and warehousing activities while Southern Cross University has established a new Gold Coast campus on land adjacent to the airport.

Land within the Tugun/Kirra/Coolangatta corridor will benefit from proximity to the Gold Coast Airport and enhanced access to the public transportation and road network. Further investigations will be undertaken to determine the scope of future master planning of these suburbs to leverage off future airport and transport infrastructure development, including opportunities for redevelopment through the opening of the Tugun Bypass and changed traffic patterns.

B Desirable outcomes

Core functions	
i	The core function of Gold Coast Airport is to provide airport facilities which satisfy forecast aviation demands and the safe, secure and efficient movement of passengers, freight and aircraft.
ii	Development of the Gold Coast Airport Specialist Centre should focus on activities including hotel accommodation and employment generating uses which have a synergy with airport functions and do not compromise airport operations.
Desired urban form and character	
i	Site development will achieve design excellence through a high quality built form, incorporating subtropical design principles and creating safe, well designed public places with integrated transport, pedestrian and cycle movement systems.
ii	Development of the centre will establish this hub as a gateway statement to the Gold Coast, providing physical and visual linkages to the beachfront through built form and movement system improvements which physically and visually link the airport with the coastline and contribute to creating a sense of arrival.
iii	Land use planning and development around the airport is consistent with State Planning Policy 1/02 – Development in the Vicinity of Certain Airports and Aviation Facilities.
Transport and accessibility	
i	Gold Coast Airport is a key transport hub integrating domestic and international air access with heavy rail and rapid transit systems and an enhanced bus network.
ii	Any development within the centre must consider potential external impacts of traffic generation on road and transport networks and infrastructure servicing. These external impacts must be appropriately mitigated including necessary external works or contributions to minimize or avoid adverse impacts.
Major implementation activities	
i	Development of the Gold Coast Airport will be in accordance with the approved <i>Gold Coast Airport Master Plan (2006)</i> and <i>Airport Environment Strategy (2004-2009)</i> prepared pursuant to the Commonwealth Airports Act 1996
ii	Development will be consistent with provisions of the Gold Coast Planning Scheme and SEQ Regional Plan to ensure compatibility of land uses and to facilitate the timely provision of transportation, water and wastewater infrastructure within the area and connections with external networks.
iii	Further investigations are required to determine an expanded centre boundary giving consideration to the potential to develop lands adjacent to the Gold Coast Airport for related employment functions, to increase residential densities within proximity to the site, the possibility of incorporating significant community developments such as the John Flynn Hospital, and to further enhance the hub as a key visitor gateway to the Gold Coast.

5.3 Development intents for Economic Activity Centres

5.3.1 Yatala Enterprise Area

A Development intent

Yatala Enterprise Area is one of the most important industrial land resources, particularly for large-scale industry, in South East Queensland. Its strategic location straddling the M1 Motorway, Southern Infrastructure Corridor (Yatala to Cunningham Highway) and Intra-Regional Transport Corridor (Nerang to Stapylton) provides a high level of connectivity with local and regional markets, the Port of Brisbane and interstate freight destinations.

Yatala Enterprise Area will maintain its role as the key industrial area in the Gold Coast clustering development in key industry sectors which have competitive advantage for the city. Future development of the Yatala Enterprise Area will align with Gold Coast's Pacific Innovation Corridor Program continuing its focus as a globally capable industry centre. While investment will be targeted in advanced design, manufacturing and distribution sectors and emerging industry clusters, the hub will be positioned to respond to emerging opportunities for which competitive advantage can be established. Development must also ensure the Darlington Range key hard rock resource can be extracted to meet the demands placed by the infrastructure and building industry supply chain in South East Queensland, with necessary protection and buffering of the resource and haulage routes.

To ensure these desired outcomes can be achieved, structure planning of the Yatala Enterprise Area is required.

As Yatala is expected to experience capacity constraints in certain infrastructure categories within the immediate future and with land uptake at Yatala forecast to exceed supply by around 2016, the Structure Plan will focus on maximising hub yields for targeted industries to achieve better utilisation of land and more efficient use of infrastructure, while creating a functional development layout with quality built form.

B Desirable outcomes

Core functions

- i Yatala Enterprise hub will be the pre-eminent enterprise area within the Gold Coast focusing on key industries identified as crucial to the vitality and diversity, competitiveness and strength of the Gold Coast economy and future prosperity of the city.
- ii Key industry sectors, which have competitive advantage for the Gold Coast, will be preferred over activities which can exercise locational choice.
- iii The hub will position the city as a flagship for major corporations which require large land parcels with a high level of accessibility to major freight corridors and infrastructure.

Desired urban form and character	
i	Structure planning of the area is required to achieve the vision of the Yatala Enterprise Area and ensure outcomes identified through the LGMS can be achieved.
ii	The built form will contribute to visually confirming this area as the enterprise gateway to the Gold Coast and through high quality design and landscape treatments add to the positive image of the city.
iii	The pattern of land uses and transportation networks will achieve an efficient and functional layout with quality built form in the design and treatment of buildings and public spaces.
iv	Planning Scheme provisions achieve improved site yields to extend the life of the area and maximise efficient utilization of infrastructure.
Transport and accessibility	
i	Completion of the Southern Infrastructure Corridor (Yatala to Cunningham Highway) and Intra-Regional Transport Corridor (Nerang to Stapylton) to enhance the regional freight network.
ii	Employee access to work will be enhanced through improvements to public transport including bus services connecting with Beenleigh and a possible rail station.
iii	Protection and buffering of resource haul routes.
Major implementation activities	
i	Yatala Enterprise Hub is to be declared a Major Development Area under the SEQ Regional Plan, recognising its regional significance as a major enterprise area.
ii	Structure planning of the Yatala Enterprise Hub will be undertaken commencing in 2007-08 and will address issues including: <ul style="list-style-type: none"> provision of land supply to meet demand to 2026 and beyond for targeted industries assessment of infrastructure capacity and identification of infrastructure requirements required to support the planned level of activity review of journey to work options to enhance employee access by public transportation options protecting key resource areas and haulage routes to support ongoing extraction of materials investigate synergies with emerging marine industry hub at Steiglitz review timing of major freight corridor investigations and construction to determine critical commencement dates

5.3.2 Griffith University Knowledge Hub

A Development intent

The Griffith University hub extends over a 200-hectare site at Southport, and encompasses the Gold Coast campus of Griffith University, the proposed site of the new Gold Coast Hospital, the Gold Coast Knowledge Hub and adjoining lands identified through a State Government-coordinated planning process as potentially suitable for associated redevelopment. As an integrated centre for learning, knowledge creation and commercialisation of newly development technology established through a cooperative partnership of all tiers of government, the

education sector and private sector operators, the centre will ultimately provide up to 20,000 jobs and cater for a student population of 20,000.

The Griffith University Knowledge Hub will attract investment in smart development as a catalyst in the growth of a dynamic region creating quality employment opportunities in knowledge-based industries. New initiatives include a Smart State Academy and Smart Water Research Facility.

As a vibrant and active Knowledge Hub, a key feature will be its accessibility. The hub will be fully integrated with an efficient rapid transit and bus public transport system, combined with improved access from the arterial road network from the M1 and Southport CBD via Smith Street and north and south along Olsen Avenue. The functionality of the area will be enhanced through mixed-use development, including student accommodation and convenience commercial and retail activities to support the significant on-site student and employee population. Another important feature of this facility will be its strong internal pedestrian links connected to Parklands Drive rapid transit station.

B Desirable outcomes

Core functions	
i	Griffith Knowledge Hub will be the leading technology and innovation research park for the Gold Coast incorporating world-class research and development facilities through collaboration between Griffith University, Gold Coast Hospital and the private sector.
ii	The area will act as an incubator with the growth of the established Gold Coast Innovation Centre facility for the creation of new products and services and catalyst for the commercialisation of innovative work undertaken by universities and colleges, hospitals and laboratories, through collaboration with the private sector.
iii	A wide range of services, including Internet Protocol Management consultation, access to professional service providers, community networking events and investor matchmaking with innovators, will be encouraged to stimulate business activity.
iv	The provision of common services including administrative functions, networking, meeting spaces and live conferencing facilities, will be encouraged to incubate and support emerging businesses.
Desired urban form and character	
i	Design solutions for the area will achieve a high level of integration of educational and health facilities supported by a safe, efficient and effective public transportation network.
ii	In addition to the university and hospital functions, the hub will encompass a mix of research, enterprise, community, recreation and student residential activities which interface with surrounding residential and commercial areas.
iii	Development will result in a distinctly urban built form which maximises site yield and accessibility within a vibrant, convenient and safe environment.
iv	A compact urban form is preferred to maximise development opportunities within the hub. Building heights of up to 12 storeys, and densities of up to 80 dwellings per net hectare, will be the preferred built form.

v	Building design and layout will incorporate shade structures and planting to respond to the sub-tropical environment and high level of pedestrian movement within the site.
Transport and accessibility	
i	The functionality of this area is reliant on achieving a high level of accessibility through all modes of transportation including vehicle access.
ii	To ensure this functionality is achieved, legibility of key land uses, transport access points and site movement patterns is critical and will inform detailed site design.
iii	The siting of the rapid transit station and bus interchange will address mobility access issues, focusing in particular on the needs of hospital clients. The linkage of the site to Helensvale and Broadbeach in stage one, Coolangatta in stage two and the potential extension of the rapid transit system, makes it an important transport hub.
iv	Integration of pedestrian and cycle access, and cycle connectivity to surrounding residential areas within the site, will contribute to the creation of a vibrant, convenient and safe environment.
Major implementation activities	
i	Completion of the Master Plan and Transportation Study for the area.
ii	The principles of integrated water cycle management shall be incorporated in the Master Plan. Efficient and responsible water usage, reuse and storage initiatives shall be encouraged in all development.

5.3.3 Bond University Knowledge Hub

A Development intent

Defined under the Regional Plan as an Economic Activity Centre – Knowledge Hub, Bond University is expected to continue its strong growth as one of the world's leading private and independent universities.

Bond University is situated midway between Robina, and Burleigh, just north of Varsity Lakes. The university provides for a range of academic and support services including student facilities and accommodation, industrial and technological research and other associated university uses, as well as permanent residential accommodation.

Bond University and associated companies involved in research and development, information and communication technology, and multi media are positioned to become part of an international Knowledge Hub for higher education, innovation and health.

The facility is intended to cater for an ultimate campus population of up to 40,000 to 50,000 students. In 2005, the projected student capacity for the campus was 20,000 full-time students. The Bond University profile for students is considerably different than most other Australian universities due to the fact that a large proportion of its intake comprises overseas students (typically 60 per cent overseas students to 40 per cent local i.e. Queensland and national).

The campus, comprising approximately 50 hectares of land, provides for the continued expansion of the university as it grows. It is recognised that the university needs to be able to adapt to changing educational environments. For this reason, it is anticipated that a wide variety

of educational and supporting uses are appropriate on the site where a direct educational relationship to university academic programs is established.

The campus supports a high level of pedestrian accessibility as well as cyclist and public transport accessibility and integration. Connectivity from the railway station at Robina to Bond University is improved with bus priority lanes. A new rail station and TOC is currently being planned at Varsity Lakes Rail Station, which will improve access to the university.

The residential component of the facility is intended to provide for a range of low to medium-rise residential building, forms and densities.

B Desirable outcomes

Core functions	
i	An international centre for higher education, which promotes education, innovation, world class research, technology, communication and health.
ii	Provides a wide range of services associated with the university including retail, commercial and industrial opportunities.
iii	Residential elements support the growing student accommodation needs.
iv	Support significant employment opportunities within Gold Coast related to the Pacific Innovation Corridor, health, research, commerce, technology, communication and wide range of non-academic support services.
Desired urban form and character	
i	Bond University is a well functioning urban campus focused on integration of campus functions and activities with non-academic land uses associated with the university. Uses include a mix of residential, student accommodation and commercial uses.
ii	High density development with buildings up to 12 storeys are supported around the campus, except for a signature tower building situated in the southern commercial/business hub.
iii	Development provides high levels of amenity through siting and design, and ensures that car parking is attractively landscaped or located beneath buildings so as not to diminish the outstanding visual amenity of the campus.
iv	Development protects the water quality and ecological values of Lake Orr and Reedy Creek.
v	Areas of ecological significance, including aquatic flora and fauna, are protected and enhanced where possible.
Transport and accessibility	
i	High levels of accessibility for pedestrians, cyclists, and public transport are integral to the design and functionality of the campus, and are designed to promote a modal shift away from private motor vehicles.
ii	Public transport connection linking Bond University with the future Varsity Lakes Rail Station by the provision of a transit node with connections to the academic core provide for a high standard and safe pedestrian and cycle access to and from the proposed station.
iii	Bond University remains a walkable, pedestrian-oriented campus that is permeable and accessible to all users.

Major implementation activities	
i	Improve bus priority lanes from the Robina Rail Station to the campus in the medium term.
ii	Construct the proposed Varsity Lakes Rail Station by 2010.
iii	Implement the Lake Orr and Environs Local Area Plan.
iv	Adopt the Bond University Master Plan through Planning Scheme Policy – Bond University Master Plan and Building Design.

5.4 Investigation Area

5.4.1 Steiglitz Marine Industry Investigation Area

A Development intent

The Steiglitz Industry Investigation Area has potential to develop as a marine industry area to accommodate further expansion of this valuable industry sector. With the Gold Coast Marine Area at Coomera nearing capacity, the SEQ Regional Plan designates the Steiglitz Investigation Area as a potential site for future marine industry development. This area is regionally recognised as the main area remaining within Gold Coast City and South East Queensland for the future development of a marine industry area, with water frontage land supply very limited.

Studies commencing in 2007-08 will determine the suitability of this area for the proposed use and if suitable, the extent of land needed to facilitate expansion of the marine industry sector together with infrastructure and services requirements. Subject to detailed site assessment including marine access and inclusion of the area within the Urban Footprint, a marine industry area could commence by 2010. This timing is critical as industrial land capacity investigations forecast marine industry land take-up to potentially outstrip supply by 2008-09.

B Desirable outcomes

Core functions	
i	Development for marine industry uses commensurate with the investigation area's findings.
Desired urban form and character	
i	To be determined - appropriate for the range of uses proposed and preferred future character of the area.
Transport and accessibility	
i	Marine and road access for planned level of marine industry development.
Major implementation activities	
i	Commence SEQ Regional Plan Investigation in 2007-08.

5.5 Development intents for Transit Oriented Communities

The integration of land use, transport and employment has a key role in achieving social, economic and environmental sustainability for the Gold Coast. The LGMS promotes transit supportive development throughout the city, while seeking to accommodate future residential and employment growth in areas with good access to high frequency public transport. The LGMS identifies measures to ensure activity centres are capable of increased mixed-use densities and access to public transport is frequent, safe and reliable. These communities develop as TOCs.

The principles of TOCs underpin the development of Regional Activity Centres in Gold Coast. These centres have the greatest propensity for increased residential densities, mixed-use development, increased employment and enhanced access to community services and recreational opportunities in proximity to high capacity public transport nodes and corridors. Opportunities for the development of TOCs will primarily arise through the construction of the Gold Coast RTC, extension of the heavy rail to Gold Coast Airport, and an upgraded bus network with improved connectivity levels and frequency of services.

Development opportunities will primarily occur within Regional Activity Centres detailed in Section 5.1, which each have significant opportunity for transit oriented development (TOD). Further opportunities have been identified for a TOD at Varsity Lakes Station, and TOC at Helensvale, Palm Beach, Burleigh Heads and Hope Island. Additional sites will be identified following decisions on station locations within the heavy rail and rapid transit corridors. The opportunity to deliver TOC outcomes in these centres will be advanced through Council's master planning and local area planning activities.

5.5.1 Varsity Station Urban Village

A Development intent

The new Varsity Lakes Station will open in 2010. The station is situated four kilometres south of Robina Town Centre, to the west of Bond University and adjacent to the M1. Ultimately, the heavy rail network will extend to the Gold Coast Airport, and be integrated with the Gold Coast Rapid Transit System.

Varsity Station Urban Village project area incorporates a 14-hectare State Government-owned greenfield site that surrounds the future station. The Varsity Station Urban Village project will facilitate the site's development in order to demonstrate how transit-oriented development principles can be applied. Ultimately, the site will be developed for mixed-use activities with a significant residential and commercial component. Retail and commercial uses will provide employment opportunities for the local area complementing the significant retail and commercial centres at nearby Robina and Varsity Lakes.

The TOD will incorporate park and ride facilities which have the potential to redevelop, over time, to respond to changing patterns in parking demand.

Frequent and accessible bus services will connect Varsity Lakes Station to surrounding residential areas, the nearby Bond University Campus, and the Rapid Transit Corridor at Burleigh Heads.

B Desired outcomes

Desired urban form and character	
i	Compact, medium and high density residential and mixed-use development focused around the future Varsity Lakes Station.
ii	Activated street frontages and quality public spaces promote a safe and accessible urban village.
iii	Access to mass transit and quality urban design makes the Varsity Station Urban Village a vibrant, accessible and desirable location.
iv	To fit with the Activity Centre network by providing a local centre function for retail activity.
v	Support employment opportunities aligned with the Pacific Innovation Corridor initiatives.
Transport and accessibility	
i	Connected to other residential and employment areas by integrated public transport.
ii	Provision of a key bus and rail interchange at the station entrance.
iii	Strategic connection to the Rapid Transit Corridor at Burleigh Heads through integrated public transport.
iv	Pedestrian and cycle networks provide connectivity, both within the Varsity Station Urban Village and to the surrounding communities of Varsity Lakes and Reedy Creek with particular focus on promoting access to public transport services and a local lifestyle precinct.
Major implementation activities	
i	Complete construction of Varsity Lakes Rail Station by 2010.
ii	TOD outcomes to be delivered through Council's local area planning activities.

5.5.2 Helensvale

A Development intent

Helensvale is a major urban community situated east of the Pacific Motorway, adjacent to the Coombabah Wetlands. The Helensvale Activity Centre, which is located south of the intersection with Gold Coast Highway, has significant potential to develop as a TOC due to the location of the heavy rail station within the centre and the future interchange with the RTC which commences at Helensvale. The rail station is fed by high frequency bus services, connecting with surrounding residential areas to the north and west and employment areas to the east, confirming the centre's importance as a multi-modal transit hub.

Helensvale and surrounding suburbs are relatively youthful. Housing type is predominantly low-density. The RTC corridor provides significant opportunity for self containment of employment by increasing residential densities and housing diversity, integrating the residential development with employment opportunities, particularly within and adjacent to Helensvale Activity Centre,

introducing mixed-use development and enhancing the range of community services and recreational opportunities.

B Desirable outcomes

Desired urban form and character	
i	A dense and compact urban form to characterise the Helensvale Activity Centre core.
ii	A range of housing types, including affordable housing, will offer a diversity of housing, and supported by a range of community services, social and entertainment facilities focused on and around the Helensvale activity centre.
iii	The layout of all new development to promote a high standard amenity and integration with the commercial core.
Transport and accessibility	
i	Preferred development outcomes to be determined by the decision on the location of the heavy rail/rapid transit mode interchange.
ii	Application of pedestrian and cycle network principles provide connectivity within the centre and in particular to transit opportunities.
Major implementation activities	
i	TOC outcomes to be delivered in and around the Helensvale Activity Centre through Council's neighbourhood planning activities.

5.5.3 Palm Beach

A Development intent

Palm Beach is a linear coastal suburb located between Tallebudgera and Currumbin Creeks. Accessed via the M1 and Gold Coast Highway, the suburb is entirely within the Urban Footprint. The Rapid Transit Corridor runs north-south within the Gold Coast Highway alignment, while the heavy rail corridor follows the western alignment of the M1. With these attributes, Palm Beach has the potential to develop as a significant transit-oriented community, supported by a suite of high frequency/capacity public transport services.

The Palm Beach Activity Centre is located on the western side of the Gold Coast Highway in the vicinity of Palm Beach Avenue, and contains a mix of commercial, retail and community services. Higher density residential development and tourist accommodation has been developed around the centre, extending north and south along the Gold Coast Highway with lower density residential development in areas further from the transport opportunities. Increased mixed-use redevelopment, with residential components that complement the surrounding residential area, are supported.

Palm Beach will continue to develop as an important residential, employment and tourist accommodation area for the southern part of the Gold Coast. Density will be concentrated around the centre at Gold Coast Highway/Palm Beach Avenue, and along the RTC with lower densities retained in other parts of Palm Beach.

B Desirable outcomes

Desired urban form and character	
i	The town centre incorporates mixed-use development, including retail and commercial activities, dining, entertainment, personal services and community functions with residential and tourist accommodation.
ii	Fragmentation will be actively discouraged by the continued consolidation of the centre through redevelopment and upgrading.
Transport and accessibility	
i	Development within the RTC catchment to be transit supportive, encouraging higher density development within walking distance of the corridor.
ii	Good pedestrian access, around the central area and to the beach, is encouraged by the existing grid pattern of the streets. Mid-block connections are limited, and strengthening the role of these is supported.
iii	Access to heavy rail stations and bus connectivity between the rail and RTC to be investigated to maximise public transport patronage
Major implementation activities	
i	TOC principles to be incorporated into the Palm Beach Local Area Plan review.

5.5.4 Burleigh Heads**A Development intent**

The intent of the Burleigh Heads designation in the LGMS is to reinforce the Planning Scheme, including the Burleigh Heads Local Area Plan, with an emphasis on transit supportive development.

Burleigh Heads is located on the junction of the RTC and a designated improved local bus network route between Burleigh Heads and Varsity Lakes Rail Station at Reedy Creek.

The area has high landscape values. Burleigh Heads is a significant landmark in the city. Burleigh Heads National Park potentially connects with a biodiversity corridor extending up to the hinterland.

Burleigh Heads is functionally self-contained to a large extent, for residents and visitors alike. The potential for self containment will continue to be supported.

Burleigh Heads has an important commercial function with fringe business activity extending west along West Burleigh Road. These functions will also be supported by TOC opportunities.

B Desirable outcomes

Desired urban form and character	
i	New development respects the form of the natural landscape of Burleigh Headland.
ii	New development respects landmark views from Burleigh Headland north along the sweep of the coastline.
iii	Well designed public places encouraging public that allow access to and connectivity between transit corridors.

Transport and accessibility	
i	Development within the RTC catchment will be transit supportive, encouraging higher density development within walking distance of the corridor and city bus feeder service between Burleigh and Varsity Lakes Rail Station.
Major implementation activities	
i	Completion of the RTC south from Broadbeach, and construction of the Burleigh Heads station.
ii	Investigate upgrade of cross-city bus services to connect Burleigh RTC station with Varsity Lakes Rail Station.
iii	Master planning activities within the station precinct to maximise opportunities to enhance urban amenity and create a safe and accessible public place.

5.5.5 Hope Island Town Centre

A Development intent statement

Hope Island is located between Sanctuary Cove, Oyster Cove and Hope Island Resort Communities. A canal divides Hope Island into three distinct areas recognised as The Southern Village, Central Island and The Northern Village. A continuous boardwalk system connects these three areas. The Southern Village is to contain the town centre, which is located at the junction of Sickle Avenue and Broadwater Avenue. It is the town centre, not Hope island as a whole, which is envisaged as a transit-oriented community.

Hope Island Town Centre is envisaged as a self contained TOC with a vibrant mix of retail, commercial and community services, with high density residential living. While the centre will have bus services, the transit-oriented nature is derived primarily from the self containment of retail, employment and services. Cars and services are directed to service laneways to ensure that street frontages are dominated by footpaths, gardens and dwelling frontages to maximise pedestrian comfort and safety through casual observation. Laneways provide a highly permeable and pedestrian oriented community, leading into the town centre, and providing a safe pedestrian environment and high quality recreational space with equitable access to the waterway.

B Desirable outcomes

Desired urban form and character	
i	The town centre to be 'self contained' and incorporate high density residential, commercial and retail developments as well as a variety of community services.
ii	Street frontages will be dominated by footpaths, with cars and services directed to service laneways. A mix of dwelling types to be punctuated by accessible public open space.
Transport and accessibility	
i	The town centre contains a compact form and will promote particular emphasis on pedestrian and cycle links. Wide pedestrian and cycle boardwalk networks will be integrated along all frontages of the canals linking the residential medium density areas with the mixed use town centre and open spaces.
ii	Hope Island Town Centre to be serviced by frequent bus services.

Major implementation activities

- | | |
|----|--|
| i | Preparation of a local area plan is to confirm development outcomes for Hope Island. |
| ii | Investigations into improved transport options linking the Hope Island Town Centre with Southport via northern Gold Coast suburbs. |

5.6 Development intents for major greenfield growth areas

A Development intent

Greenfield areas are those areas outside the Regional Activity Centres, TOCs and economic centres where new subdivision and urban development is occurring.

These areas will develop as well-planned, integrated communities incorporating centres which contain retail and commercial functions, and a range of community services including education, child care, medical, recreation and community uses. Development will deliver a range of dwelling stock including detached housing and multi-unit development in areas within reasonable proximity to Major Activity Centres and public transportation, or adjacent to lower order centres where these planning outcomes are supported.

All greenfield development will be supported by well-planned transport infrastructure, including pedestrian and cycle access, and quality public transport linkages to the rest of the Gold Coast. Open space and recreational facilities will also be provided in these areas as a result of the current Council policy to provide and strengthen urban green space, including corridors and linkages in all new greenfield development.

Planning for greenfield development will incorporate urban open space including recreational spaces, and avoid or mitigate potential adverse impacts on local waterway catchments and areas of high biodiversity value.

Housing will be high quality design, affordable, ecologically sound and energy efficient. Built form will be diverse and complement the existing land form and landscape features. A variation occurs in buildings styles, roof forms, colour and materials, and cut-and-fill is kept to a minimum. All development in greenfield areas will incorporate the principles of integrated water cycle management and WSUD.

Greenfield areas includes the designated MDAs of Coomera Town Centre, Bahrs Scrub and Worongary.

5.7 Development intents for Major Development Areas

The greenfield areas of Bahrs Scrub, Worongary and Coomera Town Centre are designated Major Development Areas (MDAs) under the SEQ Regional Plan. The development of each of these MDA requires preparation of a Structure Plan to establish the broad structure, layout,

appropriate land uses, including open space and service corridors required for future development and community needs.

The timing for the preparation of Structure Plans for the greenfield areas is short-term (2006 to 2010) to enable infrastructure network planning to be undertaken. The outcomes of the structure planning process will determine the development potential of each of the MDA and the likely timing of future growth. A Structure Plan has already been undertaken for Coomera Town Centre, and the preferred development intent is set out in Section 5.1.4.

5.7.1 Bahrs Scrub Major Development Area

A Development intent

The Bahrs Scrub Major Development Area's proximity to Beenleigh will assist on-going development of Beenleigh as a Principal Activity Centre. Not all lands within the MDA will be suitable for urban activity. Future planning of Bahrs Scrub must address the issues of through-traffic, water supply, wastewater treatment and the connectivity of biodiversity areas and wildlife corridors.

This area is currently not included in Council's PIP, and a preliminary assessment of infrastructure requirements indicates this area is difficult and expensive to service with a reticulated wastewater network. Stapylton Waste Water Treatment Plant will be operational from 2011, however, the plant's capacity has already been designated to the surrounding development. If urban densities are to be achieved in the Bahrs Scrub MDA, the costs associated with delivering the infrastructure networks will need to be met through the development process.

The timeframe for Structure Planning is short term (2007-2010). The proposed Structure Plan will determine the detailed planning outcomes and timing for the Bahrs Scrub MDA.

5.7.2 Worongary Major Development Area

A Development intent

The Worongary MDA has been established due to the inclusion of this extensive area inside the Urban Footprint. Land within the MDA has significant physical constraints including slope, extensive regionally significant remnant vegetation and conservation values, flooding and visual amenity and the site forms part of the Green Heart Investigation Area.

Development of this area is not required to meet the dwelling and population targets under the SEQ Regional Plan. This area is currently not included in Council's PIP and an assessment of infrastructure requirements has shown that this area is difficult and expensive to service with a reticulated wastewater network. An assessment of infrastructure requirements has shown that the development of this land cannot occur without a major expansion of infrastructure capacity at the Merrimac Waste Water Treatment Plant.

The timeframe for Structure Planning is short term (2007-2010). The proposed Structure Plan will determine the detailed planning outcomes and timing for the Worongary MDA.

5.8 Development intents for major infill and redevelopment areas

A Development intent

Around approximately fifty per cent of development to 2026 will occur through infill and redevelopment of urban areas. A significant level of activity will occur within Regional Activity Centres and along transport corridors. The intended development outcomes for major infill and redevelopment areas are described in detail in Section 5.1 Development Intents for Principal and Major Activity Centres and Section 5.5 Development Intents for Transit-Oriented Communities.

The majority of redevelopment will occur over time within the Rapid Transit Corridor (RTC). Regional Activity Centres serviced by this corridor will be the main focus of infill and redevelopment activity with transit stations providing significant opportunity for mixed-use redevelopment. This will be most evident in the shorter term between Southport and Broadbeach with the RTC extending to Coolangatta by 2015. The RTC provides the opportunity to create quality urban places containing mixed uses, active street frontages, housing diversity and pedestrian amenity, connectivity and safety.

Other major centres will be serviced by rail and or through improved integration of bus public transport services and potential future extensions to the RTC. Public transport opportunities will be integrated with pedestrian and cycle networks, providing residents with enhanced mobility and access to employment, commercial, recreation and community services. Redevelopment of existing areas will provide opportunities for place making, securing quality urban design outcomes which are supported by transport initiatives.

The sequencing of major infrastructure improvements to these areas is critical to ensure well-timed provision of services such as water, sewerage, and community facilities to facilitate urban development. Development within the infill and redevelopment areas of the city will be consistent with the timing and capacity of water and wastewater infrastructure and with the objectives of the Gold Coast Waterfuture Strategy as outlined in the Sequencing Strategy.