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## **REQUEST FOR CITY PLAN AMENDMENTS – HIGH RISE ACCOMMODATION DEVELOPMENT – MAIN BEACH**

On behalf of The Main Beach Association we hereby make a formal submission to the City of Gold Coast to undertake urgent amendments to the City Plan planning framework relating to development in the Main Beach high rise residential precinct.

The Main Beach Association seeks changes to the City Plan to encourage development which respects existing and desired residential amenity, discourages overly intense development outcomes, and which provides formal opportunities for public consultation and objection where development may have a significant impact on residential amenity and neighbourhood character.

In support of this request we provide a brief context and planning grounds as follows:

### **1.0 INTRODUCTION**

The Main Beach Association is a not-for-profit organisation representing the broader Main Beach community to:

- *actively and responsibly maintain the Main Beach environment as a liveable and thriving community; and*
- *promote responsible development by liaising with Local, State and Federal Governments and other interested parties on all proposed developments in the Main Beach environment.*

The Main Beach Association currently has over 200 paid members and an extensive support base including residents of Main Beach, across the broader Gold Coast community, and beyond.

The Main Beach Association members are gravely concerned about the increasing number of 'code assessable' development applications being pursued and approved across Main Beach which represent severe 'over-development' of smaller sites. While development is expected, these types of developments are excessively intense and threaten the unique urban character, identity and residential amenity of Main Beach.

The Main Beach Association has actively reviewed and objected to a number of entirely inappropriate developments on typically small development sites in Main Beach. Despite strong opposition from Main Beach residents these 'code assessable' developments have been approved by Council inclusive of:

- extensive and dominant podiums;
- excessive increases in site coverage, to both the tower and podium levels;
- extreme reduction in building setbacks, including shadow setback requirements;
- poor streetscape and landscape outcomes;
- compromised residential amenity to adjoining development, including impacts of visual dominance, unreasonable loss of views and overshadowing;
- unwarranted excessive increases in residential density; and
- compromised access and car parking arrangements, and excessive traffic impact.

On 27 July 2021 The Main Beach Association conducted a Public Information Session titled 'Councils 'Vision' for Main Beach' which included several presentations and panel discussions relating to development and the planning framework. Members and others in attendance identified several common issues:

- the Light Rail Urban Renewal Area Overlay is contributing to inappropriate urban form and density outcomes;
- excessive 'relaxations' are being proposed and granted resulting in overly intense built form outcomes;
- development is code assessable denying community consultation and the public right of objection or appeal;
- Council is constrained by timeframes in assessing code assessable development; and
- inappropriate code assessable development is seen as difficult to refuse and does not allow assessment against the Strategic Framework.

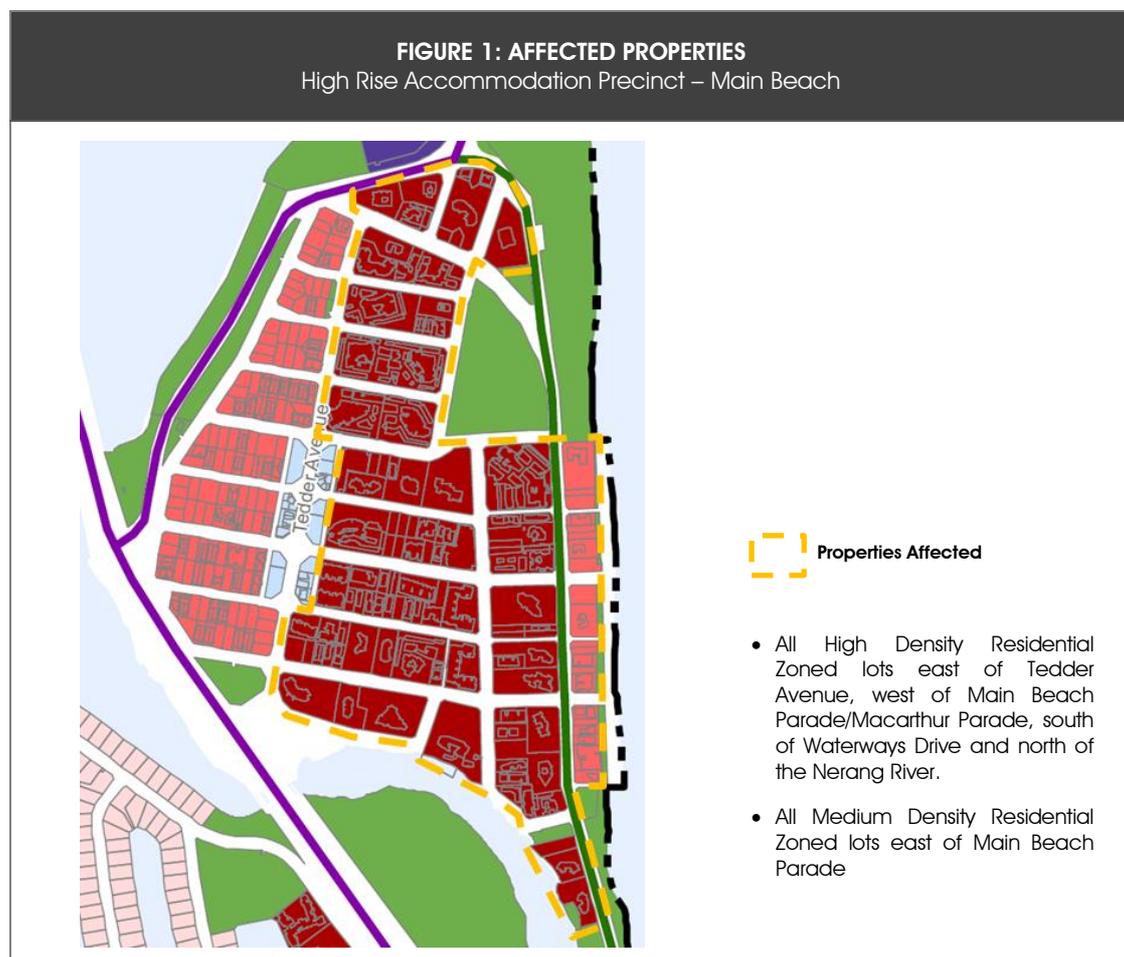
State Members and City Councillors in attendance shared some of these views particularly, it seems, with respect to the challenges faced by the code assessable assessment regime.

In the interests of protecting the unique urban character and neighbourhood amenity of Main Beach The Main Beach Association respectfully requests that Council urgently undertake to amend City Plan to:

- remove Main Beach from the *Light Rail Urban Renewal Area Overlay Map* in entirety
- include the high rise accommodation areas of Main Beach in the 'Neighbourhood Element Area' of the proposed '*Neighbourhood Elements Overlay Map*' (Major Amendment 2 & 3) – which includes an impact assessment trigger for development which exceeds site coverage; and
- amend *Material Change of Use Assessment Tables 5.5.2 'Medium Density Residential Zone'* and *5.2.3 'High Density Residential Zone'* to require impact assessment for development which exceeds the residential density identified on the Residential Density Overlay Map.

## 2.0 AFFECTED PROPERTIES

This amendment request relates to the properties identified in **Figure 1** below:



### 3.0 URBAN CONTEXT

The suburb of Main Beach is characterised by a synergistic coming together of two distinct parts, joined by Tedder Avenue - a defined local activity spine.

The land to the west of Tedder Avenue, extending to the Broadwater, is predominantly of a low-rise residential character featuring a blend of modern homes and duplexes/townhouses of moderate development intensity.

The area to the east of Tedder Avenue features a distinct high-rise residential character. The long-established development pattern, once typical of the Gold Coast, is now considered unique.

Unlike the emerging dense and 'urban' character of other higher density areas of the City, Main Beach retains a spacious village like character. Despite being dominated by tall buildings with often large floor plates, the urban environment is of an open landscaped character with ample separation between buildings and absence of podiums.

While in proximity to the light rail corridor, Main Beach is visually and functionally separate with the rail having no discernible influence on its long established character.

### 4.0 PLANNING FRAMEWORK

#### 4.1 GOLD COAST 'CITY PLAN 2016

*City Plan 2016 (v8)* in a broad sense is a continuation of the established planning framework for the high rise residential area of Main Beach.

However, a combination of elements within City Plan has led to development approvals being granted that are in stark contrast with the established urban character and, in the opinion of the Main Beach Association, are not in keeping with the outcomes intended when City Plan was first commenced.

These elements have led to unintended consequences of approval of significant 'over development' and the swift erosion of residential amenity and unique character of the urban area.

#### 4.1.1 ZONING AND OVERLAYS

With reference to **Figure 1** above:

- The City Plan includes the areas east of Main Beach Parade in the Medium Density Residential Zone, with a Residential Density Overlay of 'RD6' or 1 bed per 33m<sup>2</sup> net site area. The areas west of Main Beach Parade are included in the High Density Residential Zone with a Residential Density Overlay of RD8 or 1 bed per 13m<sup>2</sup> net site area (**Figure 2**).
- The entire Main Beach high rise accommodation area is included in the 'HX' Building Height Overlay, having no specified building height limit (**Figure 3**).

**FIGURE 2: RESIDENTIAL DENSITY OVERLAY - CITY PLAN 2016 V8**  
 High Rise Accommodation Precinct – Main Beach



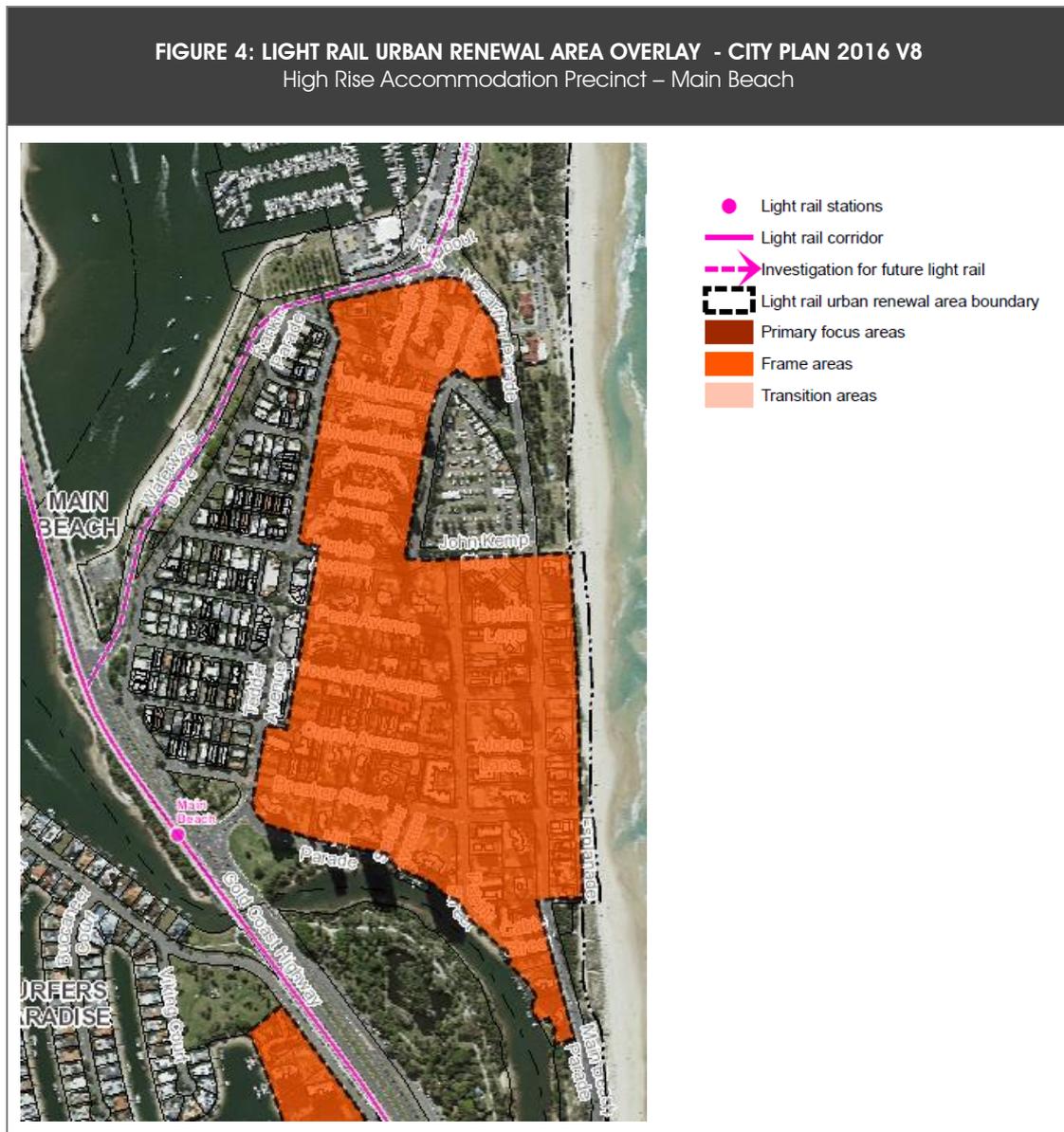
- |   |   |
|---|---|
| LDR1 - up to 12.5 dwellings per net hectare (1 dwelling/800m <sup>2</sup> ) | RD4A - up to 66 dwellings per net hectare (1 dwelling/150m <sup>2</sup> ) |
| LDR2 - up to 16.6 dwellings per net hectare (1 dwelling/600m <sup>2</sup> ) | RD5 - up to 200 bedrooms per net hectare (1 bed/50m <sup>2</sup> )        |
| RD1 - up to 25 dwellings per net hectare (1 dwelling/400m <sup>2</sup> )    | RD6 - up to 300 bedrooms per net hectare (1 bed/33m <sup>2</sup> )        |
| RD2 - up to 33 dwellings per net hectare (1 dwelling/300m <sup>2</sup> )    | RD7 - up to 400 bedrooms per net hectare (1 bed/25m <sup>2</sup> )        |
| RD3 - up to 40 dwellings per net hectare (1 dwelling/250m <sup>2</sup> )    | RD8 - up to 769 bedrooms per net hectare (1 bed/13m <sup>2</sup> )        |
| RD4 - up to 50 dwellings per net hectare (1 dwelling/200m <sup>2</sup> )    | Please refer to Southport PDA   |

**FIGURE 3: BUILDING HEIGHT OVERLAY - CITY PLAN 2016 V8**  
 High Rise Accommodation Precinct – Main Beach



- Building height in metres indicated on map
- 2 Storey (9 metres)\* may include a partial third storey subject to code assessment
- 2 Storey (14 metres)
- 3 Storey (15 metres)
- 3 Storey (16 metres)
- 4 Storey (19 metres)
- 4 Storey (20 metres)
- HX - Areas identified with 'HX' do not have a building height limit (Editor's Note: Other assessment provisions, including aviation restrictions, may limit achievable building height)
- Please refer to Southport PDA
- The Spit building height control area (Please refer to Planning Regulation 2017 Schedule 23A)
- Property boundaries
- Local government area boundary
- Waterway or waterbody

- Further, the area of Main Beach is included in the Light Rail Urban Renewal Area Overlay Map which includes the high rise accommodation area east of Tedder Avenue within the 'Frame Area' (**Figure 4**).



#### 4.1.2 ASSESSMENT STATUS

Preferred development within the Medium and High Density Residential Zones includes Multiple Dwellings.

Multiple Dwellings are listed as 'Code Assessable' development in the Medium Density Residential Zone (Table 5.5.2) and the High Density Residential Zone (Table 5.5.3) other than where development exceeds the height identified on the Building Height Overlay Map.

In this instance, the entire Main Beach high rise accommodation area is included in the 'HX' building height overlay and the impact trigger is therefore of no consequence.

No residential density impact assessment trigger applies.

The code assessable assessment status is not changed by the Light Rail Urban Renewal Area Overlay (Table 5.10.15).

Accordingly, all Multiple Dwelling development remains code assessable irrespective of the extent that it complies with or departs from City Plan Acceptable Outcomes or Performance Outcomes.

## 4.2 STATE PLANNING FRAMEWORK CONSIDERATIONS

Being code assessable development, in accordance with s45(3) of the *Planning Act 2016*, development proposals can only be assessed against the 'assessment benchmarks' in the relevant City Plan Codes:

### **s45**

(3) A **code assessment** is an assessment that must be carried out only—

(a) against the assessment benchmarks in a categorising instrument for the development; ...

For Multiple Dwellings, the assessment benchmarks include only the stated 'acceptable outcomes', 'performance outcomes' and 'overall outcomes' of the relevant City Plan Codes, typically: Medium or High Density Residential Zone Code; High Rise Accommodation Design Code or Multiple Accommodation Code; General Development Provisions Code; Transport Code; Light Rail Urban Renewal Overlay Code and any other relevant overlay.

Irrespective of the extent that a proposal may depart from the quantifiable 'assessment benchmarks' Council is not permitted to take into consideration the 'Strategic Framework' when deciding a code assessable Material Change of Use Application.

Further, in accordance with s64 of the *Planning Act 2016*, if Council has not decided a code assessable development application within the required period under the *Development Assessment Rules* – being 35 days [s22.1(a) *DA Rules*] the application may be 'deemed approved'.

The limited assessment assumes that 'code assessable' development is likely to be of minimal impact and consistent with the planning intent and assessment benchmarks of the City Plan. The narrow assessment timeframes and resultant 'deemed approval' if those timeframes are not met imposes a significant burden on assessment officers and Council as the decision maker in deciding applications that significantly depart from the quantifiable Acceptable Outcomes or performance based provisions (Performance Outcomes and Overall Outcomes).

Code Assessable applications are not subject to public notification or third party appeal rights.

## 5.0 DEFICIENCIES IN CURRENT CITY PLAN ASSESSMENT

The Main Beach Association considers that the current City Plan assessment provisions are flawed and have failed to ensure that appropriate development outcomes are achieved as evidenced by recent development approvals and yet to be decided development applications within the Main Beach high rise accommodation precinct.

Recent development approvals, assessed as 'code assessable' development, include those listed in **Table 1** below, together with two (2) current but undecided development applications.

TABLE 1: RECENT CODE ASSESSABLE DEVELOPMENT APPLICATIONS Multiple Dwellings – Main Beach							
Address/Name	MCU No.	Key Development Parameters					Approved by
		Site Area	Height	Density	Site Cover*	Setbacks**	
<b>Approved under City Plan 2016</b>							
3469 Main Beach Parade 'Masthead'	MCU/2020/354	812m <sup>2</sup>	39 storeys 123.4m	1 bed per 8.9m <sup>2</sup> (146% allowable)	44.8% tower (49.3% increase) 65.4% podium (30.8% increase)	Road 0.4m (-5.4m) Side 4m (-17.33m)	Council
2 & 4 Macarthur Parade 'Monaco'	MCU/2019/442	899m <sup>2</sup>	25 storeys 88.3m	1 bed per 12.4m <sup>2</sup> *** (105% allowable)	49.9% tower (66.3% increase) 61.3% podium (22.6% increase)	Road 1.6m (-4.4m) Side 2.19m (-13.31m)	Council
3496 Main Beach Parade 'Midwater'	OTH/2019/11	1,234m <sup>2</sup>	41 storeys 147m	1 bed per 4.45m <sup>2</sup> (294% allowable)	53.3% tower (77.66% increase) approx 80% podium (60% increase)	Road 10.9m Side 0m (park) (-23.2m) Side 2.6m (-20.6m)	Delegation
<b>Undecided</b>							
3580 Main Beach Parade 'La Mer'	MCU/2021/127	751m <sup>2</sup>	35 storeys 114.6m	1 bed per 6.25m <sup>2</sup> (210% allowable)	47.8% tower (59.3% increase) 81% podium (62% increase)	Road 0.4m (-5.4m) Side 2.4m (-16.7m)	Undecided
3640 Main Beach Parade 'Lark'	COM/2021/173	410m <sup>2</sup>	18 storeys 63m	1 bed per 8.72m <sup>2</sup> (151% allowable)	53.3% tower (77% increase) approx 80% podium (60% increase)	Road 1.4m (-4.6m) Side 1.55m (-9.7m)	Undecided
* typical site cover / maximum increase							
** selected setback – non-compliance measured at uppermost height							
*** Modified by Minor Change Approval							

Each of the recently approved and currently proposed developments demonstrates overdevelopment in some or all of the following aspects:

- particularly tall buildings on small and often narrow lots;
- excessive increases in site coverage, to both the tower and podium levels;

- unacceptably significant reduction in building setbacks, including shadow setback requirements;
- dominant podium forms which are inconsistent with the streetscape character of Main Beach;
- minimal and compromised landscape planting opportunities at street level;
- excessive increases in residential density;
- unreasonable loss of views and overshadowing; and
- likely car parking and traffic impact.

The Main Beach Association acknowledges that City Plan 2016 provides for greater intensity, both in terms of building height and building bulk, than the planning schemes of the past. However, recent approvals (and proposals) are clearly beyond the reasonable expectations of the community and cannot be considered consistent with the City Plan.

Without appropriately strict application of bulk, setback and shadow provisions under City Plan, character will not evolve in an acceptable or desirable way – rather the conflict will be severe and lead to a rapid and undesirable erosion of the unique qualities of the Main Beach urban environment. This is already evident in the recent approval and proposal history in the precinct.

It is not appropriate for development to remain code assessable where it departs from the City Plan acceptable outcomes to the excessive extent shown in **Table 1** above.

## 5.2 PLANNING INSTRUMENT CONSIDERATIONS

The Main Beach Association considers that the poor planning outcomes being achieved is strongly influenced by the following:

### Height Provisions

- The HX 'unlimited building height' designation across the Main Beach high rise precinct creates a culture that any height is acceptable, no matter the size of the site.
- Insufficient weight is being given to determination of an appropriate practical maximum height based on consideration of site coverage, setback and shadow requirements on any given site.

### Increases in Residential Density

- Increases in residential density are being approved without sufficient weight being given to whether the built form is appropriate (with desire to increase commercial yield commonly being the 'driver' of poor built form outcomes).

## Light Rail Urban Renewal Overlay

- The Light Rail Urban Renewal Area Overlay inappropriately encourages defined 'tower and podium form' which may be appropriate in other urban neighbourhoods but is inconsistent with the 'tower in a landscaped setting' character that exists and is desired in Main Beach; and where the station is substantially separated by distance, and low rise development, from the high rise precinct.
- The Light Rail Urban Renewal Area Overlay is inappropriately used to justify severe over-development in terms of built form (setbacks, site coverage, over-shadowing, and absence of limitation of height based on scale and amenity considerations).
- The Light Rail Urban Renewal Area Overlay is inappropriately used to justify increases in residential density beyond that already planned for (and for which light rail proximity has already been factored in to densities adopted within the Residential Density Overlay).

## Code Assessment Status

- The 'code assessable' status of development is driving a cultural belief that Council 'must approve' the application even if the development significantly departs from City Plan Acceptable Outcomes and does not adequately demonstrate that Performance and/or Overall Outcomes are met in the alternative.
- The 'code assessable' status of development and the threat of deemed approval is not allowing Council sufficient time to properly assess applications, including to make further information requests where applicants fail to adequately address issues raised by Council - and denying the ability in many instances of the application being debated at Planning & Environment Committee and decided by full Council.
- Determination of increased site coverage, reduced setbacks, and increased density all rely on satisfying Performance Outcomes which require the development to be in keeping with expectations of residential amenity – yet no formal ability is afforded to the community to make objections or ultimately appeal decisions relating to an application.

## 6.0 PROPOSED 'OUR CITY - OUR PLAN' AMENDMENT 2 & 3

Proposed City Plan Major Amendments 2 & 3 seeks to introduce a number of improvements which the Main Beach Association considers will result in some positive improvement in development outcomes. However, these amendments are not adequate and will likely not address the concerns identified above, in particular:

### Setbacks, Site Coverage and Built Form

- Setbacks, Site Cover and Floorplate requirements in amended Table 6.2.4-3 of the High Density Residential Zone Code represent more legible criteria with

respect to site coverage and setbacks; however we consider that setbacks will only provide sufficient building separation if strictly applied. Performance Outcome PO4 introduces additional criteria and 'strength' in assessing variations to built form.

In any case, these improvements are only applicable to High Density Residential Zoned land outside the Light Rail Urban Renewal Area Overlay area and will not be applicable to Main Beach if the Light Rail Urban Renewal Area Overlay remains (PO4).

Similar provisions and considerations apply to the Medium Density Residential Zoned land east of Main Beach Parade.

- Setbacks, Site Cover and Floorplate requirements in amended Table 8.2.12-6 of the Light Rail Urban Renewal Area Overlay Code applicable to 'Frame Areas' (discussed below) are lesser than that which will be applied in the High Density Residential Zone outside of the overlay area.

Performance Outcome PO16 lacks the strength of its sister outcome PO4 in the High Density Residential Zone. Coupled with the Overall Outcomes of the Code which encourage podium type developments and intense tower outcomes, it is likely that resisting inappropriate setback and site coverage variations will be difficult.

A similar problem exists in the 'Transition Area' within which the eastern side of Main Beach Parade is proposed to be included.

### **Light Rail Urban Renewal Area Overlay**

- The proposed Light Rail Urban Renewal Area Overlay Code amendment seeks to better define built form outcomes and introduces assessment benchmarks. This is an improvement generally, but still encourages a built form within the high rise areas of Main Beach that is overly intense and podium based.

The light rail does not run through the Main Beach high rise precinct - it sits to its side separated by low/medium density residential development; nor is commercial activity required along the route or at station nodes which might necessitate commercial shopfronts within podiums along primary pedestrian routes. Commercial activity is, and will remain, focussed in the Tedder Avenue spine.

Despite some improvement to the Overlay Code, the type of development promoted is simply not warranted or appropriate in the unique urban context of Main Beach.

For these reasons whilst these changes are welcomed, they will not resolve the issues now faced with the planning framework and are not sufficient to protect the future character of Main Beach.

## 7.0 REQUESTED CITY PLAN AMENDMENTS

The Main Beach Association requests that Council progress amendments to City plan as detailed below.

This ought to be commenced with some urgency given current development pressures and increasing number of inappropriate development proposals being pursued in Main Beach.

### 7.1 REMOVE MAIN BEACH FROM LIGHT RAIL URBAN RENEWAL AREA OVERLAY

#### 7.1.1 PROPOSED AMENDMENT

**Remove Main Beach from the Light Rail Urban Renewal Area Overlay Map in entirety (SC2.6 Overlay Mapping)**

#### 7.1.2 REASONING & OUTCOMES

- The high rise accommodation precinct of Main Beach is uniquely situated adjacent to and detached from the light rail corridor and station – unlike other high density residential areas in the City which will suitably evolve with intense pedestrian based development along the rail spine, this type of development is not warranted in Main Beach which is already well serviced by the Tedder Avenue commercial centre and which would significantly erode the spacious landscaped character of the urban area.

#### 7.1.3 IMPLEMENTATION CONSIDERATIONS

- Removal of Main Beach from the Light Rail Urban Renewal Area Overlay will not compromise achievement of increased residential densities across the precinct as otherwise intended under City Plan, with the land remaining in the RD8 and RD6 residential density designations.
- In appropriate circumstances, increases in density could still be considered under Performance and Overall Outcomes of the relevant Zone Codes (and, subject to adoption if impact assessment triggers as discussed below, the Strategic Framework).
- Removal from the Light Rail Overlay will therefore have no consequence in terms of principles of efficient use of infrastructure (ie. Light Rail).
- The proposed amendment will have a significant positive impact to development outcomes in Main Beach while being fairly simple to undertake.
- Amendment of the Light Rail Urban Renewal Area Overlay Map to exclude Main Beach will not create a need for complex corresponding amendment of other City Plan provisions.

## 7.2 INCLUDE MAIN BEACH IN NEIGHBOURHOOD ELEMENTS OVERLAY

### 7.2.1 PROPOSED AMENDMENT

**Include the high rise accommodation areas of Main Beach in the 'Neighbourhood Element Area' of the proposed 'Neighbourhood Elements Overlay Map' (Major Amendment 2 & 3)**

### 7.2.2 REASONING & OUTCOMES

- The Neighbourhood Elements Overlay is intended to guide appropriate development in urban growth areas. The Neighbourhood Elements Overlay Code, as currently drafted, aligns well with the urban neighbourhood character of Main Beach particularly in respect to overall outcomes relating to 'responsive' development (s8.2.14.2 Purpose) including:
  - *articulated, human scale and attractive built form;*
  - *high quality landscaped frontages contributing to a leafy streetscape; and*
  - *no tower bases.*
- The 'Neighbourhood Elements Overlay' introduces impact assessment triggers for site coverage in the High and Medium Density Residential Zones.

Requiring development proposals that exceed site coverage provisions to undergo impact assessment is entirely appropriate and necessary in ensuring quality development outcomes that respect residential and urban amenity:

- allows development which is potentially more intense or bulkier than intended to be assessed against the higher order Strategic Framework provisions of the City Plan;
- provides the community the right to make properly made submissions where amenity is unreasonably compromised;
- affords Council greater time to properly consider and negotiate development outcomes without the threat of 'deemed approval' associated with code assessment; and
- provides Council greater strength to refuse inappropriate development proposals.

### 7.2.3 IMPLEMENTATION CONSIDERATIONS

- Inclusion of the high rise accommodation area of Main Beach within the Neighbourhood Elements Overlay is a simple and effective amendment that introduces a trigger to Impact Assessment for development that is potentially

inappropriate or requires greater assessment in terms of development impacts.

- This amendment will not otherwise introduce complexity to assessment of applications that comply with the relevant City Plan Codes which will remain 'code assessable' as is appropriate in the High and Medium Density Residential Zones.
- In appropriate circumstances, increases in site coverage could still be considered under Performance and Overall Outcomes of the relevant Zone Codes and the Strategic Framework.
- Amendment to include the land within the Neighbourhood Elements Overlay will not create a need for complex corresponding amendment of other City Plan provisions.

### 7.3 RESIDENTIAL DENSITY IMPACT ASSESSMENT TRIGGER

#### 7.3.1 PROPOSED AMENDMENT

**Amend Material Change of Use Assessment Tables 5.5.2 'Medium Density Residential Zone' and 5.2.3 'High Density Residential Zone' to require impact assessment for development which involves building work and exceeds the residential density identified on the Residential Density Overlay Map.**

#### 7.3.2 REASONING & OUTCOMES

- Much overdevelopment seen across the City, including Main Beach, seeks an increased residential density – sometimes to 3, 4 and 5 times that shown on the Residential Density Overlay Map.

It is evident that these developments also commonly demonstrate excessive site coverage, inadequate setbacks, disproportionate height and unreasonable overshadowing and privacy impacts. Put simply, they often represent over-development and are not consistent with the expectations of the zone or surrounding community. It is inappropriate for development of this nature to remain code assessable.

- Requiring development which exceeds residential density to undergo impact assessment is entirely appropriate:
  - allows development which is potentially more intense than intended to be assessed against the higher order Strategic Framework provisions of the City Plan;
  - provides the community the right to make properly made submissions where amenity is unreasonably compromised;
  - affords Council greater time to properly consider and negotiate development outcomes without the threat of 'deemed approval' associated with code assessment; and

- o provides Council greater strength to refuse inappropriate development proposals.

### 7.3.2 IMPLEMENTATION CONSIDERATIONS

- Inclusion of a residential density impact assessment trigger is a mechanism already used in City Plan and requires no complex changes.
- Inclusion of a residential density impact assessment trigger will not change any underlying planning intent or residential density allowance across the City and therefore cannot in any way reduce the potential of land or compromise the achievement of residential density outcomes.
- This amendment will not otherwise introduce complexity to assessment of applications that comply with the relevant City Plan Codes which will remain 'code assessable' as is appropriate in the High and Medium Density Residential Zones.
- In appropriate circumstances, increases in residential density could still be considered under Performance and Overall Outcomes of the relevant Zone Codes and the Strategic Framework.
- Amendment to include an impact assessment density trigger in the Medium and High Density Residential Zones will not create a need for complex corresponding amendment of other City Plan provisions.

*Note: An alternative to introducing a density trigger in the Medium and High Density Residential Zones (although we consider that this is appropriate as a City-wide amendment) is to include such a trigger within the Neighbourhood Elements Overlay and apply that overlay to Main Beach as requested.*

## 8.0 CONCLUSION

For the reasons discussed, the proposed City Plan amendments are considered necessary to assist in protecting the character and amenity of Main Beach from inappropriate and excessive development outcomes.

The Main Beach Association believes that the requested amendments will discourage inappropriate development, provide the community with a right of objection thereby enhancing 'meaningful community consultation' one of the principles of the *Local Government Act*, and enable a stronger and more effective assessment process for development that does significantly depart from the City Plan.

### **By removing Main Beach from the Light Rail Urban Renewal Area Overlay:**

- podium development is discouraged and the intent of tower development in a landscaped setting is reinforced; and
- it will be more difficult to justify inappropriate densities and built form variations where these will seriously impact amenity and character.

**By including the land in the proposed Neighbourhood Elements Overlay:**

- a high quality urban character is promoted with appropriately designed, scaled and landscaped development consistent with the existing and desired character of Main Beach; and
- development proposing increased bulk (site cover) will undergo 'impact assessment' discouraging inappropriate outcomes and providing opportunities for community consultation/objection.

**By introducing an 'impact assessment' density trigger in the Medium and High Density Residential Zones:**

- excessive density proposals, at the expense of built form outcomes and protection of amenity, will be discouraged; and
- development proposing increased density will undergo 'impact assessment' discouraging inappropriate outcomes and providing opportunities for community consultation/objection.

These amendments can be made without having any significantly impact on the underlying development intent (zoning, height, density etc), development potential, or value of land in Main Beach.

Further, the amendments do not preclude the consideration of development that does seek variation of built form aspects and/or residential density - nor does it prevent Council in approving same where the proposal clearly meets the relevant Performance Outcomes, Overall Outcomes and Strategic Framework as relevant.

Accordingly, we submit that the proposed amendments will be effective, can be simply implemented, and will not compromise broader planning principles or outcomes that are the foundation of City Plan and State planning requirements.

We would appreciate a meeting with Ms Alisha Swain and relevant officers to further discuss the merits of this submission.

Should you have any questions or wish to discuss this submission please do not hesitate to contact Jake Storey on 55 022 116.

Yours faithfully,



**Jake Storey**  
Director  
Storey & Castle Planning Pty Ltd