



Gold Coast Rapid Transit

12 Land Use and Planning

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1. Introduction

The purpose of this Chapter is to present opportunities and benefits of the Gold Coast Rapid Transit (GCRT) corridor in a land use planning context and examine the regional, state and local planning frameworks relevant to the proposed GCRT. This Chapter will also outline impacts associated with the GCRT and propose mitigation strategies accordingly.

The GCRT will present key strategic opportunities for activity centres along its alignment by supporting and enhancing the role of key activity centres (Southport, Broadbeach and Surfers Paradise) within the Gold Coast, with the potential to act as a catalyst of further urban development in accordance with leading land use planning principles. The GCRT will encourage greater integration of existing land uses, facilitate increased residential densities around station locations and provide passengers with greater accessibility to employment, goods and services, health facilities, and other community services. The GCRT will reinforce the key policy intents of the Gold Coast Planning Instruments and the South East Queensland Regional Plan (SEQRP) regarding Transit Oriented Development (TOD) for effective growth management of the City.

For detailed information on the land use and planning issues associated with the GCRT, refer to the Volume 7 Technical Report, titled *Land Use and Planning*.

2. Description of the existing environment

2.1 Statutory land use controls and planning framework

2.1.1 Existing Statutory Framework

The existing statutory land use controls and planning frameworks that apply to the Gold Coast area include:

- » State Planning Policy (SPP) framework:
 - *State Coastal Management Plan (2002)*;
 - *SPP 1/92 Development and Conservation of Agricultural Land*;
 - *SPP 1/03 Mitigating the Adverse Impacts of Flood, Bushfire and Landslide*;
 - *SPP 1/02 Development in the Vicinity of Certain Airports and Aviation Facilities*;
 - *SPP 2/02 Planning and Managing Development involving Acid Sulfate Soils*; and
 - *Nature Conservation (Koala) Conservation Plan 2006 and Management Program 2006-2016*.
- » Regional planning framework:
 - *South East Queensland Regional Plan 2005-2026 (SEQRP)*;
 - *South East Queensland Infrastructure Plan and Program 2005-2026 (SEQIPP)*;
 - *Integrated Regional Transport Plan for South East Queensland (1997)*
 - *Transport 2007*;
 - *Cycle South East (1999)*; and
 - *Integrated Regional Cycle Network Plan (2003)*.
- » Local planning framework and statutory land use controls:
 - *Gold Coast Planning Scheme 'Our Living City' (2003)*;
 - *Gold Coast Activity Centre Strategy (2007) (GCACS)*;
 - *Draft Local Growth Management Strategy (2007) (LGMS)* ;
 - *Gold Coast Priority Infrastructure Plan (2007) (PIP)*; and
 - *Gold Coast Economic Development Strategy 2010*.

The GCRT's ability to complement and inform these planning instruments will be further discussed in section 3 of this Chapter. In particular the opportunities that the GCRT presents to progress regional and local planning objectives will be addressed.

2.2 Existing Land Uses

Existing land use within the corridor consists of a mixture of residential, industrial, commercial, community and recreational uses. These land uses are discussed in further detail below.

Section 2

The existing land uses that exist within Section 2 of the GCRT include a range of residential, commercial and community uses. The route commences at the corner of Musgrave Avenue and Olsen Drive, prior to Southport Lawn Cemetery and Griffith University. The alignment travels down Parklands Drive, passing the University and proposed Gold Coast Hospital site, being the Gold Coast Hospital and Knowledge Precinct (further discussed in section 2.4 of this Chapter)¹. The alignment then crosses Loders Creek, through land proposed as a future Light Rail Transit (LRT)/Bus Rapid Transit (BRT) depot and land designated as public open space and for community purposes under the *Gold Coast Planning Scheme*.

The route continues along Baratta Street, adjacent to residential properties and the GCCC works depot, passing by an industrial estate as it travels along Wardoo Street, before turning east into Queen Street. Land uses along Queen Street include residential generally to the south, a cemetery, two schools and Owen Park sports grounds to the north.

Travelling down Nerang Street the alignment passes the Gold Coast Hospital and medical precinct and continues into the commercial centre of Southport. The route then traverses through a commercial area of Nerang Street as it turns into Scarborough Street and travels east down Queen Street to align with the Sundale Bridge. Land uses within this area are generally retail and commercial in nature. Residential land uses, including some high-rise development, exist closer to the Nerang River.

Section 3

As the GCRT alignment heads south, existing land uses in the vicinity of Main Beach are mostly urban residential and tourism accommodation, with a majority of buildings above six storeys. The commercial and entertainment precinct along Tedder Avenue and Main Beach Tourist Park are also located within proximity of the route.

Macintosh Island comprises urban residential forming the canal development of Paradise Waters. The GCRT will traverse along the road alignment of the Gold Coast Highway and will be in proximity to parks located on Macintosh Island including Commodore Park, Paradise Waters Park and Macintosh Island Park.

As the alignment progresses down Ferny Avenue existing land uses are dominated by tourist accommodation, including hotels and high-rise (above six storeys) residential apartment buildings, particularly along the beachfront. Low density urban residential development fronts the Nerang River. A large site on the corner of Ferny Avenue and Cypress Avenue is currently occupied by entertainment facilities, including a 'Bungee Rocket' ride and mini golf course. Land to the south of Cypress Avenue is currently used as a car park.

Existing land uses in Cypress Avenue, as the alignment heads into Surfers Paradise, generally increase in density and comprise mainly of high-rise buildings serving the purpose of tourist accommodation.

¹ Further to work undertaken in preparing this CDIMP, there has been significant additional activity to finalise the concept design for the rapid transit alignment along the Parklands Knowledge Precinct and a rapid transit station to serve the main entrance of the new Gold Coast University Hospital. Reference should be made to the *Parklands Knowledge Precinct Report* that supplements the CDIMP and provides updated information on the proposed concept design and assessment of impacts.

Commercial and retail uses along Surfers Paradise Boulevard form the perimeter of the core entertainment precinct of Surfers Paradise.

As the GCRT corridor continues down Surfers Paradise Boulevard, through the heart of the tourist centre of the Gold Coast, existing land uses include a mixture of retail and entertainment functions in the vicinity of Cavill Avenue, including ‘Circle on Cavill’ and the ‘Q1’ building. A large range of tourist accommodation is available in this area. Densities are typically higher than canal residential development west of Surfers Paradise Boulevard.

Continuing south, the alignment rejoins the Gold Coast Highway. Existing land uses continue to be a mixture of residential and tourist accommodation with higher rise development tending to be concentrated near the beach. Pockets of commercial development also exist in this area.

Cascade Gardens, located between the Gold Coast Highway and the Nerang River, are adjacent to the proposed alignment. A smaller park, also between the Gold Coast Highway and the Nerang River, is located opposite a shopping development on the corner of Wharf Street. A park, home to a bowls, soccer and croquet club, is located between Surf Parade and Old Burleigh Road in northern Broadbeach.

Existing land uses at Broadbeach, to the east of the proposed alignment along the Gold Coast Highway, is a mixture of residential and tourist accommodation. The density of land use tends to increase near the beach as well as the commercial, retail and entertainment facilities. The Gold Coast Convention and Exhibition Centre and Jupiter’s Casino are to the west of the GCRT alignment. Further to the west land uses are dominated by low density canal development.

Section 3 finishes at the Hooker Avenue/Gold Coast Highway intersection. The Pacific Fair Shopping Centre is located south of Hooker Boulevard and to the west of the Gold Coast Highway.

2.3 Land tenure

A variety of land tenures will be impacted by the GCRT corridor and these are provided in Volume 7 Technical Report, titled *Land Use and Planning*. The land tenure codes are described in Table 12-1.

Table 12-1 Land tenure types

Tenure Status Id	Description	Narrative
FH	FREEHOLD	Land held by the State in Fee Simple (freehold title) which includes titles surrendered to the State of Queensland (or Crown) in terms of Section 358 of the Land Act 1994.
RE	RESERVE	Land reserved by the Department of Natural Resources and Water for community or public purposes.
SL	STATE LAND	Land held by the State of Queensland as Unallocated State Land and other areas vested in the State (or Crown) but not held in Fee Simple or as a lease issued under the Lands Act 1994.
NP	NATIONAL PARK	Land reserved by the Environmental Protection Agency for a National Park, National Park (Scientific), Conservation Park or Resource Reserve.

PH	PORT AND HARBOUR BOARDS	Land vested under the control of Port Authorities.
LL	LANDS LEASE	Leasehold land administered by the Department of Natural Resources and Water excluding Mining Homestead Tenement Leases.
SF	STATE FOREST	Land reserved by the Department of Natural Resources and Water (Resource Management) for State Forest purposes.
EA	EASEMENT	A right or interest on a property that is registered against the title.

2.4 Future land use

As discussed in section 3.3.2 of this Chapter, the SEQRP identifies the Gold Coast as one of the fastest growing Local Government Areas (LGA) within the region. Key to managing this will be the facilitation of infill development and the establishment of an integrated transport system (of which GCRT will be a vital part) to support a more compact urban form.

The anticipated future land use for the areas surrounding Sections 2 and 3 of the GCRT is discussed below. This land use is consistent with the provisions of the existing *Gold Coast Planning Scheme* and the draft LGMS.

Section 2 - University Hospital station up to and including Sundale Bridge

Griffith University to Queen Street

The Gold Coast Hospital and Knowledge Precinct includes the Griffith University Gold Coast Campus, the proposed site for the new Gold Coast Hospital and other land area (including parts of the existing Gold Coast Parklands and Southport Lawn cemetery) identified as potentially suitable for redevelopment¹.

Various planning strategies recognise this area as a key node, including:

- » the *Gold Coast Activity Centre Strategy* (GCACS), which identifies Griffith University as a special employment cluster; and
- » the draft LGMS – Economic Activity Centre (knowledge), which identifies that mixed-use development at a range of densities should be facilitated in support of the science, education, health and innovation industries to be developed in this location as coordinated by a State Government process, in partnership with all tiers of government, the education sector and private sector operators. The draft LGMS identifies the Gold Coast Hospital and Knowledge Precinct as having the potential for further development as a transit oriented community, based on its accessibility to the future GCRT corridor and local bus services¹. This precinct is expected to create employment opportunities in knowledge-based industries.

Nerang Street to Southport

Southport is recognised as a Principal Activity Centre under the SEQRP and draft LGMS, and as a key Regional/Metropolitan Centre in the existing *Gold Coast Planning Scheme*. The draft LGMS identifies that a total of 19,549 dwellings are planned to be located at Southport by 2026. It is intended that development will be focused on the provision of increased densities adjacent to the GCRT corridor.

Southport has an employment target of 33,850 jobs. It is intended that Southport becomes the Gold Coast's pre-eminent Principal Activity Centre and develops further as a primary commercial and administrative centre, having a concentration of highly specialised and skilled employment.

There are a number of active development applications in this precinct, particularly regarding the expansion of the existing hospital. In light of the proposed new Gold Coast Hospital site, it is considered that the existing medical precinct will remain an important medical node in Southport for the provision of medical and specialist services.

The retail precinct of Southport, as identified in the Southport Local Area Plan (LAP) of Gold Coast's existing planning scheme, is intended for further intensification of retail and commercial activities in this location. The precinct is also anticipated to emerge as a vibrant residential area and will likely accommodate new and infill residential growth, as the draft LGMS prescribes. Currently there are development applications for a nightclub, multi-unit building (24 storeys), shops and commercial premises and commercial services located within the precinct.

Section 3 - Sundale Bridge to Broadbeach South station

Sundale Bridge to Cypress Avenue

As the proposed alignment travels south, land use designations under the *Gold Coast Planning Scheme* generally consist of the 'Residential Choice' (mixed dwelling types including detached, attached and apartments) and 'Detached Dwelling' domains. This relates to land in the Paradise Waters canal estate, which comprises low density residential areas mainly containing low rise, detached dwellings. Parks are contained within the 'Public Open Space' domain and are intended to remain in public ownership and maintained as open space.

As the proposed alignment crosses Jarriparilla Cove to travel down Ferny Avenue it passes into the Surfers Paradise Local Area Plan (LAP) under the GCCC Planning Scheme. Under this LAP, Ferny Avenue is within the 'High Rise Accommodation Precinct'. The intent of this precinct is to encourage further high rise accommodation in appropriate locations, for both permanent residents and tourists.

Cypress Avenue

Cypress Avenue is contained within the Surfers Paradise LAP under the GCCC Planning Scheme. The northern side of Cypress Avenue is within the 'High Rise Accommodation Precinct' and the southern side is within the 'Entertainment Precinct'. The intent of the 'Entertainment Precinct' is for continued development as a vibrant, lively tourist centre and includes a range of retail, entertainment and tourist related uses.

Surfers Paradise Boulevard

Surfers Paradise Boulevard is also within the Surface Paradise LAP 'Entertainment Precinct'. Surfers Paradise is the major entertainment and tourist centre on the Gold Coast and a Major Activity Centre under the SEQRP. According to the draft LGMS, Surfers Paradise is to provide 6,838 jobs by 2026 and will accommodate a total of 4,540 dwellings. Surfers Paradise has been identified as having the potential to further develop as a transit oriented community with mixed use development to be proposed around the GCRT corridor and its stations. The future intent for Surfers Paradise is that it provides further high-density development for the tourism and local market.

While Surfers Paradise is already heavily developed, the GCRT route connects with the major activity nodes. This is expected to increase the attractiveness of the area for redevelopment and may encourage further intensification of land uses. Surfers Paradise will undergo a master planning process in the short term and at that time; redevelopment opportunities can be further investigated.

Remembrance Drive to Australia Avenue

This sub-section of the alignment is also within the *Gold Coast Planning Scheme's* Surfers Paradise LAP. Under the LAP it is intended that land in this area, as a 'High Rise Accommodation Precinct', is further developed as high rise accommodation for both permanent residents and tourists.

As the proposed alignment travels further south towards Australia Avenue, land is generally designated as either 'Tourist and Residential' (a combination of tourist accommodation and permanent residential dwellings) or 'Residential Choice' (mixed dwelling types including detached, attached and apartments). Land to the west of the Nerang River is generally within the 'Detached Dwelling' domain, intended for low density residential areas mainly consisting of low rise, detached dwellings.

Land within Cascade Gardens and other parkland mentioned above is intended to remain in public ownership and be maintained as open space.

Broadbeach and Hooker Boulevard

As the alignment travels south through Broadbeach to Hooker Boulevard the alignment traverses the GCCC Broadbeach LAP area. Generally it is intended that Broadbeach be developed at higher densities (as appropriate), catering for both the local and tourist population.

Broadbeach is also a Major Regional Activity Centre as identified in the SEQRP. Broadbeach acts as a specialist entertainment and retail centre. It is anticipated that Broadbeach will continue to function as a high order regional shopping destination for the Gold Coast. The draft LGMS estimates that Broadbeach will provide a total of 11,282 jobs and a total of 6,303 dwellings by 2026. It is intended that Broadbeach further develops as a transit oriented community with mixed use development adjacent to and supported by the GCRT. Broadbeach will undergo a master planning process in the short-term future, as required by the draft LGMS.

3. Potential Benefits, Impacts and Mitigation Measures

3.1 Overview

This section will outline key areas of opportunity that the GCRT presents, the likely resultant impacts generated and the proposed mitigation measures in response to these impacts.

Firstly, TOD opportunities for key TOD locations (as outlined in the GCCC's draft LGMS and the SEQRP) will be discussed. The key principles of the State, regional and local planning instruments will also be addressed.

Potential land use benefits and impacts will be identified with respect to Sections 2 and 3 of the GCRT alignment. Each of the following areas will be addressed:

- » connected communities;
- » land use and transport integration;
- » sustainable development patterns;
- » integration with other modes of transportation; and
- » integration with other infrastructure.

Furthermore, impacts to properties will be briefly discussed and mitigation strategies will be outlined.

3.2 TOD Opportunities

Each of the locations earmarked for a TOD, being activity centres noted in the SEQRP, *Gold Coast Planning Scheme* and draft LGMS, are compatible with key TOD criteria, as defined in the *Information Paper 1 Interim Criteria for Transit Oriented Development Location Identification* (Office of Urban Management (OUM)). These centres include Southport Principal Activity Centre, Surfers Paradise Major Activity Centre, Broadbeach Major Activity Centre and Griffith University Economic Activity Centre (knowledge) (also known as the Gold Coast Hospital and Knowledge Precinct, which includes the new Gold Coast Hospital site)². Key TOD criteria include the following:

A high quality transit node exists or is proposed. The node has or is planned to have, a high level of transit frequency.

GCRT stations are to be located centrally within these existing centres (and emerging precincts, in the case of Griffith University) and it is expected that the GCRT will provide a high level of service provision, in terms of frequency and interconnectivity with other transportation modes where possible. This will assist to establish these centres as high quality transit nodes, which is a key requirement for TOD. For more information about how the GCRT will integrate with other transportation modes refer to Volume 2, Chapter 9 titled Network Integration Strategy.

² Further to work undertaken in preparing this CDIMP, there has been significant additional activity to finalise the concept design for the rapid transit alignment along the Parklands Knowledge Precinct and a rapid transit station to serve the main entrance of the new Gold Coast University Hospital. Reference should be made to the *Parklands Knowledge Precinct Report* that supplements the CDIMP and provides updated information on the proposed concept design and assessment of impacts.

Infrastructure capacity exists or can be created.

Each of the TOD nodes already have some level of infrastructure services present, however, these services will need to be expanded as necessary to accommodate future redevelopment. It is anticipated that mechanisms for the provision and charging for infrastructure, to accommodate the forecast growth as described in GCCC's draft LGMS, will be translated into infrastructure charging policies and capital works programs by GCCC in the future. Also, GCCC's *Social Infrastructure Plan* will assist to inform key social infrastructure needs as a result of population growth.

There is significant land around the node capable of being assembled or there are significant parcels held by a single land owner. Existence of major land holdings, particularly appropriate public land which is likely to be available.

Southport, Surfers Paradise and Broadbeach are existing urban centres, however it is envisioned that TOD principles will be implemented through further intensification of uses, density increases and redevelopment of existing premises. The Griffith University and Hospital precinct (Gold Coast Hospital and Knowledge Precinct) will present land development opportunities in relation to the Gold Coast Parklands and the Southport Lawn Cemetery². It is anticipated that this precinct will support integrated mixed-use development, facilitated in cooperation with the State Government.

There is existing market interest in the locality or it is likely to be created.

The Gold Coast 2010 Economic Development Strategy and the draft LGMS have identified that Southport will continue to develop as a commercial and administrative centre, with more office precincts to be investigated in the future. A further 30,000 square metres of commercial space is projected for the centre by 2026.

Surfers Paradise is a major centre for international and domestic tourism and is a significant business cluster. The centre will benefit from the improved connectivity provided by the GCRT to other centres on the Gold Coast. There is a continuing market interest in the development of Surfers Paradise. It is expected that the introduction of the GCRT will encourage investment further.

Broadbeach is a lower order centre for commercial activity and its role will further develop as a specialist retail and commercial centre. There is existing market demand within Broadbeach and it is expected that through the introduction of the rapid transit infrastructure, that market demand will increase due to its accessibility with other destinations, services and supporting infrastructure.

It is anticipated that in participation with all tiers of government, industry will develop within the Gold Coast Hospital and Knowledge Precinct². Supporting residential and other mixed-use development is expected to occur as the market demands.

The locality has a high level of amenity or there is potential for this to be created.

Southport is already developed with commercial, medical and retail uses. It is currently undergoing a master planning process that will assist, at a more detailed level, to define opportunities to facilitate development of high amenity while being sensitive to existing land uses.

Surfers Paradise is an existing centre that is highly urbanised, but has particular natural amenity associated with the coastline and parkland. The GCRT alignment will not directly impact on these high amenity areas however will need to negotiate existing urban areas. Visual impact on existing business

and residences will need further investigation at detailed design stage. Master planning for Surfers Paradise will occur in the short term and this will assist to identify further opportunities for development with a high level of amenity.

Broadbeach is an existing urban centre that has existing areas of high amenity, including Cascade Gardens. Impacts to this natural area (and associated bat colony) will be carefully mitigated at detailed design stage of the GCRT. Master planning for Broadbeach is proposed to occur in the short term and this will assist to identify further redevelopment opportunities, which should be designed to provide a high level of amenity with sensitivity to existing land uses.

The existing character of the Gold Coast Hospital and Knowledge Precinct is expected to dramatically change as result of the GCRT corridor, the proposed new hospital, Griffith University expansions and other development facilitated in the future². Landscape treatments as part of the GCRT and the proposed new hospital will provide the opportunity for the provision of high quality landscaping and a strong built form interface with Parklands Drive. Refer to *Volume 5 Urban Design, Landscape and Visual Assessment* for more information about the design of the GCRT.

The node is, or has the potential to, serve as or service, key destinations or act as a point of origin.

Southport is a key destination, as an employment attractor and provider of a range of goods and services through its existing retail and commercial uses. The success of the GCRT will be indicated by its ability to interconnect key centres with each other and with the broader transportation network of SEQ. Southport Activity Centre will further benefit from increased accessibility within the locality and within the region.

Surfer Paradise is a key destination, regionally and locally. Surfers Paradise will benefit from being connected with other key centres within the Coast and will benefit from its proximity to other interchange facilities at Broadbeach.

Broadbeach Activity Centre will benefit from its proximity to east-west connector services available at the Regional Interchange Facility (Multi Modal) and its connection to other key destinations along the alignment as well. Other parts of the Gold Coast connected to the alignment will benefit from access to Broadbeach's entertainment and tourism services (i.e. Jupiters Casino, Gold Coast Convention Centre etc). Broadbeach is a key destination on the Coast.

The Gold Coast Hospital and Knowledge Precinct is to become a locally and regionally vibrant mixed-use precinct and significant employment generator². The precinct will have a strong relationship with Southport and the GCRT corridor will facilitate increased accessibility with the broader City.

There is likely to be community support or acceptance of change in the locality.

The level of community support for TOD in Southport is not clearly understood, as the social impact assessment work conducted relates to the impacts and benefits associated with the transit infrastructure. However, community members have recognised that there are opportunities for gentrification and renewal of communities and increased access to places of employment (which is very beneficial for youth or other age groups which may not be able to drive) as a result of the GCRT. TOD principles are drafted into the *Gold Coast Planning Scheme* and are a key policy of the SEQRP. The

broader community has had opportunities to provide input into these documents. Also, the master planning process should provide further opportunities for consultation regarding outcomes proposed for Southport in terms of TOD design issues.

The GCRT corridor will impact on a significant number of property owners, requiring relocation or compensation for a number of land uses (houses, apartments, commercial businesses etc). This is expected to be of significant community concern for the entire alignment but of particular concern for Surfer Paradise. Direct consultation in relation to TOD will not occur as part of the Concept Design Impact Management Plan (CDIMP) process; however, as it is noted earlier, TOD principles are drafted into the *Gold Coast Planning Scheme* and are a key policy in the SEQRP. Surfers Paradise is a highly developed and dense part of the Gold Coast and it is anticipated that the community, in general, will support TOD.

Broadbeach is already a dense, mixed use, urban area and further mixed development in response to the proposed rapid transit system is likely to be supported, based on proper design responses to impacts and other matters of key community interest, such as amenity, safety, accessibility, economic impacts and construction issues.

The Gold Coast Hospital and Knowledge Precinct has previously been subject to State Government study². The Gold Coast hospital is currently under design. It is anticipated that development in the precinct will be facilitated in partnership with all three tiers of Government and private industry.

The draft CDIMP will be publicly notified to gauge community reaction to the project. For more information on the assessment of the social environment, refer to Volume 2, Chapter 10 Social Environment.

Likely benefits of change in the precinct outweigh potential impacts or the impact can be ameliorated.

The CDIMP has individual chapters dealing with impacts anticipated from the GCRT. However, in relation to the Southport Centre, it is expected that transport, noise and construction impacts will need to be managed appropriately through the detailed design of the GCRT. With these issues addressed through detailed design of the transit corridor the opportunities generated by the infrastructure should outweigh impacts created.

There are some areas of ecological significance within the vicinity of Surfers Paradise (for example, a waterway); design of the rapid transit infrastructure will ensure that environmental impacts are kept to the absolute minimum. In the centre of Surfers Paradise key issues such as construction impacts, noise and impacts to existing business will need to be carefully addressed in the detailed design. It is considered that the rapid transit system will bring additional demand and further strengthen Surfers Paradise's role in the international and domestic tourism market due to the increased accessibility facilitated through the rapid transit system.

There are some areas of ecological significance in relation to the Broadbeach Activity Centre, such as Cascade Gardens. Key issues such as construction impacts and noise will need to be addressed at detailed design in accordance with the impact management plans in the GCRT CDIMP.

For the Gold Coast Hospital and Knowledge Precinct, some vegetation will be lost as a result of the GCRT due to corridor widening². The amount of vegetation clearing will be ascertained at detailed design stage. Clearing will be kept to a minimum, where possible.

There is an existing or future potential for the creation of a high quality walkable catchment with high quality linkages to the existing/proposed community.

The GCRT stations will be designed to fit well within the existing pedestrian environment. For example, the stations relating to the Southport Activity Centre will be mainly aligned along the centre of roadways such as Queen Street, Nerang Street and Scarborough Street. Stations will be located near intersections so pedestrians can access the stations via existing footpaths and signalised pedestrian crossing facilities at intersections. The Broadwater station will be upgraded to signalised control and a number of intersections in Southport will be upgraded to allow pedestrian crossings on all approaches. In the Southport business centre a mall environment will be created around the station, facilitating a pedestrian friendly environment. Passengers will be able to walk to the Broadwater Parklands foreshore from the GCRT station and the key commercial and retail areas within the Southport activity centre are within a 400 metre walkable catchment (including Nerang Street, Scarborough Street, High Street and part of Queen Street).

At Surfers Paradise, additional signalised pedestrian crossing facilities will be provided at Cavill Avenue Station to ensure continuity of east-west pedestrian movements from the walkway. The existing footpath will be extended along Surfers Paradise Boulevard to facilitate easy access for boarding and alighting passengers on the northbound platform at Cavill Avenue. Stations proposed at Cavill Avenue, Surfers Paradise (adjacent to the Q1) and Northcliffe ensure that most of the core Surfers Paradise precinct is within a 400 metre walkable catchment, including foreshore parkland and beach access within the catchment.

At the Broadbeach South Regional Interchange Facility (Multi Modal) signalised pedestrian crossing facilities will be provided to the northern (full crossing) and southern (partial crossing) platforms to accommodate demands for the Gold Coast Convention and Exhibition Centre. The 400 metre catchment for the proposed Broadbeach North and South stations will include Jupiters Casino, the Gold Coast Convention and Entertainment Centre, Pacific Fair Shopping Centre and the heart of Broadbeach centre on Victoria Avenue (Broadbeach Mall).

Most of the land area within the Gold Coast Hospital and Knowledge Precinct will be within 400 metres walking distance from a GCRT station². A pedestrian link from Griffith University across Parklands Drive for station access is proposed. A low speed environment along Parklands Drive is proposed to promote informal pedestrian crossings across Parklands Drive. Pedestrian crossings will be facilitated at intersections. Legible streetscaping will be designed for the project to promote pedestrian awareness of the GCRT corridor.

For further detail regarding GCRT integration with the broader public transport, pedestrian and cycle network refer to Volume 2, titled Chapter 9 Network Integration Strategy and *Volume 5 Urban Design, Landscape and Visual Assessment*.

Mixed use development and transit supportive land uses can be delivered to support the node.

Southport is already a mixed-use environment; however, there is a lack of residential development in the centre’s core. This can be further encouraged in future development proposals and as part of the Southport master planning process (planning scheme amendments to encourage certain land uses in the centre).

Surfers Paradise is already developed for a range of land uses and this can be enhanced when developed further in accordance with TOD principles. The existing Surfers Paradise LAP could be amended in order to facilitate further TOD outcomes.

Broadbeach is already a well-developed centre with retail, entertainment and tourism uses, and residential uses at its periphery. The transit corridor provides the opportunity for additional supporting land uses to be developed and further densification of existing uses. The Broadbeach LAP could be amended in order to facilitate further TOD outcomes.

The Gold Coast Hospital and Knowledge Precinct will be developed for a range of land uses; however it will be predominately a health and education employment precinct². The development to be facilitated within the precinct will be within 400 metre walking distance of GCRT stations.

The current statutory environment hinders beneficial outcomes.

Based on the planning intent of the draft LGMS, there is strong support for Southport, Surfers Paradise and Broadbeach to be further developed as TODs. This is also the case for the Gold Coast Hospital and Knowledge Precinct, as there is support and intent in the draft LGMS for the establishment of this precinct as a mixed use, health and education hub². The draft LGMS recognises the importance of strong transport accessibility and integration of pedestrian and cycle access for residential areas within the precinct.

3.3 State, Regional and Local Planning Policy

3.3.1 State Planning Policy Framework

A State Planning Policy (SPP) is a statutory planning instrument under the *Integrated Planning Act 1997* (IPA) that relates to matters of Queensland State interest. SPPs must be considered as part of the assessment process for the development of land. Table 12-2 provides an assessment of compliance requirements for each of the SPPs applicable to the GCRT.

Table 12-2 Assessment of State Planning Policies

State Planning Policy	Compliance Requirements
State Coastal Management Plans (SCMP) <i>Under the Coastal Protection and Management Act 1995 the State Coastal Management Plans and subsequent Regional Coastal Management Plans have the effect of State Planning Policies for the</i>	Gold Coast City Council is within the coastal zone, therefore the GCRT must have regard to the SCMP when undertaking development assessment under the IPA, particularly if the development is impact assessable. The proposed development will occur within the South East Queensland (SEQ) CMD encompassing Currumbin, Burleigh, Southport and Nerang. An evaluation of the relevant polices of both

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State Planning Policy	Compliance Requirements
<p><i>purpose of making and amending planning schemes and assessing and deciding development applications.</i></p> <p><i>The SCMP seeks to manage and protect coastal areas by recognising Coastal Management Districts (CMD) and managing the impacts which may be placed upon them. The EPA has specific responsibilities in regards to the assessment of Development Applications located within CMDs.</i></p>	<p>Plans, will be required to support any development application within this CMD.</p>
<p>SPP 1/92 Development and the Conservation of Agricultural Land</p> <p><i>This SPP sets out broad principles for the protection of good quality agricultural land from inappropriate developments.</i></p>	<p>Available mapping prepared by the GCCC indicates that the GCRT will not traverse any areas of Good Quality Agricultural Land (GQAL); therefore the provisions of this SPP are not relevant in this instance.</p>
<p>SPP 1/03 Mitigating the Adverse Impacts of Flood, Bushfire and Landslide</p> <p><i>This State Planning Policy aims to minimise the potential adverse impacts of flood, bushfire and landslide on people, property, economic activity and the environment.</i></p>	<p>GCCC has integrated SPP 1/03 into their planning scheme. This SPP is relevant to the GCRT on the basis that the potential alignment of the GCRT:</p> <ul style="list-style-type: none"> › includes sites identified by the GCCC as having bushfire risk (including low, medium and high bushfire risk); and › will traverse areas identified by the GCCC as within the 100 year Average Recurrence Interval (ARI) flood level for planning on a floodplain. <p>The GCRT is not expected to directly impact any land prone to landslide (Refer to Volume 2, Chapter 20 titled Soils, Geology and Topography for more information). However, mitigation strategies for both bush fire hazard and flooding will need to be applied throughout the project. More information pertaining to flooding and mitigation methods for GCRT are included in Volume 2:</p> <ul style="list-style-type: none"> › Chapter 18 titled Surface Water and Groundwater Quality; and › Chapter 19 titled Hydrology and Hydraulics.
<p>SPP 1/02 Development in the Vicinity of Certain Airports and Aviation Facilities</p> <p><i>This State Planning Policy sets out broad principles for protecting airports and associated aviation facilities from encroachment by incompatible developments in the interests of maintaining operational efficiency and community safety.</i></p>	<p>The nearest relevant airport and aviation facilities under the SPP are located at Gold Coast airport. This report only relates to Sections 2 and 3 of the alignment.</p> <p>The GCCC has integrated the requirements of SPP 1/02 into their planning scheme.</p>
<p>SPP 2/02 Planning and Managing Development Involving Acid Sulfate Soils</p>	<p>This SPP only applies to certain LGAs, of which Gold Coast is included. SPP 2/02 applies to all land, soil or sediment at or below five metres Australian Height Datum (AHD) where the natural ground level is below 20 metres AHD. Within these areas the SPP applies to</p>

State Planning Policy	Compliance Requirements
<p><i>This State Planning Policy aims to ensure that development involving acid sulfate soils (ASS) is planned and managed to avoid the release of potentially harmful contaminants into the environment.</i></p>	<p>development that would result in:</p> <ul style="list-style-type: none"> » the excavation of, or otherwise removing, 100 metres cubed or more of soil or sediment from areas below 5m AHD; or » filling of land involving 500 metres cubed or more of material with an average depth of a half a metre or greater. <p>ASS (or possible acid sulfate soils) exist within the study area for the GCRT. SPP 2/02 requires a management plan to be prepared for these areas. Refer to Volume 2, Chapter 20 titled Soils, Geology and Topography for detailed information about ASS in relation to the project.</p>
<p>The Nature Conservation (Koala) Conservation Plan 2006 and Management Program 2006-2016</p> <p><i>The Koala plan addresses the key threats facing koalas and sets out strategies to stop the decline of koala numbers and help the species' recovery.</i></p>	<p>Gold Coast City is contained in "Koala District A". "District A" encompasses areas where koala habitats have been identified and population densities are the highest but the long term viability of some koala populations has been undermined by threats such as habitat destruction. Koalas are listed as "vulnerable" in District A areas.</p> <p>The proposed GCRT corridor will impact land noted in the Koala Plan as being Koala Conservation and Urban Koala areas. Special criteria apply to development undertaken within the koala habitat areas identified within the Koala Plan. Refer to Volume 2, Chapter 17 titled Terrestrial and Aquatic Ecology for more information in relation to GCRT impacts on koala conservation.</p>

3.3.2 Regional planning framework

At a regional level the documents identified below form the planning framework applicable to the GCRT. The SEQRP and SEQIPP are implemented under the IPA, whilst some of the transport related documents are implemented under the *Transport Infrastructure Act 1994* and *Transport Planning and Coordination Act 1994*.

South East Queensland Regional Plan 2005-2026

The SEQRP has been prepared in accordance with section 2.5A of IPA as an overarching long-term policy plan for the SEQ region. The primary purpose of the SEQRP is to provide a sustainable growth management strategy for SEQ to the year 2026. Note that at the time this CDIMP was finalised, a draft regional plan for 2009-2031 had been issued.

The SEQRP applies to 18 LGAs in the SEQ region (now 14 as a result of Local Government Reform). An amendment to the SEQRP was issued in October 2006 (amendment 1).

Population growth

The Gold Coast is one of the fastest growing LGAs in the SEQ region, with a population growth rate of 118 percent between 1986 and 2004 (SEQRP, 2005, p.6). In 2004, Gold Coast City Council accounted for 17.6 percent of the total SEQ population, up from 12.9 percent in 1986.

Regional land use patterns

The SEQRP allocates all land in SEQ into one of four regional land use categories, these being:

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

The GCRT study area is largely contained within the 'Urban Footprint' category. The GCRT is consistent with the overall intent of the Urban Footprint regional land use area, as it is urban transportation infrastructure by definition. The GCRT will facilitate focused growth along its alignment, whereby it is expected to promote urban densification in key localities, creating opportunities for TOD around station locations. The GCRT will be designed to enhance general mobility and improve access to major centres and employment.

In later sections of the alignment, the GCRT corridor will pass through or adjacent to the Rural Landscape and Rural Production areas, however, these sections are not addressed in this Chapter. In these instances, the GCRT alignment will generally be contained within the existing road corridor and therefore impact on this regional land use area is expected to be minimal. Any negative impacts will be thoroughly mitigated.

Regional Policies

The SEQRP contains twelve regional policies to guide State and local government planning processes and decision-making. Seven of these policies that are directly relevant to the GCRT are discussed below. The regional policies also set out the desired regional outcomes (DRO), principles and policies to manage growth in SEQ. The compatibility of the GCRT with each of the relevant DROs contained within the SEQRP has been discussed in detail in Volume 7, Technical Report titled *Land Use and Planning*.

1. Sustainability

The overall objective of the SEQRP is to ensure that SEQ grows in a sustainable way. The SEQRP acknowledges that the current trends of development in the region are generally not sustainable.

The GCRT is expected to assist in creating sustainable community outcomes by encouraging urban consolidation in key areas and providing an efficient form of public transport linking key centres. The GCRT is also expected to be strongly identifiable with the Gold Coast as discussed in *Volume 5 Design, Landscape and Visual Assessment*.

2. Natural environment

Population growth in SEQ is placing increasing pressure on the natural environment. Of relevance to the GCRT, the SEQRP intends to protect and manage the natural environment by:

- » conserving and managing biodiversity and ecological processes;
- » protecting koala habitat areas;
- » managing urban settlement patterns so as to minimise adverse affects on the atmosphere;

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- » protecting and maintaining the coastline; and
- » protecting, maintaining and enhancing waterways and wetlands.

6. Strong communities

Communities in the SEQ region are constantly changing, leading to opportunities for some sections of the community and disadvantaging others. The GCRT will improve accessibility to key locations throughout the Gold Coast area and increase equitable access to social infrastructure.

The GCRT will incorporate best practice urban design, including principles of Crime Prevention Through Environmental Design (CPTED). These measures are detailed in *Volume 5 Urban Design, Landscape and Visual Assessment*.

8. Urban development

The SEQ region is undergoing rapid population growth, leading to significant pressures on urban development. In order to maintain SEQ's quality of life, prosperity and relaxed lifestyle, the SEQRP incorporates a number of principles in regard to urban development. The three components of urban development that directly relate to the GCRT are discussed as follows:

» *Accommodating growth*

The Gold Coast is identified within the SEQRP as a high growth area facing a number of challenging growth management issues including ensuring the adequate provision of transport infrastructure.

Within the Urban Footprint, the SEQRP requires higher density residential development to be focussed within and around regional activity centres and public transport nodes, and corridors to improve accessibility to existing and planned facilities and services (SEQRP, 2005, p.65). The GCRT will support the realisation of this strategy.

» *Establishing a Regional Activity Centres network*

The SEQRP nominates a number of key centres to become regional activity centres for the region. Regional activity centres provide a concentration of business, employment, research, education, services, higher density living and social interaction (SEQRP, 2005, p.71). The SEQRP establishes a hierarchy of regional activity centres, with the following centres relevant to Sections 2 and 3 of the GCRT:

- Principal Activity Centres – including Southport; and
- Major Activity Centres – including Surfers Paradise and Broadbeach.

By establishing a strong and successful network of regional activity centres, the development of an efficient public transport system can be facilitated (SEQRP, 2005, p.71). The development of the proposed GCRT system supports the regional activity centre network by connecting the Principal and Major Activity Centres mentioned above, as well as connecting with Griffith University in Southport (identified as a 'knowledge hub' within the SEQRP).

» *Integrating land use and planning*

The integration of land use, transport and employment functions is a key to achieving sustainability within the SEQ region (SEQRP, 2005, p.75). The SEQRP focuses on TOD to achieve this. Key to the success of TOD is the provision of high quality and high frequency public transport.

Provision is made for TOD by GCCC in their draft LGMS (in accordance with the requirements of the SEQRP) and also in their planning scheme. The GCRT will facilitate TOD by providing high frequency, high quality public transport as discussed in more detail in sections 3.2 and 3.4 of this Chapter.

9. Economic Development

The provision of transport infrastructure has an important role to play in the facilitation of further economic growth and development within the SEQ Region. This DRO seeks to strengthen the diversity of employment opportunities and encourage investment through growth strategies that target value-adding industries and foster innovation. The GCRT will assist to facilitate further land use growth, for a range of activities, along the corridor.

10. Infrastructure

The timely provision and appropriate location of infrastructure for the SEQ region is a constant challenge in the region, due to rapid population growth and typically low-density development (SEQRP, 2005, p.92). The SEQRP seeks to ensure that regional infrastructure and services are planned, coordinated and delivered in a timely manner. The SEQIPP is the supporting infrastructure planning document to the SEQRP.

The GCRT will deliver a public transport system that is fast, frequent, reliable and integrated with the existing transport network. When developed, the project will become essential transport infrastructure, improving accessibility for the Gold Coast region.

12. Integrated transport

The SEQRP seeks to facilitate the development of an integrated transport system that supports a more compact urban form, connects people and places and effectively supplies the region with goods and services.

The SEQRP includes recommendations for a dedicated public transport spine linking Parkwood/Helensvale to Broadbeach and eventually to Coolangatta, which will be fulfilled by GCRT (SEQRP, 2005, p.118). The SEQRP also recommends priority public transport connections from the centres on the Gold Coast seaboard to the Gold Coast Railway Stations.

The *TransLink Network Plan*, *SEQ Integrated Regional Transport Plan (IRTP)* and *SEQ Regional Cycle Network Plan (IRCNP)*, further support this policy area.

South East Queensland Infrastructure Plan and Program 2008-2026

SEQIPP, first published in June 2005 and revised in 2007, outlines the Queensland Government's infrastructure priorities to support the SEQRP and guide the preferred pattern of development in SEQ. The SEQIPP is updated every year to reflect new developments and priorities in the SEQ region. Note that at the time this CDIMP was finalised, a draft regional plan for 2009-2031 had been issued and the SEQIP was also being revised.

Options for project funding within the SEQIPP are evaluated using the Queensland Government's 'Value for Money Framework' (SEQIPP, 2007, p.10). Partnerships between the private and public sector is a key component of the 'Value for Money Framework'. There have been significant changes to the funding of the GCRT, particularly between 2007 and 2008.

The GCRT is identified in the SEQIPP as a major project to be delivered by the Queensland Government in conjunction with the private sector (SEQIPP, 2007, p.10).

Integrated Regional Transport Plan for South East Queensland

Released by the Queensland Government in 1997, and currently under review, the IRTP for SEQ is a 25-year plan that sets out the strategic framework for an integrated transport system. The IRTP aims to meet the ever growing demands of the region by promoting accessible, safe, environmentally sound transport systems and to reduce overall reliance on private vehicle use. The IRTP has been developed through a process of extensive public consultation and input.

The IRTP identified a need to dramatically increase the public transport mode share on the Gold Coast from 3.5 percent in 1992 to 6.5 percent by 2011, an increase in patronage of around 87 percent over current levels. A centrepiece of the IRTP's solution for the Gold Coast was a major line haul public transport system to connect the major seaboard centres.

Transport 2007

Transport 2007, released in April 2001, is an action plan for meeting the transport needs of SEQ from 2001 to 2007. It supports the SEQIPP and the IRTP, and covers all modes of transport, infrastructure, services and policies. *Transport 2007* aims to manage and support travel demands through upgrading selected roads, improving public transport, travel demand management and creating better land use outcomes. *Transport 2007* also focuses on the need to generate a modal shift toward more sustainable transport options, such as public transport, walking and cycling.

Transport 2007 aims to strengthen the integration of land use and transport in order to improve access to jobs, services and recreation activities. Land use actions in *Transport 2007* focus on increasing urban densities around high quality public transport hubs, and improving the planning process to encourage better integration of transport and land use. *Transport 2007* also supports the provision of high quality, integrated public transport networks.

The GCRT supports the overall intent of *Transport 2007* by providing high quality public transport for both Gold Coast residents and tourists visiting the area. The GCRT will become an integral part of the Gold Coast public transport network and will provide a focus for urban development, facilitating higher densities and TOD.

Regional Cycle Strategies

Cycle South East

Cycle South East was released by the State Government in 1999, as a key initiative of the IRTP. The target of the *Cycle South East* plan is to increase cycle trips in SEQ from two to eight percent of all trips by 2011. Key strategies include:

- » the effective integration of cycling with public transport planning processes; and

- » catering for cycling in the early stages of land use planning in order to make cycling more convenient and safe.

Overall improvements to the cycle network are proposed, as well as, provision of better facilities for cyclists, such as bike racks, lockers, showers and changing facilities.

Integrated Regional Cycle Network Plan

The IRCNP for SEQ was launched on 6 August 2003. It establishes an overarching framework to guide the provision of a coordinated and well-connected network of cycling infrastructure throughout the SEQ region.

With the release of the IRTP in 1997 the Queensland Government made a commitment to encourage cycling as a more sustainable travel alternative. A fundamental part of promoting cycling in the future will be providing a comprehensive system of safe and convenient bikeways, which cater for the needs of medium and longer-distance cyclists throughout SEQ. To assist in achieving this, the IRCNP contains a series of maps depicting the existing and proposed regional cycle routes.

Bicycle facilities and cycle networks are discussed in more detail within Volume 2, Chapter 8 titled Transport and Traffic Impacts and the *draft TransLink Network Plan*.

3.3.3 Local planning framework

The GCRT corridor is entirely contained within the Gold Coast City LGA. The local planning framework will guide the planning and implementation of the GCRT, as well as satisfying requirements of both the regional and State planning frameworks.

The local planning framework is outlined in the following documents:

- » *Gold Coast Transport Strategy*;
- » *Gold Coast Activity Centre Strategy (GCACS)*;
- » *Draft Local Growth Management Strategy (LGMS)*;
- » *Gold Coast Priority Infrastructure Plan (PIP)*; and
- » *Gold Coast Planning Scheme 'Our Living City'*.

These documents are discussed below with relevance to the GCRT.

Gold Coast Transport Strategy

One particular aim of the Transport Strategy (Gold Coast City Planning Scheme Part 3, Chapter 9) is to increase the proportion of trips taken on public transport within the Gold Coast. Key to achieving this is the provision of a line haul public transport route along the coastal strip, which was also recommended as part of the public transport system proposed within the *Gold Coast City Transport Plan* released in 1998. The Transport Strategy supports this and makes provision for it within the planning objectives supporting the strategy.

Gold Coast Activity Centre Strategy

The GCACS establishes the Activity Centre Framework for the City in accordance with the SEQRP. It identifies Principal Activity Centres, Major Activity Centres, sub regional centres, district centres and one specialist centre within the City (GCACS Review, 2007, p.3). There are nine Principal and Major Activity Centres identified on the Gold Coast.

Southport, Broadbeach and Surfers Paradise are Activity Centres relevant to Sections 2 and 3 of the GCRT alignment. Southport is the pre-eminent Principal Activity Centre within Gold Coast City and is to constitute the traditional business centre for the City. Broadbeach and Surfers Paradise, as Major Activity Centres, will support Southport but having more of a tourism, entertainment and retail focus. These centres have been discussed in more detail in sections 2.4 and 3.2 of this Chapter.

Griffith University is a special employment cluster in the GCACS, whereby it will be a hub of knowledge employment opportunities. This special employment cluster is identified as Economic Activity Centre (knowledge) in the draft LGMS, being otherwise known as the Gold Coast Hospital and Knowledge Precinct². This precinct will include the Gold Coast campus of Griffith University, the proposed new Gold Coast Hospital site and adjoining lands identified as suitable for redevelopment. It is anticipated that this employment cluster will be developed in an integrated fashion being a combination of education facilities and knowledge based industries, developed in cooperation with all tiers of government. The precinct will be accompanied by mixed-use development such as student accommodation, retail and commercial activities.

Opportunities relating to TOD have been discussed in relation to these locations. This is discussed in more detail in to section 3.2 of this Chapter.

Local Growth Management Strategy

The SEQRP states that each LGA is to prepare a LGMS prior to 30 June 2007. This strategy will enable local areas to implement the SEQRP more efficiently. GCCC released the Gold Coast LGMS in draft form in January 2007 and has since provided further amendments in October 2007. Once finalised, the LGMS will provide strategic policy direction for the next review of the *Gold Coast Planning Scheme*.

The draft LGMS notes that the development of new public transport systems (including GCRT) and improvements in frequency will generate opportunity to further develop transit oriented communities. A number of locations are considered suitable for TOD including the following located on the GCRT corridor: Gold Coast Hospital and Knowledge Precinct, Southport, Surfers Paradise and Broadbeach (Gold Coast Draft LGMS, 2007, p.85)². The draft LGMS has identified these locations as key growth areas for residential development, in accordance with the regional activity centres network in the SEQRP. Each of these locations is intended to accommodate increased residential densities (as well as other mixed use development) around GCRT stations. Southport Principal Activity Centre is currently undergoing detailed master planning process. Broadbeach and Surfers Paradise Major Activity Centres will have master plans developed also in the short-term future. The infrastructure strategy in the draft LGMS identifies the key strategies for TOD development and investment priorities of the government, including the GCRT, in accordance with the SEQIPP and *draft TransLink Network Plan*.

Gold Coast Priority Infrastructure Plan

The Gold Coast PIP has been prepared in accordance with the Queensland State legislative requirements and identifies where growth is expected to occur and the nature and scale of this growth. The PIP makes provision for the building of infrastructure in logical stages to coincide with expected growth and includes a charging regime, which covers infrastructure such as water, transport and recreation facilities.

The Gold Coast's PIP was implemented in January 2007 and is integrated into the *Gold Coast Planning Scheme* (Part 8, Division 1).

Gold Coast Planning Scheme 'Our Living City'

The *Gold Coast Planning Scheme 'Our Living City'* (the planning scheme) was prepared as an instrument under the IPA and originally adopted in June 2003. It has subsequently undergone two amendments, the most recent adopted on 11 December 2006 and commencing on 8 January 2007.

Desired Environmental Outcomes

Desired Environmental Outcomes (DEO) provide the fundamental context upon which, planning strategies and ultimately development codes and other measures contained within a planning scheme, are built. The *Gold Coast Planning Scheme 'Our Living City'* contains 17 DEOs. The DEOs are divided into the categories of: ecological (four DEOs); economic (six DEOs); and social (seven DEOs).

Of these 17 DEOs, DEO SOC.6 is most directly pertinent to the GCRT. Five other DEOs are also considered relevant to the proposed GCRT. All six DEOs, and their compatibility with the GCRT, are presented in Table 12-3.

Table 12-3 Gold Coast Planning Scheme ‘Our Living City’ DEOs (Gold Coast City Council, Planning Scheme, 2003, Part 2, Division 1, Chapters 2-4)

DEO	Reference	Description	GCRT compatibility
DEO ECOL.3	Part 2, Division 1, Chapter 2, section 3.0	<i>The maintenance of high standards of air quality, including minimising and reducing greenhouse gas emissions.</i>	The proposed GCRT would facilitate a modal shift away from private modes of transportation (such as the car) to public transport, thus reducing greenhouse gas emissions and improving air quality.
DEO ECON. 3	Part 2, Division 1, Chapter 3, section 3.0	<i>The provision of a viable system of Activity Centres (based on service catchments) and Activity Clusters (based on the locational needs of productive business sectors) to ensure that the City’s communities have access to a wide range of suitably planned and located goods and services.</i>	The GCRT will support activity centres and other centres along its alignment by providing opportunities for TOD around stations. This will increase the service catchments of activity centres and will allow Gold Coast residents and visitors to have greater accessibility to goods and services available in these centres. The GCRT will also be a catalyst for future growth within these centres, particularly if land use policies in the planning scheme regarding these centres are amended in response to the introduction of the GCRT.
DEO ECON.6	Part 2, Division 1, Chapter 3, section 6.0	<i>The use and safe operation of existing and committed infrastructure is maximised and future infrastructure is provided efficiently.</i>	Management plans will be put in place to address safety and operational issues that may arise during construction and operation of the infrastructure. Network planning for the project will aim to ensure that the services provided will be as efficient as possible and will integrate with other modes of transportation.
DEO SOC.1	Part 2, Division 1, Chapter 4, section 6.0	<i>The establishment, conservation and enhancement of local character and the promotion of a distinctive local identity and sense of place for the various communities of Gold Coast City</i>	The proposed GCRT provides a significant opportunity to generate attractive and distinctive urban realms as well as reinforce the urban design vernacular through landmark stations and other associated facilities. In any instance that the GCRT causes conflict with or impacts on the visual amenity of surrounds along the alignment, design solutions will be employed to reduce these impacts to a manageable level.
DEO SOC. 2	Part 2, Division 1, Chapter 4, section 2.	<i>The location and design of residential areas and support facilities to maximise accessibility to community facilities and places of employment, and to maximise opportunities for community interaction.</i>	The GCRT will also assist further growth of mixed use compact urban development, in accordance with TOD principles, within activity centres, promoting community interaction by improving accessibility to facilities and places of employment.
DEO SOC.6	Part 2, Division 1, Chapter 4, section 6.0	<i>The provision of a safe, clean, accessible and affordable transport system that efficiently connects the various parts of the city, and offers choice and convenience for residents and visitor.</i>	The proposed GCRT will provide both residents and visitors with a safe, effective and convenient public transport service integrated within the TransLink network across SEQ.



Domains

Within the GCCC Planning Scheme, each parcel of land is classified as a particular domain. Domains identify the planning intent and desired development character for the area. The domains located along the intended alignment are listed in Table 12-4 below.

Table 12-4 Domains within the GCRT study corridor

Domains within Section 2
Community Purposes
Public Open Space
Detached Dwelling
Industry 2
Local Area Plan
Domains within Section 3
Residential Choice
Public Open Space
Detached Dwelling
Local Area Plan
Local Business
Tourist and Residential

Each domain has an intent, which guides land use and development suitability. Outlined in Table 12-5 is each of the domain intents for the domains, which are located within the subject area. The LAPs are described below and their locations illustrated on figure 12-1.

Table12-5 Intent of each domain (Gold Coast Planning Scheme)

Domain	Intent	GCRT Opportunity
Detached Dwelling	<p>Provides for low density residential areas.</p> <p>Well serviced with urban facilities and transport access.</p> <p>Most desirable dwelling type within this domain is detached dwellings.</p> <p>Intends to provide lifestyle choices while providing a variety in the building form and design.</p> <p>Provides both public and private open space.</p>	<p>The GCRT supports the intent of the Detached Dwelling domain by providing transport access. Once established, the GCRT has the potential to reduce dependence on the motor vehicle due to the typically low density residential areas having more access to safe and efficient public transport services.</p>
Residential Choice	<p>Supports a variety of dwelling choices which complement Gold Coast City's changing demographic structure.</p> <p>Mixed use dwelling choices are supported within this domain, including detached dwellings and apartment buildings which are traditionally of a higher density.</p>	<p>The GCRT will support higher urban densities around stations, facilitating residential infill development; assisting to house the Gold Coast's expanding population. This will assist to reduce the emphasis on 'greenfield' development, which can place pressure on the region's nature conservation and biodiversity values. Significant opportunity exists within these domains, to integrate stations and/or infrastructure with surrounding development, in accordance with TOD principles.</p>
Tourist and Residential	<p>Provide both tourist and residential accommodation.</p> <p>Located in coastal areas with adequate transportation access and urban services.</p> <p>Intent is to improve and recognise the character of the built form along the coastal strip.</p> <p>Provide sufficient long term facilities for permanent residents along with the expansion of tourist services and establishments.</p>	<p>The GCRT will assist the expansion of tourist services and establishments. The GCRT will be thoroughly integrated with the existing Gold Coast public transport network maximising accessibility to key tourist destinations.</p> <p>Provision of high quality transport services may have significant flow on effects and potentially increase the desirability of the Gold Coast as a holiday destination.</p>
Integrated Business	<p>Provide business facilities such as large convenience and comparison shopping centre facilities.</p> <p>Provide other activities such as office space, personal and community services, entertainment and recreational facilities. The size of this domain will be dependant on other centres within the City. The Integrated Business Domain, along with the Local Area Plans (LAPs) influence the City's Employment, Investment and Services Centre Strategy.</p>	<p>Although not explicitly defined within the Integrated Business domain intent, the GCRT will complement desired land uses. The GCRT will provide safe, equitable and efficient access to this domain, allowing commuters to use alternate public transport options, potentially reducing the demand for private vehicle use.</p> <p>The GCRT will provide a sustainable transport future for the coastal corridor and enhance economic development along the corridor.</p>
Local Business	<p>Provide a variety of business opportunities and local interaction.</p> <p>Ensure that business centres do not impact or threaten local centres which already exist.</p> <p>Provide opportunity for local community interaction and attempts to establish a sense of place.</p>	<p>Indirectly, the GCRT will support further business opportunities and in Local Business Domains. Business and Industry uses benefit directly from increased accessibility. Efficient transport systems have the potential to create a localised economy of scale and increased attractiveness for potential investors.</p>

Domain	Intent	GCRT Opportunity
Fringe Business	<p>Provide for bulky goods outlets and commercial showroom uses which are located at the periphery of Major Activity Centres or on major arterial routes.</p> <p>Ensure that it is complementary to surrounding and proposed activities and has adequate land provisions to meet the demand and requirements of the City.</p>	<p>Indirectly, the GCRT will support further business opportunities in the Fringe Business Domain. Business and Industry uses benefit directly from increased accessibility. Efficient transport systems have the potential to create a localised economy of scale and increase attractiveness for potential investors.</p>
Industry 1 (High Impact)	<p>Provide a range of industrial, manufacturing and storage activities required to meet the industrial needs of the City.</p> <p>Large scale industrial uses need to be carefully controlled with measures including the provision of extensive buffer areas.</p> <p>Industrial activities are controlled to reduce their environmental impact, and are to be attractively designed and presented.</p>	<p>The GCRT will provide workers with a safe, effective and convenient public transport service integrated within the TransLink network across SEQ.</p> <p>By providing a sustainable transport future for the corridor and enhancing transit supportive economic development, the GCRT will promote further development within Industry 1 domains.</p>
Industry 2 (Low Impact)	<p>Provide a range of industrial, manufacturing and storage activities required to meet the industrial needs of the City which do not have a substantial adverse impact on the amenity of the surrounding area.</p> <p>Industrial uses within Industry 2 are able to contain any adverse impacts almost wholly within their own site boundaries</p> <p>Industrial activities are controlled to reduce their environmental impact and be attractively designed and presented.</p>	<p>The GCRT will provide workers with a safe, effective and convenient public transport service integrated within the TransLink network across SEQ. The GCRT will incorporate high levels of urban design consistent with the local vernacular. Pedestrian linkages, particularly in regard to station access, are incorporated into the GCRT.</p> <p>By providing a sustainable transport future for the corridor and enhancing transit supportive economic development, the GCRT will promote further development within Industry 1 domains.</p>
Community Purposes	<p>Provide the City with land for community purposes by providing public infrastructure and land in both urban and rural areas within the City.</p> <p>Contribute to the City's townscape values and community needs.</p>	<p>The GCRT will directly provide public infrastructure and thus be consistent with the intent of the Community Purposes domain. The project satisfies a public need, for greater accessibility within the Gold Coast LGA, through a greater network of public transport services.</p>
Conservation	<p>Seeks to permanently conserve the nature conservation values on land which is privately owned.</p> <p>Conserving these values includes conserving wildlife habitats, maintenance of rural landscape, land management activities and management of bushfire hazards.</p>	<p>The GCRT will not compromise the intent of this precinct. Any potential impacts will be thoroughly mitigated, through measures proposed for Terrestrial and Aquatic Ecology in the <i>Volume 3 Construction Phase and Operational Phase Impact Management Plans</i>.</p>
Private Open Space	<p>Seeks to regulate open space areas within the City and promote a high standard of landscape design and open space character.</p> <p>The protection of private open space is important within this domain, as is the control and restriction of access.</p>	<p>The GCRT will incorporate high levels of urban design consistent with the local vernacular. Access arrangements in relation to Private Open Space will be in accordance with Council requirements.</p>
Public Open Space	<p>Intends to conserve the biodiversity, nature conservation areas and ecological values located within the City.</p> <p>Intends to protect coastal areas, riparian corridors, flood plains, overland flows</p>	<p>The GCRT will improve accessibility to the open space network, particularly the foreshore parks (particularly the Broadwater Parklands at Southport). Where community services and retail uses exist within these domains, the GCRT will improve accessibility</p>

Domain	Intent	GCRT Opportunity
	<p>and wetlands.</p> <p>Intends to provide for a limited range of community services and retail opportunities.</p>	<p>to these services.</p>
<p>Emerging Communities</p>	<p>Provide, enhance and protect suitable non-urban land for park living, urban residential, commercial and industrial purposes.</p> <p>A Structure Plan is needed before any of the above uses take place in an Emerging Community Domain.</p>	<p>Providing a sustainable transport future for emerging communities will support residential and economic development along the corridor.</p> <p>Enormous potential exists within the Emerging Community domain to develop TOD. The GCRT will provide both residents and visitors with a safe, effective and convenient public transport service integrated within the TransLink network across SEQ. The GCRT will also support a more compact urban form in these areas.</p>



Local Area Plans

LAPs define precincts and provide the planning intent for a particular local area. A number of LAPs are located close to or within the intended route including:

- » LAP 23: Southport;
- » LAP 7: Chevron Island;
- » LAP 25: Surfers Paradise; and
- » LAP 2: Broadbeach.

Figure 12-1 illustrates the LAP locations, with each LAP referred to by their LAP number. Following this, each of the LAPs are described and discussed with relevance to the GCRT.

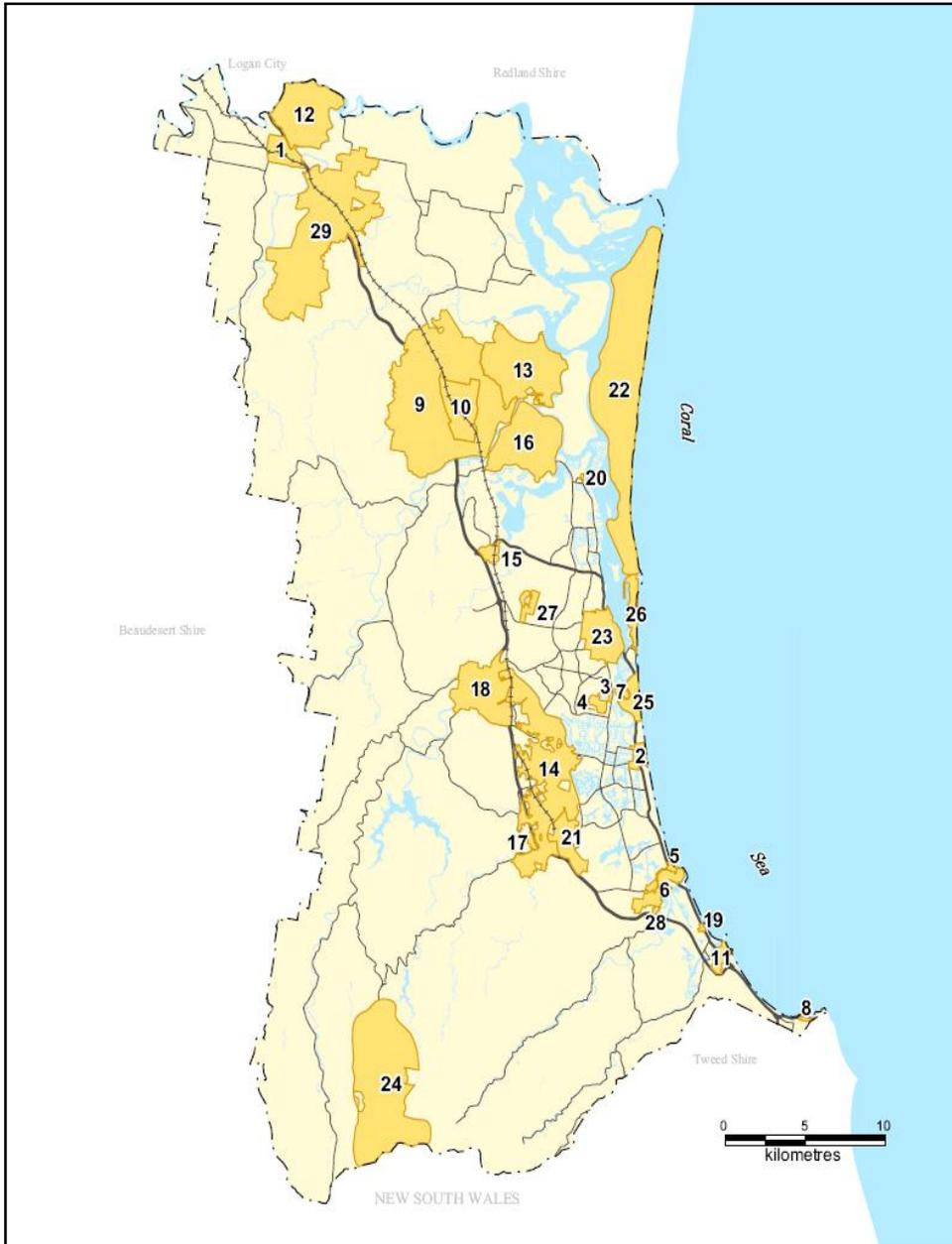


Figure 12-1 LAP locations

Source: Gold Coast Planning Scheme 'Our Living City', 2003, 'Planning scheme maps' – Local Area Plan Maps.

LAP 23. Southport LAP (Part 2, Division 2, Chapter 23)

The Southport LAP encompasses the entire Southport area, including Queen Street, Nerang Street, Scarborough Street and Marine Parade. The provisions of LAP 23 recognise Southport as an important regional centre under the SEQRP and acknowledge the development of Southport as a commercial and administrative centre.

The GCRT will traverse a number of precincts within this LAP. These are listed in Table 12-6, providing the compatibility of the GCRT with the key intent.

Table 12-6 Southport LAP

Reference	LAP intent	Comment / GCRT compatibility
11. Community Facilities precinct	<ul style="list-style-type: none"> › This area is to retain its open space and community facilities character; › Adequate access, parking and loading arrangements must be provided for each community facility; and › Appropriate measures will be taken to make the area accessible from the rest of Southport, and to integrate and provide linkages with the foreshore and the Broadwater. 	<p>As the GCRT travels down Queen Street and Nerang Street it will serve areas within this precinct (including the former showground reserve, the cemetery, the Southport State School and St Hilda's School with stations at Wadoo Street and the hospital at either end of this area.</p> <p>GCRT will improve accessibility for these community facilities and provide an excellent link to the foreshore and the Broadwater.</p>
8. Park precinct	<ul style="list-style-type: none"> › The Park precinct is to be restricted to recreational activities; and › Links between the sporting facilities at Owen Park and the recreation venues on the foreshore and Broadwater be improved. 	<p>GCRT will improve accessibility to Owen Park (Queen Street) and provide a link to the foreshore and the Broadwater. Pedestrians will be able to access Broadwater Parklands from the Broadwater Parklands Station at Marine Parade/Queens Street.</p>
9. Residential precinct	<ul style="list-style-type: none"> › Maintain the essential suburban character of the residential areas surrounding the retail, business and medical core of Southport; and › Six different character areas have been identified to assist in recognising and managing the different heritage and character values of the suburban areas of Southport. Some areas are considered suitable for higher density residential development. 	<p>Residential areas generally south of Queen Street, north of the Community Facilities precinct and north of the Southport centre retail and showroom precincts are included within the Residential precinct.</p> <p>Some areas within this precinct are identified as suitable for higher density development. Proximity to high quality public transport will be key to achieving higher densities; therefore the GCRT will support this strategy.</p>

Reference	LAP intent	Comment / GCRT compatibility
4. Medical precinct	<ul style="list-style-type: none"> » To provide a wide range of complementary services to the Gold Coast City Hospital; and » To measure and facilitate pedestrian connections. 	<p>The GCRT will support the Southport Medical Precinct as it directly traverses Nerang Street.</p> <p>GCRT will improve accessibility to the precinct.</p> <p>Good pedestrian accessibility will be integrated into the GCRT station design.</p>
1. Retail precinct	<ul style="list-style-type: none"> » Primary retail area, and will emerge as a vibrant residential/mixed use area; and » A high level of pedestrian amenity. 	<p>This precinct essentially encompasses the retail centre of Southport. The GCRT will access this precinct directly, with Nerang Street and Scarborough Street stations proposed.</p> <p>GCRT will provide high quality public transport to support this area in becoming a vibrant mixed-use centre.</p> <p>Good pedestrian and cycle accessibility will be integrated into the GCRT station design.</p>
2. Commerce and Administration precinct	<ul style="list-style-type: none"> » To continue to be a mixed use precinct, with offices, administrative and government activities, educational uses and some small scale retail development. Also some residential development; and » Public transport objectives and the provision of public transport infrastructure are to be balanced with the intention of this LAP to conserve the distinctive streetscape character of Short Street (precinct 3). 	<p>The GCRT will impact this precinct as it travels down Nerang Street (near the Marine Parade intersection) and Scarborough Street.</p> <p>GCRT will provide this precinct with excellent access to high quality public transport, which will be key to achieving higher densities mixed-use development within the area.</p> <p>The GCRT will not compromise the streetscape character of Short Street.</p>
3. Short Street precinct	<ul style="list-style-type: none"> » Attractive commercial streetscape to be preserved; and » Public transport objectives and the provision of public transport infrastructure are to be balanced with the intention of this LAP to conserve the distinctive streetscape character of Short Street. 	<p>The GCRT alignment will pass adjacent to this precinct as it travels down Scarborough Street. It will provide enhanced accessibility for this precinct but as the GCRT does not travel down Short Street, it will not compromise the streetscape.</p>
7. Foreshore precinct	<ul style="list-style-type: none"> » Parkland, outdoor recreation activities and family-oriented water-based 	<p>A Broadwater Parklands GCRT station is proposed, at Queens Street, adjacent to the Foreshore</p>

Reference	LAP intent	Comment / GCRT compatibility
	recreation; and » It is intended that safe, grade-separated pedestrian access from North, Nind, Nerang and Queen Streets, to the foreshore will be established and maintained.	precinct. Pedestrian access will be at grade. The Broadwater foreshore will be within walking distance of the station.
12. Sundale precinct	» Medium and high rise residential towers with some mixed uses; » Pedestrian and cyclist linkages between the Nerang River, the Broadwater, the former Sundale Shopping Centre and the Retail Precinct are to be enhanced; and » Public transport access to this precinct is a high priority.	This precinct is located south of Queen Street / Marine Parade intersection. Good pedestrian and cycle accessibility will be integrated into the GCRT station design. GCRT will provide high quality public transport accessibility to this area.

LAP 7. Chevron Island LAP

Although Section 3 of the GCRT does not traverse the Chevron Island LAP, it does travel adjacent to it. The precinct within this LAP closest to the proposed GCRT alignment is the Waterfront Residential precinct.

This LAP seeks to facilitate increased residential density on the island in a way that maintains the local amenity for residents, promotes the use of transport modes other than the private vehicle and provides an increased variety of building types and styles.

Requirements and compatibility of the GCRT in relation to this LAP is addressed in Table 12-7.

Table 12-7 Chevron Island LAP

Reference	LAP intent	Comment / GCRT compatibility
3. Waterfront residential	Allows for predominantly residential development to two storeys, with limited opportunities for up to six storeys.	The GCRT will not impact directly on this residential area to the west of the alignment. The GCRT will assist in achieving the overall intent of this LAP by providing high quality public transport.

LAP 25. Surfers Paradise LAP

The Surfers Paradise LAP covers a large area, from the Sundale Bridge in the north, to Fern Street in the south. The Nerang River creates the western edge of this LAP, with the Pacific Ocean forming the eastern edge.

The Surfers Paradise LAP is intended to promote the economic growth and vitality of the area as well as enhance the image and attractiveness of Surfers Paradise to local, interstate and international visitors. It will also improve accessibility of the centre, enrich the cultural and social life of Surfers Paradise, protect the amenity of residential areas and ensure that future development occurs in an environmentally responsible manner.

Section 3 of the GCRT travels through Surfers Paradise and will impact three of the seven precincts within this LAP, detailed in Table 12-8 with reference to the GCRT.

Table 12-8 Surfers Paradise LAP

Reference	LAP intent	Comment / GCRT compatibility
7. Public Open Space	Improve open space areas.	Most open spaces adjacent to the GCRT are small. However, GCRT will improve accessibility to the open space network, particularly the foreshore parks.
2. High Rise Accommodation	Encourage further high rise accommodation, both for permanent residents and tourists.	The High Rise Accommodation precinct is to the north and south of the Entertainment precinct. The GCRT will travel through this precinct as it heads south to Remembrance Drive. Provision of high quality public transport, such as GCRT, will support the development of higher density land uses.
1. Entertainment	Development as a vibrant, lively tourist centre.	As GCRT travels down Cypress Avenue and Surfers Paradise Boulevard it traverses sub-precinct 1 (Main Entertainment) within precinct 1. GCRT will improve accessibility to this precinct for residents and tourists alike.

LAP 2. Broadbeach LAP

Section 3 of the GCRT will travel through the Broadbeach LAP, which extends from Australia Avenue in the north and to Alexandra Avenue in the south. Canals form the western boundary, with the Pacific Ocean forming the eastern boundary. This LAP also includes the Pacific Fair shopping centre, the Gold Coast Convention and Exhibition Centre and Jupiter’s Casino.

Broadbeach is a Major Activity Centre under the SEQRP and therefore provides a variety of services. This LAP seeks to link and comprehensively plan for the development of the three commercial nodes of Broadbeach (i.e. Victoria Avenue, Pacific Fair and Jupiter’s Casino). The LAP concentrates on opportunities for the consolidation of commercial activities and intensification of residential and tourist uses, as well as mixed use development. Improvements in public transport and pedestrian linkages are also to be addressed within the LAP.

The GCRT will impact seven of the nine precincts within this LAP, detailed in Table 12-9 with relevance to the GCRT.

Table 12-9 Broadbeach LAP

Reference	LAP intent	Comment / GCRT compatibility
9. Highway Restaurant	<ul style="list-style-type: none"> » High quality restaurants and convenience services for tourists and permanent residents; and » Distinctive urban design utilising eye-catching features is strongly encouraged. Good quality, sub-tropical theme landscaping. 	<p>It travels adjacent to this precinct as the GCRT travels down the Gold Coast Highway between Australia Avenue and Queensland Avenue.</p> <p>The GCRT will support accessibility to this precinct and include high quality urban design supportive of the local vernacular.</p>
8. Public Open Space	<ul style="list-style-type: none"> » Retain and improve open space areas. 	<p>GCRT will improve accessibility to the open space network, particularly the foreshore parks.</p>
1. Central Mixed Use	<ul style="list-style-type: none"> » Lively, mixed use commercial and residential precinct. 	<p>The GCRT passes this precinct as it heads down the Gold Coast Highway.</p> <p>GCRT will improve accessibility to this area, supporting its development as a lively, mixed use precinct.</p>
2. Highway Tourism	<ul style="list-style-type: none"> » Large scale tourism developments with some residential development where appropriate; and » A high standard of landscape amenity. 	<p>This precinct is a narrow strip of land adjacent to the Gold Coast Highway opposite Jupiter's Casino and Pacific Fair.</p> <p>The GCRT will provide a high standard of urban design supportive of the local vernacular.</p>
6. TE Peters Key Site	<ul style="list-style-type: none"> » Potential key site for the development of a mix of innovative uses (e.g. convention centre); and » Good pedestrian links encouraged. 	<p>This precinct includes the Gold Coast Convention Centre. A station is proposed adjacent to this site. Enhanced road crossings and pedestrian accessibility will be improved to the Convention Centre.</p>
5. Jupiter's Casino	<ul style="list-style-type: none"> » Recognised as a major economic and employment component of the Broadbeach Regional Centre. 	<p>The GCRT will travel adjacent to this site, along the Gold Coast Highway. A station is proposed within a 400 metre walkable distance from this site. Enhanced road crossings will be provided and this will improve pedestrian</p>

Reference	LAP intent	Comment / GCRT compatibility
4. Pacific Fair	<ul style="list-style-type: none"> » Promotes the continued expansion of the retail, entertainment and service operations, and supports further diversification of uses on the site (including tourist accommodation and other residential land uses); and » Recognised as a major economic and employment component of the Broadbeach Regional Centre. 	<p>The GCRT will travel adjacent to this site. A station adjacent to Pacific Fair is proposed and this station will incorporate enhanced road crossings and potentially water crossings in order to improve pedestrian accessibility from the station to Pacific Fair. These connections will be safe and planned to ensure they are of adequate capacity.</p> <p>Good access to high quality public transport (i.e. GCRT) will enhance this precinct's status as a major employment and economic area within the LAP.</p> <p>Existing bus interchange facilities at Broadbeach South (adjacent to Pacific Fair) are considered in the GCRT.</p>

3.4 Potential Land Use Benefits and Impacts

3.4.1 Connected Communities

Section 2

There is the opportunity for the GCRT to integrate with the community uses along Queen Street. The connection of this area with the centre of Southport is desirable, creating a network of community and urban facilities, as well as improving accessibility to the foreshore and the Broadwater.

Mixed-use and residential developments in the Gold Coast Hospital and Knowledge Precinct will have a high level of accessibility to goods and services and community facilities within the commercial centre of Southport in accordance with TOD principles².

The GCRT may act as a catalyst for redevelopment within the Southport CBD for residential accommodation, facilitating residential development that is well integrated with other land uses, and close to the provision of important services.

Section 3

The GCRT corridor will be highly accessible to the medium and low-density residential areas at Main Beach and the high-rise accommodation precincts in Surfers Paradise.



3.4.2 Integration of Land Use and Transport

Section 2

The proposed station at Gold Coast Hospital will provide a high standard of accessibility to a range of land uses including medical, retail and commercial. The station will also provide future potential for increased residential densities and mixed use developments in this location. This increase in potential residential densities will be encouraged by the GCRT and in the master planning process for Southport. The range of activities in this precinct will assist to promote passive surveillance and safety at the stations.

Future consolidation of land uses will enable higher densities to occur in Southport, which will in turn support the usage of the GCRT.

Section 3

Currently, the Surfers Paradise has extended operating hours and large volumes of activity. Continuing growth in the entertainment and residential sectors in the core of Surfers Paradise is expected. The GCRT stations in this area will be well utilised during both peak and off peak periods. The Cypress Avenue station will provide both public and private urban outcomes and the proposed station will play an important role within this urban centre. The Cypress Avenue station's integration with 'Surfers Central' will increase accessibility within Surfers Paradise and support existing and future uses. The Surfers Paradise station, located in the vicinity of the intersection of Cavill Avenue and Surfers Paradise Boulevard, will connect major activity nodes within the locality and is expected to increase the attractiveness of the area for redevelopment and may encourage further intensification of land uses.

Broadbeach North station will be located directly adjacent to the central mixed-use precinct and the Gold Coast Convention and Exhibition Centre. The Broadbeach South interchange will have a direct relationship with Pacific Fair and the Highway Tourism precinct in the Broadbeach LAP. The GCCC currently has development applications for mixed uses at this location. The Broadbeach South station will facilitate residential and retail growth, strengthening Broadbeach's role as an important tourist and entertainment centre within the City.

3.4.3 Sustainable Settlement Patterns

Section 2

There is the opportunity for the consolidation of land uses within and in proximity to the Southport CBD, particularly the provision of high-density residential development on redeveloped sites.

Section 3

The Cavill Avenue and Surfers Paradise stations will directly service the core of the entertainment and tourist precinct, as designated in the Surfers Paradise LAP. These stations will be subject to high peak passenger flows and will support the retail, entertainment and tourism uses in the locality. There are

many development applications, in close proximity to the stations, for residential and entertainment uses currently at Council for decision. Surfers Paradise is a popular entertainment and tourism destination on a domestic and international level. It is expected that growth in the tourism and entertainment visitors will continue. The GCRT corridor will stimulate urban regeneration along this corridor, from Surfers Paradise to Broadbeach. This will encourage both land use change and increased densities.

The existing development from Main Beach to Macintosh Island may be a barrier to future land use changes and may inhibit the increase of densities.

3.4.4 Potential to Effectively Integrate with Other Modes of Transport

Section 2

The Southport station is a regional interchange which will provide a connection with other modes of transport. The location of all stations within Section 2 will facilitate increased pedestrian movements and connectivity with surrounding land uses.

Section 3

The possibility of a ferry service along the Nerang River canals has been suggested by Gold Coast residents. Should this ferry service be implemented, the possible ferry pontoon located at Appel Park will allow for easy transfer between ferry and GCRT services.

The Broadbeach South station will be a multi-modal interchange facility of regional significance. The location of all stations within Section 3 will facilitate increased pedestrian movements and connectivity with surrounding land uses.

3.4.5 Integration with Other Major Infrastructure

Section 2

The GCRT will be effectively integrated with the proposed Gold Coast Hospital and Griffith University. The GCRT will be a catalyst for surrounding land use regeneration within the Gold Coast Hospital and Knowledge Precinct². It is essential that the GCRT be designed to maximise access in order to activate passenger movements. The detailed design of the GCRT in this precinct must be coordinated with the master planning process for the Gold Coast Hospital and Knowledge Precinct².

The proposed depot infrastructure, adjacent to Loders Creek, will be difficult to integrate with open space and creek corridor. The depot may impact on residential areas to the north and east to the location proposed, while it is noted that there is an existing Council depot in the area. The new depot would be located directly adjoining the existing Council depot and will be closer to the existing residential area to the west of the site, however, there will be a buffer of around 150 metres between the depot site and this residential area. Potential impacts such as noise, lighting, air quality can be managed through the appropriate design, construction and operation of the facility (in accordance with construction and operational environmental management plans).



Section 3

Infrastructure is to be designed to be sensitively integrated with the Surfers Paradise streetscape, due to the high level of development and activity occurring in this locality, particularly with regard to the overhead infrastructure required for LRT.

3.5 Impacts to properties

Although the design of the GCRT has made every effort to minimise land acquisitions required for the project, it is acknowledged that some land will need to be acquired in order to accommodate the alignment. The State may acquire freehold land either voluntarily (i.e. by mutual agreement between the State and the land owner) or by exercising the compulsory acquisition powers under section 15 of the *Acquisition of Land Act 1967*.

Property access may also be disturbed due to street closures or if road widening is required. Pedestrian and cycle linkages may also be disrupted during the construction phase, although these are likely to be enhanced over the long term once the GCRT is operational. Traffic impacts can be expected, such as road closures, construction traffic and necessary rerouting.

Construction of the GCRT will also impact residential, commercial, open space and other sensitive land uses in regard to noise and vibration, dust, lighting and visual amenity. A number of sensitive land uses, including schools, hospitals and recreation areas will be impacted, particularly during the construction phase. Annual and ad hoc events may also be impacted by the alignment for the GCRT. These potential impacts from the GCRT are discussed in detail within the various sections of the CDIMP.

3.6 Mitigation strategies

As stated in the Section 3.4, there are many potential impacts that could result during both the construction and operation phases of the GCRT. Impacts are likely to affect direct and adjacent property owners along the alignment. Directly affected properties i.e. those requiring acquisition, will be subject to compensation. Other impacts require effective mitigation strategies to be implemented to ensure that these impacts are managed and minimised. Section 6.3 of Volume 2, Chapter 10 titled Social Environment outlines property numbers which require relocation or compensation, as well as those partially affected. Mitigation strategies are detailed in *Volume 3 Construction Phase Impact Management Plan and Operational Phase Impact Management Plan*.



4. Conclusions and Recommendations

In this Chapter, the Gold Coast Rapid Transit (GCRT) corridor was examined in a land use-planning context and assessed against the regional, State and local planning statutory instruments. The GCRT will reinforce key policy intents and will be key to meeting the strategic objectives of the Gold Coast draft LGMS, the SEQRP and the *Gold Coast Planning Scheme*.

The GCRT will support and enhance the role of key activity centres within the Gold Coast, with the potential to act as a catalyst of further urban development in accordance with TOD principles. The GCRT will encourage greater integration of existing land use and facilitate increased residential densities around station locations. This will complement master planning activities occurring with regard to the key activity centres and precincts along the alignment. The GCRT corridor will provide passengers with greater accessibility to employment, goods and services, health facilities and other community services across the City and the rest of South East Queensland.

The alignment will support existing low-density residential areas in proximity to the corridor by providing a greater level of public transport service provision and will encourage infill development and redevelopment in the Residential Choice and Tourist and Residential domain areas. The GCRT will also encourage pedestrian activity and facilitate walkable catchments within proximity to stations, as well as improve access to foreshore areas and key parkland in the City.